

**COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT**

February 2016



COMMUTER RAIL ON-TIME PERFORMANCE

February 2016

This report presents an analysis of the February 2016 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 presents the number of train delays by rail line and service period. During February 2016, Metra operated 16,695 scheduled trains, including scheduled "extras", if any. 599 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.4%. Table 2 lists on-time percentages by line for each month and year since 2011.

Table 3 lists each train that was on time for less than 85% of its weekday runs in February 2016, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay-cause category and carrier designation in Table 5. Effective January 1, 2012, and January 1, 2014, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay.

Table 6.a shows the frequency of train delays by delay-cause control and by line during February 2016. Of the 599 delays systemwide in February 2016, all but 277 (46%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous four Februarys, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in February 2016, 75 fewer delays than the average over the previous four Februarys were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 1,306 delays in 2016, all but 567 (43%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for February 2016.

Table 8.a shows the frequency of train delays by delay-cause category and by line during February 2016. Table 8.b shows the average frequencies over the previous five Februarys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 599 delays systemwide in February 2016, 501 less than the average over the previous five Februarys. Table 9.a shows delays from the beginning of the year through February 2016. Table 9.b shows the average frequencies from the beginning of the year through February of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2016 and 2015 respectively, and Table 10.c shows the difference between the two. From January through February of 2016, a total of 1,306 trains were delayed, compared to 2,050 trains delayed in the same two months of 2015.

In Tables 8 through 10, delays by cause are separated into 'Metra/PSA' and 'Foreign' designations, where applicable. 'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation. 'Foreign' refers to

delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations. See Table 5 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In February 2016 freight operations delayed 53 trains systemwide, compared to 158 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2016 and 2015 respectively. A total of 14 trains were delayed by lift deployment in February 2016.

A review of February 2016 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 36.7% of all late trains. Table 14 shows that the average length of delay was 19.3 minutes in February 2016. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Changes in On-Time Performance Reporting Calculations (effective with the May 2011 On-Time Performance Report)

“Extra” Trains

“Extra” trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those “extra” trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all “extra” trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

Intermediate station departure times and final station arrival times for some “extra” trains are either unknown (departures of some “extra” trains are held until after the completion of the respective special event) or not published. On-time performance for these two types of “extra” trains cannot be calculated, as arrival times are not known ahead of time; these trains are therefore excluded from on-time performance calculations. However, on-time performance can be calculated for “extra” trains that have full published schedules.

Temporary Schedules and Notices, for Construction and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

(Prior to May 2011, some trains affected by planned construction work arrived at their last station stops six minutes or more late, but were counted as on-time because a construction time allowance was deducted from the actual delay time. This allowance, typically five or ten minutes (but occasionally more) depending on the nature of the scheduled work, was assigned in advance to all off-peak and reverse-peak trains that might be affected by a particular project, but never to peak period/peak direction trains. For such trains, the assigned construction allowance was added onto the scheduled arrival time at the destination station for the purpose of calculating the total minutes of delay.)

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
February 2016**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,134	74	93.5%	840	48	94.3%	1,974	122	93.8%	112	11	90.2%	72	1	98.6%	2,158	134	93.8%
Elec -ML	945	24	97.5%	714	9	98.7%	1,659	33	98.0%	184	1	99.5%	80	0	100.0%	1,923	34	98.2%
-BI	294	3	99.0%	483	5	99.0%	777	8	99.0%	120	0	100.0%		--		897	8	99.1%
-SC	<u>357</u>	<u>3</u>	99.2%	<u>777</u>	<u>9</u>	98.8%	<u>1,134</u>	<u>12</u>	98.9%	<u>192</u>	<u>3</u>	98.4%	<u>80</u>	<u>2</u>	97.5%	<u>1,406</u>	<u>17</u>	98.8%
Subtotal	1,596	30	98.1%	1,974	23	98.8%	3,570	53	98.5%	496	4	99.2%	160	2	98.8%	4,226	59	98.6%
Heritage	126	9	92.9%		--		126	9	92.9%		--			--		126	9	92.9%
Milw -N	525	27	94.9%	735	47	93.6%	1,260	74	94.1%	96	6	93.8%	80	4	95.0%	1,436	84	94.2%
-W	<u>567</u>	<u>33</u>	94.2%	<u>651</u>	<u>27</u>	95.9%	<u>1,218</u>	<u>60</u>	95.1%	<u>96</u>	<u>3</u>	96.9%	<u>72</u>	<u>2</u>	97.2%	<u>1,386</u>	<u>65</u>	95.3%
Subtotal	1,092	60	94.5%	1,386	74	94.7%	2,478	134	94.6%	192	9	95.3%	152	6	96.1%	2,822	149	94.7%
NCS	231	13	94.4%	231	8	96.5%	462	21	95.5%		--			--		462	21	95.5%
RI	756	37	95.1%	693	23	96.7%	1,449	60	95.9%	128	4	96.9%	112	1	99.1%	1,689	65	96.2%
SWS	231	5	97.8%	399	13	96.7%	630	18	97.1%	24	0	100.0%		--		654	18	97.2%
UP -N	630	11	98.3%	840	11	98.7%	1,470	22	98.5%	104	1	99.0%	72	0	100.0%	1,646	23	98.6%
-NW	693	15	97.8%	672	11	98.4%	1,365	26	98.1%	96	0	100.0%	60	3	95.0%	1,521	29	98.1%
-W	<u>567</u>	<u>48</u>	91.5%	<u>672</u>	<u>43</u>	93.6%	<u>1,239</u>	<u>91</u>	92.7%	<u>80</u>	<u>0</u>	100.0%	<u>72</u>	<u>1</u>	98.6%	<u>1,391</u>	<u>92</u>	93.4%
Subtotal	1,890	74	96.1%	2,184	65	97.0%	4,074	139	96.6%	280	1	99.6%	204	4	98.0%	4,558	144	96.8%
SYSTEM	7,056	302	95.7%	7,707	254	96.7%	14,763	556	96.2%	1,232	29	97.6%	700	14	98.0%	16,695	599	96.4%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Delays data for most recent month is final (03/17/16) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	AVG
BNSF	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	93.1%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.8%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.9%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	81.5%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	90.5%	94.4%
	2016	93.2	93.8											93.5%	93.5%
	2011-2015 average		91.2	91.2	95.9	95.6	92.2	89.6	92.2	94.1	95.1	93.9	94.7	95.5	91.2%
Electric	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.9%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	96.0%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.5%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	94.4%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	95.9%	97.6%
	2016	98.0	98.6											98.3%	98.3%
	2011-2015 average		96.1	96.7	98.1	98.3	98.0	97.1	95.5	97.4	97.7	96.9	97.5	98.3	96.4%
Heritage	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	85.0%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	97.2%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	98.0%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	77.8%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	91.1%	90.2%
	2016	90.0	92.9											91.5%	91.5%
	2011-2015 average		91.1	88.5	93.6	94.8	95.7	91.5	90.1	93.3	91.5	93.5	90.6	90.7	89.9%
Milw - N	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.3%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	95.7%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	94.0%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	77.3%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	89.9%	94.9%
	2016	95.3	94.2											94.7%	94.7%
	2011-2015 average		89.6	88.9	93.4	95.9	93.3	90.6	90.0	92.8	94.4	94.1	95.0	93.4	89.3%
Milw - W	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	91.8%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.8%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.1%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	86.5%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	93.3%	96.4%
	2016	94.0	95.3											94.7%	94.7%
	2011-2015 average		93.1	91.0	95.1	96.8	96.1	92.4	92.5	94.0	94.5	96.6	94.6	95.4	92.1%
NCS	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	92.0%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	94.6%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	91.5%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	78.5%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	88.4%	93.8%
	2016	92.3	95.5											93.9%	93.9%
	2011-2015 average		91.1	86.8	92.6	91.7	92.7	92.1	90.9	92.1	94.3	93.7	91.8	92.0	89.0%

TABLE 2 (continued): ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	AVG
RI	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.8%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.6%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	97.3%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	82.9%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	96.4%	97.1%
	2016	92.6	96.2											94.4%	94.4%
	2011-2015 average		93.6	92.7	96.6	96.0	95.6	92.9	92.0	95.5	96.5	96.7	96.1	96.6	93.2%
SWS	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	92.5%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	95.4%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	95.9%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	87.3%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	92.3%	94.5%
	2016	95.6	97.2											96.4%	96.4%
	2011-2015 average		92.3	93.1	95.5	95.8	94.5	90.6	93.7	94.1	94.8	94.8	93.2	94.4	92.7%
UP - N	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	91.8%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.5%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	97.8%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	91.7%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.2%	97.5%
	2016	96.9	98.6											97.8%	97.8%
	2011-2015 average		95.8	94.1	97.3	97.0	96.2	95.0	94.4	94.9	96.2	96.0	96.6	97.4	95.0%
UP - NW	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	93.4%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	97.2%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	96.9%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	88.7%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	93.9%	96.2%
	2016	97.0	98.1											97.6%	97.6%
	2011-2015 average		94.3	93.7	96.9	97.2	94.9	94.2	93.8	95.5	96.7	95.8	95.7	95.9	94.0%
UP - W	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.5%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.1%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	96.3%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	88.3%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	92.5%	95.4%
	2016	97.8	93.4											95.6%	95.6%
	2011-2015 average		92.6	92.6	95.3	95.5	94.7	91.9	93.1	93.3	95.4	95.3	95.0	94.1	92.6%
SYSTEM excluding South Shore	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.8%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	96.5%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	87.4%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	93.8%	96.2%
	2016	95.8	96.4											96.1%	96.1%
	2011-2015 average		93.6	93.1	96.3	96.6	95.8	93.4	93.3	95.0	96.0	95.7	95.7	96.1	93.3%

Delays data for most recent month is final (03/17/16) version from TOPS.

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'2011-2015 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
February 2016**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1271 81% OT	Tue, Feb 02	11	C	FORM A RESTRICTIONS AND CAR 802 SHUT DOWN, FOLLOWING TRAFFIC
		Mon, Feb 08	11	CW1	MULTIPLE SPEED RESTRICTIONS
		Wed, Feb 10	0	EW1	ANNULLED DUE TO EARLIER EQUIPMENT ISSUES WITH METX 105
		Fri, Feb 19	12	KW	HIGH WIND WARNINGS
BNSF	1285 71% OT	Tue, Feb 02	41	GA	SWITCH FAILURE INSIDE CUS, DEPARTED 13" LATE / ACCOMODATED 1281 PASSENGERS
		Wed, Feb 03	7	GA1	LATE FLIP
		Tue, Feb 16	9	DD	HELD FOR FREIGHT TRAFFIC AT EOLA WEST YARD
		Thu, Feb 18	8	R	ADA LIFT HAD TO BE RESPOTTED @ BROOKFIELD DUE TO ENGINEER PULLING LONG / ADDITIONAL ADA @ WESTMONT
		Fri, Feb 19	15	AM1	LATE DEPARTURE DUE TO MISROUTE @ CUS / 1286 / 12" LATE DEPARTURE
Wed, Feb 24	21	AM	A383 IN UDE AT HARLEM AVENUE		
HC	918 81% OT	Mon, Feb 01	6	RF	6M DELAY LEMOYNE BRC WAITING FOR CN TO CLEAR TRAIN.
		Tue, Feb 02	9	D	10M DELAY AT CORWITH ACCT CROSS TRAFFIC.
		Wed, Feb 03	6	AM	6M CP LAMBERT DUE TO AMT X-TRAFFIC AMT301 E145 W7C S/B
		Mon, Feb 29	8	D	4M ACCT RED BLOCKS, 4M DELAY MEETING AT301 AT LAMBERT.
MN	2140 76% OT	Tue, Feb 09	10	C1	10" WALKING SPEED OVER UP TRACKS
		Fri, Feb 12	11	IW	3" CN XING; 3" PASSENGER IN DEPOT, LIBERTYVILLE; 3" SLOW ENTRAINING; STOP SIGNAL, A-2
		Wed, Feb 17	10	U	4" FOX LAKE; 4" ADA, LONG LAKE; 4" ADA, LIBERTYVILLE
		Thu, Feb 18	8	S1	8" WAIT ON LATE #2119, GRAYSLAKE
		Fri, Feb 19	20	GW	20" GATE MALFUNCTIONS, EDGEBROOK-FOX LAKE
MN	2141 81% OT	Tue, Feb 16	8	G1	7" FOLLOWING #2241 TO A-5; 2" CN X-TRAFFIC
		Fri, Feb 19	33	GW	33" AGTE MALFUNCTIONS, EDGEBROOK-FOX LAKE
		Wed, Feb 24	25	UF	26" ADA LIFT ON CAR 7442 WOULDNT STOW, GOLF
		Fri, Feb 26	124	M	124" STRUCK TRESPASSER, MP11.2
MN	2143 81% OT	Mon, Feb 01	17	F	20" TRAIN PULLED APART, WESTERN
		Fri, Feb 19	25	GW	25" GATE MALFUNCTIONS, EDGEBROOK-FOX LAKE
		Wed, Feb 24	16	UF1	16" FOLLOWING #2141, GOLF-DEERFIELD
		Fri, Feb 26	120	M1	120" FOLLOWING #2141
MN	2145 81% OT	Mon, Feb 01	10	F1	10" GOING AROUND #2143 & THEN WAIT ON #2143, MORTON GROVE
		Fri, Feb 19	23	GW	23" GATE MALFUNCTIONS, EDGEBROOK-FOX LAKE
		Wed, Feb 24	10	UF1	10" FOLLOWING TRAIN AHEAD
		Fri, Feb 26	109	M1	109" FOLLOWING #2141
MN	2151 81% OT	Fri, Feb 12	31	G1	20" WAIT ON #2158 TO CLEAR J-LINE; 12" COPY MOVEMENT AUTHORITY RESTRICTED SPEED
		Wed, Feb 17	16	D1	19" WAIT ON #2158 TO CLEAR J-LINE, RONDOUT
		Fri, Feb 19	26	GW	26" GATE MALFUNCTIONS, EDGEBROOK-FOX LAKE
		Fri, Feb 26	27	M1	27" SWAP CREWS WITH #2158, LAKE FOREST
MN	2158 71% OT	Mon, Feb 01	26	J	2" WAIT ON #2149; 1" STOP SIGNAL, CN; 22" POLICE ACTIVITY POSSIBLE STOLEN TICKETS, DEERFIELD
		Fri, Feb 12	15	G	20" SIGNAL DROPPED, RESTRICTED SPEED, MILWAUKEE AVE-RONDOUT
		Wed, Feb 17	32	D	18" X-TRAFFIC, CN; 6" EAST SWITCH FAILURE, RONDOUT; 4" ENTRAINING, ENROUTE; 10" MEET/SWAP CREW WITH #2155, WESTERN
		Fri, Feb 19	22	GW	22" GATE MALFUNCTIONS, EDGEBROOK-FOX LAKE
		Thu, Feb 25	7	D	8" WAIT ON CN FREIGHT TO CLEAR, CN XING
Fri, Feb 26	13	M1	13" SWAPPED CREWS WITH #2151, LAKE FOREST		
MW	2254 81% OT	Mon, Feb 08	13	J	9" MALE PASSENGER REFUSING TO PAY UNTIL PD ARRIVED, BIG TIMBER;3" BAD SPEED-O CAB CAR 8519
		Mon, Feb 15	14	G1	10" LATE TURN FROM #2249, BIG TIMBER; 4" WAIT ON CP FREIGHT TO CLEAR, B-35; 4" ENTRAINING
		Fri, Feb 19	33	JM1	33" LATE TURN FROM #2249 DUE TO #2227'S MEDICAL EMERGENCY @ CUS
		Mon, Feb 29	30	G	25" HAND LINE ROUTE 1-2, SPAULDING & G-35 SWITCHING ON 2MT; 5" RESTRICTED SPEED
MW	2255 81% OT	Mon, Feb 08	12	J1	12" LATE TURN FROM #2254, CUS
		Mon, Feb 15	11	G1	11" LATE TURN FROM #2254, CUS
		Fri, Feb 19	22	JM1	27" LATE TURN FROM #2254 DUE TO #2227'S MEDICAL EMERGENCY @ CUS
		Mon, Feb 29	30	G1	31" LATE TURN FROM #2254, CUS
NCS	117 81% OT	Mon, Feb 01	12	G	3" WAIT ON #2145, CUS; 3" #118, B-12; 2" X-TRAFFIC, DEVAL; 8" STOP RESTRICTED SPEED, GRAYSLAKE
		Tue, Feb 02	11	GM	3" WAIT ON EQUIPMENT FROM WACY, CUS; 2" COPY ITEM 2; 2" ITEM 2,RIVER RD; 4" DEVAL
		Wed, Feb 03	9	D1	3" ADA, BUFALO GROVE; 8" WAIT ON #120, RAM
		Fri, Feb 19	11	GW1	11" GATE MALFUNCTIONS, ENROUTE
UPW	30 81% OT	Wed, Feb 03	10	A	10" X-TRAFFIC #2220 & #2210 CROSSED AHEAD, WESTERN; TRAIN CONTROL FOLLOWING #28, ELMHURST-MELROSE PARK
		Tue, Feb 09	95	G1	95" SIGNAL ISSUES, CPY012 & CPY011
		Wed, Feb 10	10	G1	10" SIGNAL ISSUES, 25TH AVE
		Fri, Feb 19	10	G	10" STOPPED DUE TO TRACK LIGHT, KEDZIE; X/O 2-3, FLAGGED BY DISPATCHER

Data is final (03/17/16) version from TOPS.

TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

Primary	Codes		Definition	Delay Class	Responsibility
	Secondary	Primary Annulled			
A	A1	XA	Passenger Train Interference	Transportation	Controllable
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	Transportation	Controllable
AD	AD1	XAD	Non-Revenue Passenger Train Interference	Transportation	Controllable
AM	AM1	XAM	Amtrak Caused Delay	Transportation	Controllable
AS	AS1	XAS	NICTD Train Interference	Transportation	Controllable
AW	AW1	XAW	Pass. Train Interference, Weather	Transportation	Uncontrollable
B	B1	XB	Human Error, Eng. Dept.	Engineering	Controllable
BA	BA1	XBA	Amtrak Engineering Human Error	Engineering	Controllable
C	C1	XC	Unscheduled Track Work	Engineering	Controllable
CA	CA1	XCA	Amtrak Engineering	Engineering	Semi-controllable
CC	CC1	XCC	Scheduled Track Work	Engineering	Controllable
CF	CF1	XCF	Engineering Equipment Malfunction	Engineering	Controllable
CG	CG1	XCG	Scheduled Signal Work	Engineering	Controllable
CH	CH1	XCH	Contractor Failure	Engineering	Controllable
CO	CO1	XCO	Scheduled Wire Work	Engineering	Controllable
CM	CM1	XCM	Switch Malfunction (Track Dept.)	Engineering	Controllable
CW	CW1	XCW	M of W Work, Weather	Engineering	Uncontrollable
D	D1	XD	Freight Train Interference	Transportation	Semi-controllable
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	Transportation	Controllable
DE	DE1	XDE	Freight Mechanical Malfunction	Transportation	Semi-controllable
DM	DM1	XDM	Freight-Accident/Incident	Incidental	Uncontrollable
DR	DR1	XDR	Freight-Human Error	Transportation	Semi-controllable
DW	DW1	XDW	Freight Train Interference, Weather	Transportation	Uncontrollable
E	E1	XE	Locomotive Malfunction	Mechanical	Controllable
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction	Mechanical	Uncontrollable
EW	EW1	XEW	Locomotive Malfunction, Weather	Mechanical	Uncontrollable
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive	Mechanical	Controllable
F	F1	XF	Cab Car/Trailer/MU Malfunction	Mechanical	Controllable
FS	FS1	XFS	NICTD MU Malfunction	Mechanical	Uncontrollable
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	Mechanical	Uncontrollable
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	Mechanical	Controllable
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	Engineering	Controllable
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	Engineering	Semi-controllable
GF	GF1	XGF	Signal/Switch Foreign Line	Engineering	Semi-controllable
GM	GM1	XGM	Gate Crossing Malfunction	Engineering	Controllable
GT	GT1	XGT	Telecom Failure	Engineering	Controllable
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	Engineering	Uncontrollable
GX	GX1	XGX	Broken Gate Crossing	Engineering	Uncontrollable
GZ	GZ1	XGZ	ETMS Signal Malfunction	Engineering	Controllable
H	H1	XH	Human Error, Mechanical Department	Mechanical	Controllable
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	Mechanical	Controllable
I	I1	XI	Passenger Handling, Running Time	Ridership	Uncontrollable
IB	IB1	XIB	Passenger Handling, Bicycle	Ridership	Uncontrollable
IW	IW1	XIW	Passenger Handling, Weather	Ridership	Uncontrollable
J	J1	XJ	Passenger Problems/Removal	Incidental	Uncontrollable
JA	JA1	XJA	Amtrak Passenger Problems/Removal	Incidental	Uncontrollable
JM	JM1	XJM	Passenger Medical Emergency	Incidental	Uncontrollable
K	K1	XK	Obstruction On Tracks	Incidental	Uncontrollable
KD	KD1	XKD	Train Struck Debris	Incidental	Uncontrollable
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	Incidental	Uncontrollable
KW	KW1	XKW	Obstruction On Tracks, Weather	Incidental	Uncontrollable
L	L1	XL	Unauthorized People On Tracks/Near Miss	Incidental	Uncontrollable
M	M1	XM	Right of Way Accident/Misc.	Incidental	Uncontrollable
MW	MW1	XMW	Right of Way Accident/Misc., Weather	Incidental	Uncontrollable
N	N1	XN	Electricity Utility Failure	Incidental	Uncontrollable
NW	NW1	XNW	Electricity Utility Failure, Weather	Incidental	Uncontrollable
O	O1	XO	AC/DC System Failure	Engineering	Controllable
OW	OW1	XOW	AC/DC System Failure, Weather	Engineering	Uncontrollable
Q	Q1	XQ	Late Issuance of Track Warrant	Transportation	Controllable
R	R1	XR	Human Error, Transportation	Transportation	Controllable
RA	RA1	XRA	Human Error, Amtrak Transportation	Transportation	Controllable
RD	RD1	XRD	Human Error, Metra Dispatcher	Transportation	Controllable
RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error	Transportation	Controllable
RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	Transportation	Controllable
RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	Transportation	Controllable
RO	RO1	XRO	Human Error, Tower Operator	Transportation	Controllable
RS	RS1	XRS	Human Error, NICTD Transportation	Transportation	Controllable
RW	RW1	XRW	Train Crew Issues, Weather	Transportation	Uncontrollable
RZ	RZ1	XRZ	ETMS Train Crew Error	Transportation	Controllable
S	S1	XS	Operational (Efficiency) Testing	Transportation	Uncontrollable
T	T1	XT	Property Vandalism	Incidental	Uncontrollable
U	U1	XU	Accessibility Related (ADA)	Ridership	Uncontrollable
UF	UF1	XUF	ADA Lift Failure	Mechanical	Controllable
UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
VE	VE1	XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
VF	VF1	XVF	Cab Car Problem Reported, Nothing Found	Incidental	Controllable
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable
W	W1	XW	Gas Leak	Incidental	Uncontrollable

Effective January 1, 2014 Revised February 3 & March 12, 2014

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TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY & CARRIER DESIGNATION

METRA/PSA DELAY CODES				METRA/PSA DELAY CODES (continued)				FOREIGN CARRIER DELAY CODES			
CATEGORY				CATEGORY				CATEGORY			
Codes				Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
1 Passenger Train Interference				13 Human Error				1 Passenger Train Interference			
A	A1	XA	Passenger Train Interference	B	B1	XB	Human Error, Eng. Dept.	AM	AM1	XAM	Amtrak Caused Delay
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	H	H1	XH	Human Error, Mechanical Department	AS	AS1	XAS	NICTD Train Interference
AD	AD1	XAD	Non-Revenue Passenger Train Interference	R	R1	XR	Human Error, Transportation	2 & 3 Freight Interference - Peak & Off-Peak			
4 Accident				RD	RD1	XRD	Human Error, Metra Dispatcher	D	D1	XD	Freight Train Interference
M	M1	XM	Right of Way Accident/Misc.	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
5 Passenger Loading				RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	DE	DE1	XDE	Freight Mechanical Malfunction
I	I1	XI	Passenger Handling, Running Time	RO	RO1	XRO	Human Error, Tower Operator	DR	DR1	XDR	Freight-Human Error
IB	IB1	XIB	Passenger Handling, Bicycle	RZ	RZ1	XRZ	ETMS Train Crew Error	4 Accident			
6 Lift Deployment				14 Sick, Injured, Unruly Passenger				DM	DM1	XDM	Freight-Accident/Incident
U	U1	XU	Accessibility Related (ADA)	J	J1	XJ	Passenger Problems/Removal	8 Signal/Switch Failure			
UF	UF1	XUF	ADA Lift Failure	JM	JM1	XJM	Passenger Medical Emergency	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
7 Obstruction/Debris				15 Weather				GF	GF1	XGF	Signal/Switch Foreign Line
K	K1	XK	Obstruction On Tracks	AW	AW1	XAW	Pass. Train Interference, Weather	9 Track Work			
KD	KD1	XKD	Train Struck Debris	CW	CW1	XCW	M of W Work, Weather	CA	CA1	XCA	Amtrak Engineering
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	EW	EW1	XEW	Locomotive Malfunction, Weather	11 Non-Locomotive Equipment Failure			
8 Signal/Switch Failure				FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	FS	FS1	XFS	NICTD MU Malfunction
CM	CM1	XCM	Switch Malfunction (Track Dept.)	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	12 Locomotive Failure			
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	IW	IW1	XIW	Passenger Handling, Weather	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
GM	GM1	XGM	Gate Crossing Malfunction	KW	KW1	XKW	Obstruction On Tracks, Weather	13 Human Error			
GT	GT1	XGT	Telecom Failure	MW	MW1	XMW	Right of Way Accident/Misc., Weather	BA	BA1	XBA	Amtrak Engineering Human Error
GX	GX1	XGX	Broken Gate Crossing	NW	NW1	XNW	Electricity Utility Failure, Weather	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
GZ	GZ1	XGZ	ETMS Signal Malfunction	OW	OW1	XOW	AC/DC System Failure, Weather	RA	RA1	XRA	Human Error, Amtrak Transportation
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	RW	RW1	XRW	Train Crew Issues, Weather	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
9 Track Work				UW	UW1	XUW	Accessibility, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	16 Other				14 Sick, Injured, Unruly Passenger			
CC	CC1	XCC	Scheduled Track Work	L	L1	XL	Unauthorized People On Tracks/Near Miss	JA	JA1	XJA	Amtrak Passenger Problems/Removal
CF	CF1	XCF	Engineering Equipment Malfunction	N	N1	XN	Electricity Utility Failure	15 Weather			
CG	CG1	XCG	Scheduled Signal Work	Q	Q1	XQ	Late Issuance of Track Warrant	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	S	S1	XS	Operational (Efficiency) Testing				
10 Catenary Failure				T	T1	XT	Property Vandalism				
CO	CO1	XCO	Scheduled Wire Work	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found				
O	O1	XO	AC/DC System Failure	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found				
11 Non-Locomotive Equipment Failure				W	W1	XW	Gas Leak				
F	F1	XF	Cab Car/Trailer/MU Malfunction								
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car								
12 Locomotive Failure											
E	E1	XE	Locomotive Malfunction								
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive								

Effective January 1, 2014

Revised February 2, 2015

'Metra/PSA' refers to delays that either directly affect or are directly attributable to Metra or its Purchase of Service Agreement partners (BNSF and Union Pacific) on Metra or PSA-controlled rail lines or trains in commuter operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
February 2016

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	40	17	3	4	4	30	19	11	31	9	21	10	78	277	46%
Semi-controllable	28	0	0	0	5	5	6	3	16	4	0	9	7	83	14%
Uncontrollable	66	17	5	13	0	49	40	7	18	5	2	10	7	239	40%
TOTAL TRAINS DELAYED	134	34	8	17	9	84	65	21	65	18	23	29	92	599	100%

February - Average Over Previous Four Years: 2012-2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	70.3	25.5	8.3	10.3	4.5	70.3	35.5	22.5	36.8	11.5	16.3	16.3	24.0	351.8	36%
Semi-controllable	30.8	0.0	0.0	0.0	4.8	25.5	22.3	25.8	8.3	18.0	3.8	8.3	20.3	167.5	17%
Uncontrollable	75.5	43.3	12.8	21.5	1.5	47.5	50.0	12.0	56.0	9.0	45.5	52.5	38.8	465.8	47%
TOTAL TRAINS DELAYED	176.5	68.8	21.0	31.8	10.8	143.3	107.8	60.3	101.0	38.5	65.5	77.0	83.0	985.0	100%

February 2016 Divergence From February Average Over Previous Four Years

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	-30.3	-8.5	-5.3	-6.3	-0.5	-40.3	-16.5	-11.5	-5.8	-2.5	4.8	-6.3	54.0	-74.8	19%
Semi-controllable	-2.8	0.0	0.0	0.0	0.3	-20.5	-16.3	-22.8	7.8	-14.0	-3.8	0.8	-13.3	-84.5	22%
Uncontrollable	-9.5	-26.3	-7.8	-8.5	-1.5	1.5	-10.0	-5.0	-38.0	-4.0	-43.5	-42.5	-31.8	-226.8	59%
TOTAL TRAINS DELAYED	-42.5	-34.8	-13.0	-14.8	-1.8	-59.3	-42.8	-39.3	-36.0	-20.5	-42.5	-48.0	9.0	-386.0	100%

January-February 2016

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	96	36	8	14	9	59	57	28	85	13	39	27	96	567	43%
Semi-controllable	71	0	0	0	11	29	38	17	39	17	0	12	12	246	19%
Uncontrollable	112	51	8	29	1	63	53	10	67	16	34	35	14	493	38%
TOTAL TRAINS DELAYED	279	87	16	43	21	151	148	55	191	46	73	74	122	1,306	100%

Data for current month is final (03/17/16) version from TOPS.

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03/17/2016

TABLE 7: NUMBER OF DELAYS BY DATE
February 2016

WEEKDAY	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	
BNSF	0	9	8	2	11	37	1	5	0	2	8	6	6	4	15	1	3	4	0	0	0	122
Elec -ML	6	6	0	0	0	0	1	0	0	4	7	0	0	1	4	1	2	1	0	0	0	33
-BI	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	8
-SC	0	1	3	0	0	0	1	1	0	0	1	0	0	0	2	0	0	2	0	1	0	12
Heritage	2	1	1	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	1	9
Milw -N	3	2	0	0	0	3	2	0	1	7	1	2	3	2	29	1	1	3	1	13	0	74
-W	1	1	2	0	1	5	4	1	0	1	4	14	10	0	12	0	1	0	0	1	2	60
NCS	1	1	3	0	0	0	0	1	0	2	0	2	1	2	6	0	0	2	0	0	0	21
RI	0	1	7	0	1	0	1	11	0	13	3	0	0	0	6	2	0	4	11	0	0	60
SWS	0	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4	0	0	8	18
UP -N	1	3	1	0	0	0	1	0	10	0	3	0	0	0	0	0	0	0	2	0	1	22
-NW	5	0	1	1	0	1	1	0	0	0	1	6	0	4	1	0	3	0	0	1	1	26
-W	4	4	1	1	0	2	50	14	0	2	0	1	0	1	4	0	3	2	1	0	1	91
SYSTEM	23	31	29	4	14	49	62	33	13	32	30	31	20	14	85	5	13	22	15	17	14	556

SATURDAY	6	13	20	27	TOTAL	SUNDAY/HOLIDAY	7	14	21	28	TOTAL
BNSF	5	3	2	1	11	BNSF	0	0	1	0	1
Elec -ML	0	1	0	0	1	Elec -ML	0	0	0	0	0
-BI	0	0	0	0	0	-BI	-	-	-	-	0
-SC	0	3	0	0	3	-SC	0	1	0	1	2
Heritage	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	2	3	1	0	6	Milw -N	0	4	0	0	4
-W	0	0	1	2	3	-W	0	1	1	0	2
NCS	-	-	-	-	-	NCS	-	-	-	-	0
RI	1	1	2	0	4	RI	0	0	1	0	1
SWS	0	0	0	0	0	SWS	-	-	-	-	0
UP -N	0	0	1	0	1	UP -N	0	0	0	0	0
-NW	0	0	0	0	0	-NW	0	3	0	0	3
-W	0	0	0	0	0	-W	1	0	0	0	1
SYSTEM	8	11	7	3	29	SYSTEM	1	9	3	1	14

Data is final (03/17/16) version from TOPS.

TABLE 8.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
February 2016

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	11	0	0	0	3	5	6	1	16	2	0	2	7	53
Freight Interference - Peak	1	0	0	0	3	0	1	1	7	1	0	2	1	17
Primary	1	0	0	0	3	0	1	0	1	1	0	2	1	10
Secondary	0	0	0	0	0	0	0	1	6	0	0	0	0	7
Freight Interference - Off-Peak	10	0	0	0	0	5	5	0	9	1	0	0	6	36
Primary	9	0	0	0	0	4	4	0	6	1	0	0	5	29
Secondary	1	0	0	0	0	1	1	0	3	0	0	0	1	7
Signal/Switch Failure - TOTAL	22	7	3	5	2	7	8	6	10	10	1	7	67	155
Signal/Switch Failure - Metra/PSA	3	7	3	5	0	7	8	4	10	7	1	0	67	122
Primary	3	2	2	3	0	1	4	2	6	3	1	0	3	30
Secondary	0	5	1	2	0	6	4	2	4	4	0	0	64	92
Signal/Switch Failure - Foreign	19	0	0	0	2	0	0	2	0	3	0	7	0	33
Primary	15	0	0	0	2	0	0	2	0	3	0	2	0	24
Secondary	4	0	0	0	0	0	0	0	0	0	0	5	0	9
Mechanical Failure - TOTAL	12	4	0	0	0	6	9	2	13	0	16	1	5	68
Mechanical Failure - Metra/PSA	12	4	0	0	0	6	9	2	13	0	16	1	5	68
Non-Locomotive Equipment Failure - Metra/PSA	0	4	0	0	0	3	2	2	0	0	3	1	4	19
Primary	0	2	0	0	0	2	1	0	0	0	1	1	2	9
Secondary	0	2	0	0	0	1	1	2	0	0	2	0	2	10
Locomotive Failure - Metra/PSA	12	0	0	0	0	3	7	0	13	0	13	0	1	49
Primary	5	0	0	0	0	2	5	0	2	0	3	0	1	18
Secondary	7	0	0	0	0	1	2	0	11	0	10	0	0	31
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	4	0	0	0	1	6	0	0	0	0	0	0	1	12
Passenger Train Interference - Metra/PSA	0	0	0	0	0	4	0	0	0	0	0	0	1	5
Passenger Train Interference - Foreign	4	0	0	0	1	2	0	0	0	0	0	0	0	7
Accident - TOTAL	0	0	0	0	0	12	0	0	0	0	1	1	1	15
Accident - Metra/PSA	0	0	0	0	0	12	0	0	0	0	1	1	0	14
Accident - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Track Work - TOTAL	8	2	0	2	0	2	0	1	0	0	0	6	0	21
Track Work - Metra/PSA	8	2	0	2	0	2	0	1	0	0	0	6	0	21
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	7	1	0	1	3	4	1	2	8	1	2	3	0	33
Human Error - Metra/PSA	6	1	0	1	0	4	0	1	8	0	1	3	0	25
Human Error - Foreign	1	0	0	0	3	0	1	1	0	1	1	0	0	8
Sick, Injured, Unruly Passenger - TOTAL	4	10	1	0	0	1	16	0	0	0	0	6	1	39
Sick, Injured, Unruly Passenger - Metra/PSA	4	10	1	0	0	1	16	0	0	0	0	6	1	39
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	53	5	0	6	0	30	13	6	13	3	0	1	2	132
Weather - Metra/PSA	53	5	0	6	0	30	13	6	13	3	0	1	2	132
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	0	2	3	0	0	0	0	0	2	0	0	0	0	7
Lift Deployment - TOTAL	1	0	0	0	0	6	0	1	2	0	0	0	4	14
Obstruction/Debris - TOTAL	8	0	1	3	0	3	10	1	0	2	0	0	2	30
Catenary Failure - TOTAL	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Other - TOTAL	4	0	0	0	0	2	2	1	1	0	3	2	2	17
TOTAL TRAINS DELAYED	134	34	8	17	9	84	65	21	65	18	23	29	92	599
Total Metra/PSA Delays	99	34	8	17	0	77	58	17	49	12	22	20	84	497
Total Foreign Carrier Delays	35	0	0	0	9	7	7	4	16	6	1	9	8	102

Data for current month is final (03/17/16) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

TABLE 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
February - Average Over Previous Five Years: 2011-2015

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	19.6	0.0	0.0	0.0	3.8	21.4	18.0	17.0	7.0	12.8	3.2	6.8	25.2	134.8
Freight Interference - Peak	5.4	0.0	0.0	0.0	3.8	4.4	3.8	6.4	2.2	4.0	0.2	4.0	6.8	41.0
<i>Primary</i>	3.2	0.0	0.0	0.0	3.6	3.0	3.0	3.6	1.2	3.0	0.2	2.0	3.2	26.0
<i>Secondary</i>	2.2	0.0	0.0	0.0	0.2	1.4	0.8	2.8	1.0	1.0	0.0	2.0	3.6	15.0
Freight Interference - Off-Peak	14.2	0.0	0.0	0.0	0.0	17.0	14.2	10.6	4.8	8.8	3.0	2.8	18.4	93.8
<i>Primary</i>	12.4	0.0	0.0	0.0	0.0	10.8	9.4	8.4	4.4	7.2	1.6	1.8	15.6	71.6
<i>Secondary</i>	1.8	0.0	0.0	0.0	0.0	6.2	4.8	2.2	0.4	1.6	1.4	1.0	2.8	22.2
Signal/Switch Failure - TOTAL	19.2	2.8	2.0	2.0	3.2	22.6	16.2	12.2	12.4	8.4	7.2	8.4	10.2	126.8
Signal/Switch Failure - Metra/PSA	14.0	2.8	2.0	2.0	1.8	19.4	13.2	7.6	10.8	3.6	7.2	8.4	10.0	102.8
<i>Primary</i>	9.8	1.6	1.4	1.8	1.8	10.4	8.4	4.0	7.4	3.2	4.8	5.6	6.0	66.2
<i>Secondary</i>	4.2	1.2	0.6	0.2	0.0	9.0	4.8	3.6	3.4	0.4	2.4	2.8	4.0	36.6
Signal/Switch Failure - Foreign	5.2	0.0	0.0	0.0	1.4	3.2	3.0	4.6	1.6	4.8	0.0	0.0	0.2	24.0
<i>Primary</i>	3.2	0.0	0.0	0.0	1.2	1.6	2.4	2.2	0.6	2.8	0.0	0.0	0.2	14.2
<i>Secondary</i>	2.0	0.0	0.0	0.0	0.2	1.6	0.6	2.4	1.0	2.0	0.0	0.0	0.0	9.8
Mechanical Failure - TOTAL	14.8	3.0	1.6	1.4	0.2	22.2	8.4	4.4	14.4	3.6	9.8	4.4	4.0	92.2
Mechanical Failure - Metra/PSA	14.6	2.8	1.6	1.4	0.2	20.0	8.2	4.4	14.4	3.6	9.8	4.4	3.8	89.2
Non-Locomotive Equipment Failure - Metra/PSA	5.8	2.8	1.6	1.4	0.2	2.8	2.0	0.0	1.6	2.2	1.8	0.0	0.2	22.4
<i>Primary</i>	1.6	1.4	0.4	1.0	0.2	1.0	0.8	0.0	0.8	0.8	0.6	0.0	0.2	8.8
<i>Secondary</i>	4.2	1.4	1.2	0.4	0.0	1.8	1.2	0.0	0.8	1.4	1.2	0.0	0.0	13.6
Locomotive Failure - Metra/PSA	8.8	0.0	0.0	0.0	0.0	17.2	6.2	4.4	12.8	1.4	8.0	4.4	3.6	66.8
<i>Primary</i>	2.6	0.0	0.0	0.0	0.0	3.8	2.6	1.4	4.2	0.8	1.4	1.6	2.0	20.4
<i>Secondary</i>	6.2	0.0	0.0	0.0	0.0	13.4	3.6	3.0	8.6	0.6	6.6	2.8	1.6	46.4
Mechanical Failure - Foreign	0.2	0.2	0.0	0.0	0.0	2.2	0.2	0.0	0.0	0.0	0.0	0.0	0.2	3.0
Passenger Train Interference - TOTAL	1.0	1.2	0.2	0.8	0.6	13.0	2.6	2.0	1.6	1.4	2.2	1.8	3.6	32.0
Passenger Train Interference - Metra/PSA	0.2	0.6	0.2	0.4	0.0	9.2	2.4	2.0	1.4	0.2	2.2	1.8	3.4	24.0
Passenger Train Interference - Foreign	0.8	0.6	0.0	0.4	0.6	3.8	0.2	0.0	0.2	1.2	0.0	0.0	0.2	8.0
Accident - TOTAL	18.4	0.6	0.0	0.2	0.0	0.4	14.2	4.0	3.0	0.2	7.4	8.8	1.0	58.2
Accident - Metra/PSA	11.0	0.6	0.0	0.2	0.0	0.4	14.0	4.0	2.8	0.2	7.4	8.8	0.2	49.6
Accident - Foreign	7.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.8	8.6
Track Work - TOTAL	10.8	1.2	0.4	0.6	0.2	1.0	2.2	1.4	3.0	0.0	0.2	0.8	1.6	23.4
Track Work - Metra/PSA	7.2	1.2	0.4	0.6	0.2	1.0	2.2	1.4	3.0	0.0	0.2	0.8	1.6	19.8
Track Work - Foreign	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Human Error - TOTAL	19.8	4.4	0.8	1.8	3.2	10.0	4.2	3.2	5.8	1.8	4.2	4.2	3.0	66.4
Human Error - Metra/PSA	13.6	4.4	0.8	1.6	1.0	4.0	1.4	0.6	5.8	0.2	4.0	3.2	1.4	42.0
Human Error - Foreign	6.2	0.0	0.0	0.2	2.2	6.0	2.8	2.6	0.0	1.6	0.2	1.0	1.6	24.4
Sick, Injured, Unruly Passenger - TOTAL	2.6	4.2	0.6	0.8	0.2	2.6	3.8	0.4	1.6	0.8	3.0	3.4	2.0	26.0
Sick, Injured, Unruly Passenger - Metra/PSA	2.6	4.2	0.6	0.8	0.2	2.6	3.8	0.4	1.6	0.8	3.0	3.4	2.0	26.0
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	53.8	33.2	10.6	18.2	2.0	46.8	37.4	11.0	44.4	8.6	40.4	40.8	32.4	379.6
Weather - Metra/PSA	53.4	33.2	10.6	18.2	1.6	43.6	37.4	10.6	44.2	7.6	40.4	40.8	31.8	373.4
Weather - Foreign	0.4	0.0	0.0	0.0	0.4	3.2	0.0	0.4	0.2	1.0	0.0	0.0	0.6	6.2
Passenger Loading - TOTAL	1.4	12.0	1.6	2.8	0.0	3.4	2.2	0.0	7.6	0.4	5.2	0.4	3.6	40.6
Lift Deployment - TOTAL	2.6	0.0	0.0	0.0	0.0	4.4	3.0	0.6	3.0	0.0	1.4	1.4	4.6	21.0
Obstruction/Debris - TOTAL	5.4	4.4	0.8	3.6	0.4	5.4	4.6	0.8	5.6	0.6	5.6	5.8	3.0	46.0
Catenary Failure - TOTAL	0.0	10.2	2.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	16.0
Other - TOTAL	12.6	1.6	0.4	0.2	0.0	0.4	2.4	1.0	1.8	4.4	3.0	4.2	5.0	37.0
TOTAL TRAINS DELAYED	182.0	78.8	21.8	35.2	13.8	153.6	119.2	58.0	111.2	43.0	92.8	91.4	99.2	1,100.0
Total Metra/PSA Delays	138.6	78.0	21.8	34.6	5.4	113.8	94.8	33.4	102.0	21.6	89.4	83.6	70.4	887.4
Total Foreign Carrier Delays	43.4	0.8	0.0	0.6	8.4	39.8	24.4	24.6	9.2	21.4	3.4	7.8	28.8	212.6

Data for latest month is final (03/16/15) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

TABLE 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
February 2016 Divergence From February Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	-8.6	0.0	0.0	0.0	-0.8	-16.4	-12.0	-16.0	9.0	-10.8	-3.2	-4.8	-18.2	-81.8
Freight Interference - Peak	-4.4	0.0	0.0	0.0	-0.8	-4.4	-2.8	-5.4	4.8	-3.0	-0.2	-2.0	-5.8	-24.0
<i>Primary</i>	-2.2	0.0	0.0	0.0	-0.6	-3.0	-2.0	-3.6	-0.2	-2.0	-0.2	0.0	-2.2	-16.0
<i>Secondary</i>	-2.2	0.0	0.0	0.0	-0.2	-1.4	-0.8	-1.8	5.0	-1.0	0.0	-2.0	-3.6	-8.0
Freight Interference - Off-Peak	-4.2	0.0	0.0	0.0	0.0	-12.0	-9.2	-10.6	4.2	-7.8	-3.0	-2.8	-12.4	-57.8
<i>Primary</i>	-3.4	0.0	0.0	0.0	0.0	-6.8	-5.4	-8.4	1.6	-6.2	-1.6	-1.8	-10.6	-42.6
<i>Secondary</i>	-0.8	0.0	0.0	0.0	0.0	-5.2	-3.8	-2.2	2.6	-1.6	-1.4	-1.0	-1.8	-15.2
Signal/Switch Failure - TOTAL	2.8	4.2	1.0	3.0	-1.2	-15.6	-8.2	-6.2	-2.4	1.6	-6.2	-1.4	56.8	28.2
Signal/Switch Failure - Metra/PSA	-11.0	4.2	1.0	3.0	-1.8	-12.4	-5.2	-3.6	-0.8	3.4	-6.2	-8.4	57.0	19.2
<i>Primary</i>	-6.8	0.4	0.6	1.2	-1.8	-9.4	-4.4	-2.0	-1.4	-0.2	-3.8	-5.6	-3.0	-36.2
<i>Secondary</i>	-4.2	3.8	0.4	1.8	0.0	-3.0	-0.8	-1.6	0.6	3.6	-2.4	-2.8	60.0	55.4
Signal/Switch Failure - Foreign	13.8	0.0	0.0	0.0	0.6	-3.2	-3.0	-2.6	-1.6	-1.8	0.0	7.0	-0.2	9.0
<i>Primary</i>	11.8	0.0	0.0	0.0	0.8	-1.6	-2.4	-0.2	-0.6	0.2	0.0	2.0	-0.2	9.8
<i>Secondary</i>	2.0	0.0	0.0	0.0	-0.2	-1.6	-0.6	-2.4	-1.0	-2.0	0.0	5.0	0.0	-0.8
Mechanical Failure - TOTAL	-2.8	1.0	-1.6	-1.4	-0.2	-16.2	0.6	-2.4	-1.4	-3.6	6.2	-3.4	1.0	-24.2
Mechanical Failure - Metra/PSA	-2.6	1.2	-1.6	-1.4	-0.2	-14.0	0.8	-2.4	-1.4	-3.6	6.2	-3.4	1.2	-21.2
Non-Locomotive Equipment Failure - Metra/PSA	-5.8	1.2	-1.6	-1.4	-0.2	0.2	0.0	2.0	-1.6	-2.2	1.2	1.0	3.8	-3.4
<i>Primary</i>	-1.6	0.6	-0.4	-1.0	-0.2	1.0	0.2	0.0	-0.8	-0.8	0.4	1.0	1.8	0.2
<i>Secondary</i>	-4.2	0.6	-1.2	-0.4	0.0	-0.8	-0.2	2.0	-0.8	-1.4	0.8	0.0	2.0	-3.6
Locomotive Failure - Metra/PSA	3.2	0.0	0.0	0.0	0.0	-14.2	0.8	-4.4	0.2	-1.4	5.0	-4.4	-2.6	-17.8
<i>Primary</i>	2.4	0.0	0.0	0.0	0.0	-1.8	2.4	-1.4	-2.2	-0.8	1.6	-1.6	-1.0	-2.4
<i>Secondary</i>	0.8	0.0	0.0	0.0	0.0	-12.4	-1.6	-3.0	2.4	-0.6	3.4	-2.8	-1.6	-15.4
Mechanical Failure - Foreign	-0.2	-0.2	0.0	0.0	0.0	-2.2	-0.2	0.0	0.0	0.0	0.0	0.0	-0.2	-3.0
Passenger Train Interference - TOTAL	3.0	-1.2	-0.2	-0.8	0.4	-7.0	-2.6	-2.0	-1.6	-1.4	-2.2	-1.8	-2.6	-20.0
Passenger Train Interference - Metra/PSA	-0.2	-0.6	-0.2	-0.4	0.0	-5.2	-2.4	-2.0	-1.4	-0.2	-2.2	-1.8	-2.4	-19.0
Passenger Train Interference - Foreign	3.2	-0.6	0.0	-0.4	0.4	-1.8	-0.2	0.0	-0.2	-1.2	0.0	0.0	-0.2	-1.0
Accident - TOTAL	-18.4	-0.6	0.0	-0.2	0.0	11.6	-14.2	-4.0	-3.0	-0.2	-6.4	-7.8	0.0	-43.2
Accident - Metra/PSA	-11.0	-0.6	0.0	-0.2	0.0	11.6	-14.0	-4.0	-2.8	-0.2	-6.4	-7.8	-0.2	-35.6
Accident - Foreign	-7.4	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-0.2	0.0	0.0	0.0	0.2	-7.6
Track Work - TOTAL	-2.8	0.8	-0.4	1.4	-0.2	1.0	-2.2	-0.4	-3.0	0.0	-0.2	5.2	-1.6	-2.4
Track Work - Metra/PSA	0.8	0.8	-0.4	1.4	-0.2	1.0	-2.2	-0.4	-3.0	0.0	-0.2	5.2	-1.6	1.2
Track Work - Foreign	-3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-3.6
Human Error - TOTAL	-12.8	-3.4	-0.8	-0.8	-0.2	-6.0	-3.2	-1.2	2.2	-0.8	-2.2	-1.2	-3.0	-33.4
Human Error - Metra/PSA	-7.6	-3.4	-0.8	-0.6	-1.0	0.0	-1.4	0.4	2.2	-0.2	-3.0	-0.2	-1.4	-17.0
Human Error - Foreign	-5.2	0.0	0.0	-0.2	0.8	-6.0	-1.8	-1.6	0.0	-0.6	0.8	-1.0	-1.6	-16.4
Sick, Injured, Unruly Passenger - TOTAL	1.4	5.8	0.4	-0.8	-0.2	-1.6	12.2	-0.4	-1.6	-0.8	-3.0	2.6	-1.0	13.0
Sick, Injured, Unruly Passenger - Metra/PSA	1.4	5.8	0.4	-0.8	-0.2	-1.6	12.2	-0.4	-1.6	-0.8	-3.0	2.6	-1.0	13.0
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	-0.8	-28.2	-10.6	-12.2	-2.0	-16.8	-24.4	-5.0	-31.4	-5.6	-40.4	-39.8	-30.4	-247.6
Weather - Metra/PSA	-0.4	-28.2	-10.6	-12.2	-1.6	-13.6	-24.4	-4.6	-31.2	-4.6	-40.4	-39.8	-29.8	-241.4
Weather - Foreign	-0.4	0.0	0.0	0.0	-0.4	-3.2	0.0	-0.4	-0.2	-1.0	0.0	0.0	-0.6	-6.2
Passenger Loading - TOTAL	-1.4	-10.0	1.4	-2.8	0.0	-3.4	-2.2	0.0	-5.6	-0.4	-5.2	-0.4	-3.6	-33.6
Lift Deployment - TOTAL	-1.6	0.0	0.0	0.0	0.0	1.6	-3.0	0.4	-1.0	0.0	-1.4	-1.4	-0.6	-7.0
Obstruction/Debris - TOTAL	2.6	-4.4	0.2	-0.6	-0.4	-2.4	5.4	0.2	-5.6	1.4	-5.6	-5.8	-1.0	-16.0
Catenary Failure - TOTAL	0.0	-7.2	-2.8	-2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-13.0
Other - TOTAL	-8.6	-1.6	-0.4	-0.2	0.0	1.6	-0.4	0.0	-0.8	-4.4	0.0	-2.2	-3.0	-20.0
TOTAL TRAINS DELAYED	-48.0	-44.8	-13.8	-18.2	-4.8	-69.6	-54.2	-37.0	-46.2	-25.0	-69.8	-62.4	-7.2	-501.0
Total Metra/PSA Delays	-39.6	-44.0	-13.8	-17.6	-5.4	-36.8	-36.8	-16.4	-53.0	-9.6	-67.4	-63.6	13.6	-390.4
Total Foreign Carrier Delays	-8.4	-0.8	0.0	-0.6	0.6	-32.8	-17.4	-20.6	6.8	-15.4	-2.4	1.2	-20.8	-110.6

Data for current month is final (03/17/16) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

TABLE 9.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - February 2016

CAUSE CATEGORY	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - TOTAL	25	0	0	0	4	9	29	6	40	5	0	5	12	135	
Freight Interference - Peak	7	0	0	0	4	1	11	2	18	1	0	3	2	49	
Primary	6	0	0	0	4	1	7	1	11	1	0	3	2	36	
Secondary	1	0	0	0	0	0	4	1	7	0	0	0	0	13	
Freight Interference - Off-Peak	18	0	0	0	0	8	18	4	22	4	0	2	10	86	
Primary	15	0	0	0	0	7	7	3	15	4	0	1	9	61	
Secondary	3	0	0	0	0	1	11	1	7	0	0	1	1	25	
Signal/Switch Failure - TOTAL	65	11	3	7	7	40	36	18	19	22	1	12	68	309	
Signal/Switch Failure - Metra/PSA	13	11	3	7	0	20	27	7	19	8	1	5	68	189	
Primary	7	4	2	3	0	7	14	4	10	4	1	5	4	65	
Secondary	6	7	1	4	0	13	13	3	9	4	0	0	64	124	
Signal/Switch Failure - Foreign	52	0	0	0	7	20	9	11	0	14	0	7	0	120	
Primary	38	0	0	0	6	17	9	9	0	11	0	2	0	92	
Secondary	14	0	0	0	1	3	0	2	0	3	0	5	0	28	
Mechanical Failure - TOTAL	24	5	0	0	4	16	24	11	42	0	24	6	19	175	
Mechanical Failure - Metra/PSA	24	5	0	0	4	16	24	11	42	0	24	6	19	175	
Non-Locomotive Equipment Failure - Metra/PSA	2	5	0	0	0	8	4	2	0	0	8	1	14	44	
Primary	2	3	0	0	0	4	2	0	0	0	3	1	5	20	
Secondary	0	2	0	0	0	4	2	2	0	0	5	0	9	24	
Locomotive Failure - Metra/PSA	22	0	0	0	4	8	20	9	42	0	16	5	5	131	
Primary	9	0	0	0	3	3	9	2	9	0	5	3	3	46	
Secondary	13	0	0	0	1	5	11	7	33	0	11	2	2	85	
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Passenger Train Interference - TOTAL	4	5	1	1	2	9	0	4	7	0	0	0	1	34	
Passenger Train Interference - Metra/PSA	0	2	0	0	0	4	0	4	7	0	0	0	1	18	
Passenger Train Interference - Foreign	4	3	1	1	2	5	0	0	0	0	0	0	0	16	
Accident - TOTAL	7	0	0	0	1	21	2	1	7	6	8	20	1	74	
Accident - Metra/PSA	7	0	0	0	1	12	2	0	7	6	8	20	0	63	
Accident - Foreign	0	0	0	0	0	9	0	1	0	0	0	0	1	11	
Track Work - TOTAL	22	3	1	6	0	2	2	1	3	0	6	12	3	61	
Track Work - Metra/PSA	22	3	1	6	0	2	2	1	3	0	6	12	3	61	
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Human Error - TOTAL	22	2	2	3	3	6	5	3	11	4	5	5	0	71	
Human Error - Metra/PSA	21	2	2	3	0	4	3	2	11	0	2	5	0	55	
Human Error - Foreign	1	0	0	0	3	2	2	1	0	4	3	0	0	16	
Sick, Injured, Unruly Passenger - TOTAL	5	17	2	3	0	1	16	1	1	0	3	8	2	59	
Sick, Injured, Unruly Passenger - Metra/PSA	5	17	2	3	0	1	16	1	1	0	3	8	2	59	
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Weather - TOTAL	82	30	2	14	0	34	18	6	45	4	20	1	5	261	
Weather - Metra/PSA	82	30	2	14	0	34	18	6	45	4	20	1	5	261	
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Passenger Loading - TOTAL	1	3	3	0	0	0	2	0	9	0	2	0	0	20	
Lift Deployment - TOTAL	6	1	0	0	0	7	0	1	4	0	0	1	5	25	
Obstruction/Debris - TOTAL	10	0	1	8	0	4	12	2	0	5	0	2	4	48	
Catenary Failure - TOTAL	0	10	1	1	0	0	0	0	0	0	0	0	0	12	
Other - TOTAL	6	0	0	0	0	2	2	1	3	0	4	2	2	22	
TOTAL TRAINS DELAYED	279	87	16	43	21	151	148	55	191	46	73	74	122	1,306	
Total Metra/PSA Delays	197	84	15	42	5	106	108	36	151	23	70	62	109	1,008	
Total Foreign Carrier Delays	82	3	1	1	16	45	40	19	40	23	3	12	13	298	

Data for current month is final (03/17/16) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

TABLE 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

January - February - Average Over Previous Five Years: 2011-2015

CAUSE CATEGORY	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - TOTAL	45.0	0.0	0.0	0.0	7.6	37.6	28.8	27.0	12.4	28.0	4.0	10.0	45.2	245.6	
Freight Interference - Peak	20.8	0.0	0.0	0.0	7.6	7.8	7.2	9.6	3.4	9.4	0.2	4.4	12.2	82.6	
Primary	15.2	0.0	0.0	0.0	7.2	5.2	5.6	6.6	2.4	7.0	0.2	2.4	6.6	58.4	
Secondary	5.6	0.0	0.0	0.0	0.4	2.6	1.6	3.0	1.0	2.4	0.0	2.0	5.6	24.2	
Freight Interference - Off-Peak	24.2	0.0	0.0	0.0	0.0	29.8	21.6	17.4	9.0	18.6	3.8	5.6	33.0	163.0	
Primary	19.8	0.0	0.0	0.0	0.0	18.0	15.4	14.6	8.0	14.4	2.2	3.8	27.4	123.6	
Secondary	4.4	0.0	0.0	0.0	0.0	11.8	6.2	2.8	1.0	4.2	1.6	1.8	5.6	39.4	
Signal/Switch Failure - TOTAL	49.0	13.2	6.8	6.2	5.8	45.6	29.6	17.6	26.2	22.4	8.0	12.6	22.0	265.0	
Signal/Switch Failure - Metra/PSA	27.8	13.2	6.8	6.2	3.0	39.4	24.6	12.0	24.4	6.0	8.0	12.6	21.8	205.8	
Primary	17.6	9.4	5.2	5.6	2.8	21.2	14.2	5.8	18.0	5.0	5.4	8.8	11.6	130.6	
Secondary	10.2	3.8	1.6	0.6	0.2	18.2	10.4	6.2	6.4	1.0	2.6	3.8	10.2	75.2	
Signal/Switch Failure - Foreign	21.2	0.0	0.0	0.0	2.8	6.2	5.0	5.6	1.8	16.4	0.0	0.0	0.2	59.2	
Primary	18.4	0.0	0.0	0.0	2.6	4.4	3.6	2.8	0.6	10.2	0.0	0.0	0.2	42.8	
Secondary	2.8	0.0	0.0	0.0	0.2	1.8	1.4	2.8	1.2	6.2	0.0	0.0	0.0	16.4	
Mechanical Failure - TOTAL	25.4	6.8	2.8	3.2	0.8	45.8	16.6	7.2	25.4	7.0	17.6	17.4	11.8	187.8	
Mechanical Failure - Metra/PSA	25.0	6.6	2.8	3.2	0.8	41.4	16.4	7.2	25.4	7.0	17.6	17.4	11.6	182.4	
Non-Locomotive Equipment Failure - Metra/PSA	9.6	6.6	2.8	3.2	0.4	6.0	6.0	0.2	4.0	3.6	6.4	2.8	3.4	55.0	
Primary	3.4	2.8	0.8	2.0	0.4	1.6	2.0	0.0	2.4	1.6	1.6	0.8	2.2	21.6	
Secondary	6.2	3.8	2.0	1.2	0.0	4.4	4.0	0.2	1.6	2.0	4.8	2.0	1.2	33.4	
Locomotive Failure - Metra/PSA	15.4	0.0	0.0	0.0	0.4	35.4	10.4	7.0	21.4	3.4	11.2	14.6	8.2	127.4	
Primary	4.8	0.0	0.0	0.0	0.4	7.2	4.6	2.0	7.4	1.4	2.4	4.4	3.4	38.0	
Secondary	10.6	0.0	0.0	0.0	0.0	28.2	5.8	5.0	14.0	2.0	8.8	10.2	4.8	89.4	
Mechanical Failure - Foreign	0.4	0.2	0.0	0.0	0.0	4.4	0.2	0.0	0.0	0.0	0.0	0.0	0.2	5.4	
Passenger Train Interference - TOTAL	3.4	2.6	0.8	1.6	1.2	19.6	4.8	2.8	3.6	2.2	3.2	2.6	5.2	53.6	
Passenger Train Interference - Metra/PSA	0.4	1.4	0.2	1.2	0.0	14.2	4.2	2.8	2.8	0.6	3.2	2.6	5.0	38.6	
Passenger Train Interference - Foreign	3.0	1.2	0.6	0.4	1.2	5.4	0.6	0.0	0.8	1.6	0.0	0.0	0.2	15.0	
Accident - TOTAL	25.4	0.6	0.0	1.2	0.2	14.0	22.8	4.4	7.6	0.2	12.2	14.6	5.2	108.4	
Accident - Metra/PSA	12.4	0.6	0.0	1.2	0.2	14.0	22.6	4.4	7.2	0.2	12.2	14.6	4.4	94.0	
Accident - Foreign	13.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.8	14.4	
Track Work - TOTAL	20.6	13.8	8.0	2.2	0.2	8.2	4.0	5.6	4.8	0.4	2.8	2.4	4.4	77.4	
Track Work - Metra/PSA	16.8	13.8	8.0	2.2	0.2	8.2	4.0	5.6	4.8	0.2	2.8	2.4	4.4	73.4	
Track Work - Foreign	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	4.0	
Human Error - TOTAL	35.4	9.4	2.6	3.0	3.8	16.6	6.4	5.4	12.2	4.8	13.0	8.8	8.4	129.8	
Human Error - Metra/PSA	24.2	7.2	2.4	2.8	1.0	9.6	2.2	1.4	12.2	0.6	11.8	7.0	5.0	87.4	
Human Error - Foreign	11.2	2.2	0.2	0.2	2.8	7.0	4.2	4.0	0.0	4.2	1.2	1.8	3.4	42.4	
Sick, Injured, Unruly Passenger - TOTAL	5.0	10.8	1.8	2.6	0.4	4.4	5.0	0.4	3.2	0.8	6.0	7.4	4.6	52.4	
Sick, Injured, Unruly Passenger - Metra/PSA	5.0	10.8	1.8	2.6	0.4	4.4	5.0	0.4	3.0	0.8	6.0	7.4	4.6	52.2	
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	
Weather - TOTAL	134.0	89.0	25.0	32.2	4.6	86.0	77.2	24.4	91.0	19.6	70.2	78.8	67.8	799.8	
Weather - Metra/PSA	133.2	89.0	25.0	32.2	4.2	82.8	76.6	24.0	90.8	18.4	70.2	78.8	67.2	792.4	
Weather - Foreign	0.8	0.0	0.0	0.0	0.4	3.2	0.6	0.4	0.2	1.2	0.0	0.0	0.6	7.4	
Passenger Loading - TOTAL	4.4	15.6	3.2	3.4	0.0	10.4	4.0	0.4	11.2	0.4	11.2	2.4	6.8	73.4	
Lift Deployment - TOTAL	6.2	0.0	0.0	0.0	0.0	8.0	5.4	0.6	5.6	0.0	3.6	3.0	8.6	41.0	
Obstruction/Debris - TOTAL	10.2	6.2	1.4	5.2	0.6	9.4	9.6	1.6	8.2	2.6	6.8	13.8	10.0	85.6	
Catenary Failure - TOTAL	0.0	13.0	3.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	19.4	
Other - TOTAL	14.6	5.2	0.6	1.2	0.0	2.6	5.0	2.2	4.2	6.0	5.6	6.8	6.6	60.6	
TOTAL TRAINS DELAYED	378.6	186.2	56.4	64.8	25.2	308.2	219.2	99.6	215.6	94.4	164.2	180.8	206.6	2,199.8	
Total Metra/PSA Delays	280.2	182.6	55.6	64.2	10.4	244.4	179.6	62.6	199.8	42.8	159.0	169.0	156.0	1,806.2	
Total Foreign Carrier Delays	98.4	3.6	0.8	0.6	14.8	63.8	39.6	37.0	15.8	51.6	5.2	11.8	50.6	393.6	

Data for latest month is final (03/16/15) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

TABLE 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - February 2016 Divergence From January - February Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - TOTAL	-20.0	0.0	0.0	0.0	-3.6	-28.6	0.2	-21.0	27.6	-23.0	-4.0	-5.0	-33.2	-110.6	
Freight Interference - Peak	-13.8	0.0	0.0	0.0	-3.6	-6.8	3.8	-7.6	14.6	-8.4	-0.2	-1.4	-10.2	-33.6	
Primary	-9.2	0.0	0.0	0.0	-3.2	-4.2	1.4	-5.6	8.6	-6.0	-0.2	0.6	-4.6	-22.4	
Secondary	-4.6	0.0	0.0	0.0	-0.4	-2.6	2.4	-2.0	6.0	-2.4	0.0	-2.0	-5.6	-11.2	
Freight Interference - Off-Peak	-6.2	0.0	0.0	0.0	0.0	-21.8	-3.6	-13.4	13.0	-14.6	-3.8	-3.6	-23.0	-77.0	
Primary	-4.8	0.0	0.0	0.0	0.0	-11.0	-8.4	-11.6	7.0	-10.4	-2.2	-2.8	-18.4	-62.6	
Secondary	-1.4	0.0	0.0	0.0	0.0	-10.8	4.8	-1.8	6.0	-4.2	-1.6	-0.8	-4.6	-14.4	
Signal/Switch Failure - TOTAL	16.0	-2.2	-3.8	0.8	1.2	-5.6	6.4	0.4	-7.2	-0.4	-7.0	-0.6	46.0	44.0	
Signal/Switch Failure - Metra/PSA	-14.8	-2.2	-3.8	0.8	-3.0	-19.4	2.4	-5.0	-5.4	2.0	-7.0	-7.6	46.2	-16.8	
Primary	-10.6	-5.4	-3.2	-2.6	-2.8	-14.2	-0.2	-1.8	-8.0	-1.0	-4.4	-3.8	-7.6	-65.6	
Secondary	-4.2	3.2	-0.6	3.4	-0.2	-5.2	2.6	-3.2	2.6	3.0	-2.6	-3.8	53.8	48.8	
Signal/Switch Failure - Foreign	30.8	0.0	0.0	0.0	4.2	13.8	4.0	5.4	-1.8	-2.4	0.0	7.0	-0.2	60.8	
Primary	19.6	0.0	0.0	0.0	3.4	12.6	5.4	6.2	-0.6	0.8	0.0	2.0	-0.2	49.2	
Secondary	11.2	0.0	0.0	0.0	0.8	1.2	-1.4	-0.8	-1.2	-3.2	0.0	5.0	0.0	11.6	
Mechanical Failure - TOTAL	-1.4	-1.8	-2.8	-3.2	3.2	-29.8	7.4	3.8	16.6	-7.0	6.4	-11.4	7.2	-12.8	
Mechanical Failure - Metra/PSA	-1.0	-1.6	-2.8	-3.2	3.2	-25.4	7.6	3.8	16.6	-7.0	6.4	-11.4	7.4	-7.4	
Non-Locomotive Equipment Failure - Metra/PSA	-7.6	-1.6	-2.8	-3.2	-0.4	2.0	-2.0	1.8	-4.0	-3.6	1.6	-1.8	10.6	-11.0	
Primary	-1.4	0.2	-0.8	-2.0	-0.4	2.4	0.0	0.0	-2.4	-1.6	1.4	0.2	2.8	-1.6	
Secondary	-6.2	-1.8	-2.0	-1.2	0.0	-0.4	-2.0	1.8	-1.6	-2.0	0.2	-2.0	7.8	-9.4	
Locomotive Failure - Metra/PSA	6.6	0.0	0.0	0.0	3.6	-27.4	9.6	2.0	20.6	-3.4	4.8	-9.6	-3.2	3.6	
Primary	4.2	0.0	0.0	0.0	2.6	-4.2	4.4	0.0	1.6	-1.4	2.6	-1.4	-0.4	8.0	
Secondary	2.4	0.0	0.0	0.0	1.0	-23.2	5.2	2.0	19.0	-2.0	2.2	-8.2	-2.8	-4.4	
Mechanical Failure - Foreign	-0.4	-0.2	0.0	0.0	0.0	-4.4	-0.2	0.0	0.0	0.0	0.0	0.0	-0.2	-5.4	
Passenger Train Interference - TOTAL	0.6	2.4	0.2	-0.6	0.8	-10.6	-4.8	1.2	3.4	-2.2	-3.2	-2.6	-4.2	-19.6	
Passenger Train Interference - Metra/PSA	-0.4	0.6	-0.2	-1.2	0.0	-10.2	-4.2	1.2	4.2	-0.6	-3.2	-2.6	-4.0	-20.6	
Passenger Train Interference - Foreign	1.0	1.8	0.4	0.6	0.8	-0.4	-0.6	0.0	-0.8	-1.6	0.0	0.0	-0.2	1.0	
Accident - TOTAL	-18.4	-0.6	0.0	-1.2	0.8	7.0	-20.8	-3.4	-0.6	5.8	-4.2	5.4	-4.2	-34.4	
Accident - Metra/PSA	-5.4	-0.6	0.0	-1.2	0.8	-2.0	-20.6	-4.4	-0.2	5.8	-4.2	5.4	-4.4	-31.0	
Accident - Foreign	-13.0	0.0	0.0	0.0	0.0	9.0	-0.2	1.0	-0.4	0.0	0.0	0.0	0.2	-3.4	
Track Work - TOTAL	1.4	-10.8	-7.0	3.8	-0.2	-6.2	-2.0	-4.6	-1.8	-0.4	3.2	9.6	-1.4	-16.4	
Track Work - Metra/PSA	5.2	-10.8	-7.0	3.8	-0.2	-6.2	-2.0	-4.6	-1.8	-0.2	3.2	9.6	-1.4	-12.4	
Track Work - Foreign	-3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-4.0	
Human Error - TOTAL	-13.4	-7.4	-0.6	0.0	-0.8	-10.6	-1.4	-2.4	-1.2	-0.8	-8.0	-3.8	-8.4	-58.8	
Human Error - Metra/PSA	-3.2	-5.2	-0.4	0.2	-1.0	-5.6	0.8	0.6	-1.2	-0.6	-9.8	-2.0	-5.0	-32.4	
Human Error - Foreign	-10.2	-2.2	-0.2	-0.2	0.2	-5.0	-2.2	-3.0	0.0	-0.2	1.8	-1.8	-3.4	-26.4	
Sick, Injured, Unruly Passenger - TOTAL	0.0	6.2	0.2	0.4	-0.4	-3.4	11.0	0.6	-2.2	-0.8	-3.0	0.6	-2.6	6.6	
Sick, Injured, Unruly Passenger - Metra/PSA	0.0	6.2	0.2	0.4	-0.4	-3.4	11.0	0.6	-2.0	-0.8	-3.0	0.6	-2.6	6.8	
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	-0.2	
Weather - TOTAL	-52.0	-59.0	-23.0	-18.2	-4.6	-52.0	-59.2	-18.4	-46.0	-15.6	-50.2	-77.8	-62.8	-538.8	
Weather - Metra/PSA	-51.2	-59.0	-23.0	-18.2	-4.2	-48.8	-58.6	-18.0	-45.8	-14.4	-50.2	-77.8	-62.2	-531.4	
Weather - Foreign	-0.8	0.0	0.0	0.0	-0.4	-3.2	-0.6	-0.4	-0.2	-1.2	0.0	0.0	-0.6	-7.4	
Passenger Loading - TOTAL	-3.4	-12.6	-0.2	-3.4	0.0	-10.4	-2.0	-0.4	-2.2	-0.4	-9.2	-2.4	-6.8	-53.4	
Lift Deployment - TOTAL	-0.2	1.0	0.0	0.0	0.0	-1.0	-5.4	0.4	-1.6	0.0	-3.6	-2.0	-3.6	-16.0	
Obstruction/Debris - TOTAL	-0.2	-6.2	-0.4	2.8	-0.6	-5.4	2.4	0.4	-8.2	2.4	-6.8	-11.8	-6.0	-37.6	
Catenary Failure - TOTAL	0.0	-3.0	-2.4	-1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-7.4	
Other - TOTAL	-8.6	-5.2	-0.6	-1.2	0.0	-0.6	-3.0	-1.2	-1.2	-6.0	-1.6	-4.8	-4.6	-38.6	
TOTAL TRAINS DELAYED	-99.6	-99.2	-40.4	-21.8	-4.2	-157.2	-71.2	-44.6	-24.6	-48.4	-91.2	-106.8	-84.6	-893.8	
Total Metra/PSA Delays	-83.2	-98.6	-40.6	-22.2	-5.4	-138.4	-71.6	-26.6	-48.8	-19.8	-89.0	-107.0	-47.0	-798.2	
Total Foreign Carrier Delays	-16.4	-0.6	0.2	0.4	1.2	-18.8	0.4	-18.0	24.2	-28.6	-2.2	0.2	-37.6	-95.6	

Data for current month is final (03/17/16) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 10.a: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2016**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb
Freight Interference - TOTAL	82	53											135 10.3%
Freight Interference - Peak	32	17											49 3.8%
Primary	26	10											36 2.8%
Secondary	6	7											13 1.0%
Freight Interference - Off-Peak	50	36											86 6.6%
Primary	32	29											61 4.7%
Secondary	18	7											25 1.9%
Signal/Switch Failure - TOTAL	154	155											309 23.7%
Signal/Switch Failure - Metra/PSA	67	122											189 14.5%
Primary	35	30											65 5.0%
Secondary	32	92											124 9.5%
Signal/Switch Failure - Foreign	87	33											120 9.2%
Primary	68	24											92 7.0%
Secondary	19	9											28 2.1%
Mechanical Failure - TOTAL	107	68											175 13.4%
Mechanical Failure - Metra/PSA	107	68											175 13.4%
Non-Locomotive Equipment Failure - Metra/PSA	25	19											44 3.4%
Primary	11	9											20 1.5%
Secondary	14	10											24 1.8%
Locomotive Failure - Metra/PSA	82	49											131 10.0%
Primary	28	18											46 3.5%
Secondary	54	31											85 6.5%
Mechanical Failure - Foreign	0	0											0 0.0%
Passenger Train Interference - TOTAL	22	12											34 2.6%
Passenger Train Interference - Metra/PSA	13	5											18 1.4%
Passenger Train Interference - Foreign	9	7											16 1.2%
Accident - TOTAL	59	15											74 5.7%
Accident - Metra/PSA	49	14											63 4.8%
Accident - Foreign	10	1											11 0.8%
Track Work - TOTAL	40	21											61 4.7%
Track Work - Metra/PSA	40	21											61 4.7%
Track Work - Foreign	0	0											0 0.0%
Human Error - TOTAL	38	33											71 5.4%
Human Error - Metra/PSA	30	25											55 4.2%
Human Error - Foreign	8	8											16 1.2%
Sick, Injured, Unruly Passenger - TOTAL	20	39											59 4.5%
Sick, Injured, Unruly Passenger - Metra/PSA	20	39											59 4.5%
Sick, Injured, Unruly Passenger - Foreign	0	0											0 0.0%
Weather - TOTAL	129	132											261 20.0%
Weather - Metra/PSA	129	132											261 20.0%
Weather - Foreign	0	0											0 0.0%
Passenger Loading - TOTAL	13	7											20 1.5%
Lift Deployment - TOTAL	11	14											25 1.9%
Obstruction/Debris - TOTAL	18	30											48 3.7%
Catenary Failure - TOTAL	9	3											12 0.9%
Other - TOTAL	5	17											22 1.7%
TOTAL TRAINS DELAYED	707	599											1,306 100.0%
Total Metra/PSA Delays	511	497											1,008 77.2%
Total Foreign Carrier Delays	196	102											298 22.8%

Data for current month is final (03/17/16) version from TOPS.

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'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 10.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2015**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Freight Interference - TOTAL	122	158	113	87	59	90	116	89	84	60	65	49	280	13.7%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27	12	29	8	83	4.0%
Primary	24	33	24	24	13	25	26	19	16	9	22	5	57	2.8%
Secondary	11	15	18	12	10	17	12	12	11	3	7	3	26	1.3%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57	48	36	41	197	9.6%
Primary	63	86	59	42	28	38	56	42	48	41	31	33	149	7.3%
Secondary	24	24	12	9	8	10	22	16	9	7	5	8	48	2.3%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87	64	84	63	53	219	10.7%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68	51	74	39	42	156	7.6%
Primary	38	54	25	29	30	42	63	32	34	35	35	26	92	4.5%
Secondary	35	29	3	24	24	25	40	36	17	39	4	16	64	3.1%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13	10	24	11	63	3.1%
Primary	17	23	5	12	7	6	11	11	9	7	10	8	40	2.0%
Secondary	3	20	2	4	8	6	2	8	4	3	14	3	23	1.1%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62	67	46	80	40	184	9.0%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67	46	80	40	164	8.0%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11	5	12	8	46	2.2%
Primary	10	6	10	7	6	4	9	4	5	4	4	7	16	0.8%
Secondary	17	13	12	10	2	31	19	7	6	1	8	1	30	1.5%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56	41	68	32	118	5.8%
Primary	16	25	14	17	15	14	15	22	24	14	20	18	41	2.0%
Secondary	28	49	33	22	28	51	22	29	32	27	48	14	77	3.8%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0	0	0	0	20	1.0%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10	3	8	9	10	32	1.6%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1	3	3	10	20	1.0%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2	5	6	0	12	0.6%
Accident - TOTAL	29	35	60	60	20	59	29	13	27	73	44	50	64	3.1%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27	73	43	50	62	3.0%
Accident - Foreign	1	1	0	0	2	0	4	0	0	0	1	0	2	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79	60	71	34	23	88	4.3%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58	71	34	23	70	3.4%
Track Work - Foreign	0	18	0	0	0	0	14	6	2	0	0	0	18	0.9%
Human Error - TOTAL	32	67	103	31	40	45	148	41	65	43	44	34	99	4.8%
Human Error - Metra/PSA	24	45	90	17	28	40	57	29	37	22	34	28	69	3.4%
Human Error - Foreign	8	22	13	14	12	5	91	12	28	21	10	6	30	1.5%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28	22	27	19	25	46	2.2%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21	27	19	25	46	2.2%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	0	0.0%
Weather - TOTAL	335	395	17	10	3	59	17	22	22	12	83	39	730	35.6%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21	12	83	39	714	34.8%
Weather - Foreign	2	14	0	0	0	0	0	0	1	0	0	0	16	0.8%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23	27	21	38	41	2.0%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14	8	8	7	45	2.2%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30	44	25	52	102	5.0%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37	14	13	15	38	1.9%
Other - TOTAL	23	59	10	10	19	16	31	19	24	11	22	12	82	4.0%
TOTAL TRAINS DELAYED	865	1,185	532	485	462	735	854	631	542	528	530	447	2,050	100.0%
Total Metra/PSA Delays	694	915	398	355	362	616	605	499	411	432	424	381	1,609	78.5%
Total Foreign Carrier Delays	171	270	134	130	100	119	249	132	131	96	106	66	441	21.5%

Data for latest month is final (01/14/16) version from TOPS.

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TABLE 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2016 Divergence From 2015

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb
Freight Interference - TOTAL	-40	-105											-145 -3.3%
Freight Interference - Peak	-3	-31											-34 -0.3%
Primary	2	-23											-21 0.0%
Secondary	-5	-8											-13 -0.3%
Freight Interference - Off-Peak	-37	-74											-111 -3.0%
Primary	-31	-57											-88 -2.6%
Secondary	-6	-17											-23 -0.4%
Signal/Switch Failure - TOTAL	61	29											90 13.0%
Signal/Switch Failure - Metra/PSA	-6	39											33 6.9%
Primary	-3	-24											-27 0.5%
Secondary	-3	63											60 6.4%
Signal/Switch Failure - Foreign	67	-10											57 6.1%
Primary	51	1											52 5.1%
Secondary	16	-11											5 1.0%
Mechanical Failure - TOTAL	25	-34											-9 4.4%
Mechanical Failure - Metra/PSA	36	-25											11 5.4%
Non-Locomotive Equipment Failure - Metra/PSA	-2	0											-2 1.1%
Primary	1	3											4 0.8%
Secondary	-3	-3											-6 0.4%
Locomotive Failure - Metra/PSA	38	-25											13 4.3%
Primary	12	-7											5 1.5%
Secondary	26	-18											8 2.8%
Mechanical Failure - Foreign	-11	-9											-20 -1.0%
Passenger Train Interference - TOTAL	9	-7											2 1.0%
Passenger Train Interference - Metra/PSA	7	-9											-2 0.4%
Passenger Train Interference - Foreign	2	2											4 0.6%
Accident - TOTAL	30	-20											10 2.5%
Accident - Metra/PSA	21	-20											1 1.8%
Accident - Foreign	9	0											9 0.7%
Track Work - TOTAL	2	-29											-27 0.4%
Track Work - Metra/PSA	2	-11											-9 1.3%
Track Work - Foreign	0	-18											-18 -0.9%
Human Error - TOTAL	6	-34											-28 0.6%
Human Error - Metra/PSA	6	-20											-14 0.8%
Human Error - Foreign	0	-14											-14 -0.2%
Sick, Injured, Unruly Passenger - TOTAL	-1	14											13 2.3%
Sick, Injured, Unruly Passenger - Metra/PSA	-1	14											13 2.3%
Sick, Injured, Unruly Passenger - Foreign	0	0											0 0.0%
Weather - TOTAL	-206	-263											-469 -15.6%
Weather - Metra/PSA	-204	-249											-453 -14.8%
Weather - Foreign	-2	-14											-16 -0.8%
Passenger Loading - TOTAL	-7	-14											-21 -0.5%
Lift Deployment - TOTAL	-11	-9											-20 -0.3%
Obstruction/Debris - TOTAL	-13	-41											-54 -1.3%
Catenary Failure - TOTAL	5	-31											-26 -0.9%
Other - TOTAL	-18	-42											-60 -2.3%
TOTAL TRAINS DELAYED	-158	-586											-744
Total Metra/PSA Delays	-183	-418											-601
Total Foreign Carrier Delays	25	-168											-143

Data for current month is final (03/17/16) version from TOPS.

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TABLE 11: FREIGHT DELAYS
between March 2014 and February 2016

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Mar-14	27	0	0	0	9	26	23	28	2	11	4	5	24	159
Apr-14	48	0	0	0	1	4	19	13	14	16	2	3	20	140
May-14	61	0	0	0	5	25	31	20	3	19	1	2	10	177
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Aug-14	26	0	0	0	3	12	24	25	4	17	0	4	38	153
Sep-14	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Dec-14	11	0	0	0	2	11	20	6	2	6	0	3	14	75
Jan-15	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Feb-15	5	0	0	0	4	31	14	26	2	19	5	13	39	158
Total	362	0	0	0	37	201	260	195	55	222	22	63	242	1,659
Mar-15	18	0	0	0	3	3	12	12	3	16	5	7	34	113
Apr-15	8	0	0	0	6	11	4	13	4	12	4	9	16	87
May-15	20	0	0	0	4	5	2	8	2	9	0	3	6	59
Jun-15	12	0	0	0	4	11	1	9	3	24	0	6	20	90
Jul-15	23	0	0	0	1	11	0	3	12	17	0	18	31	116
Aug-15	13	0	0	0	8	7	5	11	4	17	0	0	24	89
Sep-15	20	0	0	0	1	9	6	11	14	6	0	2	15	84
Oct-15	16	0	0	0	0	5	4	3	3	11	0	3	15	60
Nov-15	15	0	0	0	7	0	4	7	5	10	3	6	8	65
Dec-15	9	0	0	0	2	4	4	5	4	5	0	1	15	49
Jan-16	14	0	0	0	1	4	23	5	24	3	0	3	5	82
Feb-16	11	0	0	0	3	5	6	1	16	2	0	2	7	53
Total	179	0	0	0	40	75	71	88	94	132	12	60	196	947

Data for current month is final (03/17/16) version from TOPS.

TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2016

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	5	1											6
Electric ML	1	0											1	1.15%
Electric BI	0	0											0	0.00%
Electric SC	0	0											0	0.00%
HER	0	0											0	0.00%
Milw N	1	6											7	4.64%
Milw W	0	0											0	0.00%
NCS	0	1											1	1.82%
RI	2	2											4	2.09%
SWS	0	0											0	0.00%
UP N	0	0											0	0.00%
UP NW	1	0											1	1.35%
UP W	1	4											5	4.10%
Total Lift Delays	11	14											25	1.91%
ALL DELAYS													1,306	

Data for current month is final (03/17/16) version from TOPS.

2015

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays All Year	% of All Delays All Year
	BNSF	6	7	8	1	1	2	7	1	3	3	1	0	40
Electric ML	0	0	0	0	0	1	2	0	0	0	0	0	3	0.41%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	4	9	0	1	2	2	0	0	2	1	2	0	23	2.51%
Milw W	4	1	1	1	1	11	2	3	0	1	1	1	27	4.35%
NCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
RI	0	1	1	0	1	0	5	1	2	1	0	1	13	2.17%
SWS	0	0	0	0	1	0	0	0	0	0	0	0	1	0.23%
UP N	0	0	0	1	2	1	2	2	5	0	0	0	13	2.56%
UP NW	5	0	1	3	1	3	0	1	2	1	2	1	20	2.79%
UP W	3	5	9	2	0	4	0	2	0	1	2	4	32	4.06%
Total Lift Delays	22	23	20	9	9	24	18	10	14	8	8	7	172	2.21%
ALL DELAYS													7,796	

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

February 2016

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	31	13	3	2	7	7	6	2	14	2	2	8	12	109
11-15	22	10	0	0	2	1	6	5	8	2	2	5	15	78
16-20	7	0	0	0	0	5	3	2	5	0	0	1	1	24
21+	4	1	0	0	0	13	17	4	8	1	6	1	13	68
Annulled	<u>10</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>23</u>
Sub-Total	74	24	3	3	9	27	33	13	37	5	11	15	48	302
Off-Peak **														
6-10	24	6	3	9	0	16	6	6	17	4	3	5	12	111
11-15	13	2	0	1	0	11	8	1	4	1	4	2	3	50
16-20	4	1	0	1	0	8	8	0	3	2	2	1	4	34
21+	17	1	2	3	0	19	8	1	4	6	2	6	20	89
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>13</u>
Sub-Total	60	10	5	14	0	57	32	8	28	13	12	14	44	297
February 2016 Total														
6-10	55	19	6	11	7	23	12	8	31	6	5	13	24	220
11-15	35	12	0	1	2	12	14	6	12	3	6	7	18	128
16-20	11	1	0	1	0	13	11	2	8	2	2	2	5	58
21+	21	2	2	3	0	32	25	5	12	7	8	7	33	157
Annulled	<u>12</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>12</u>	<u>36</u>
TOTAL	134	34	8	17	9	84	65	21	65	18	23	29	92	599
2016 Year-to-Date														
6-10	123	43	13	21	8	45	39	18	84	18	22	27	38	499
11-15	60	22	1	4	4	26	32	13	34	4	14	17	24	255
16-20	23	7	0	3	0	22	19	7	24	6	5	9	7	132
21+	51	14	2	10	7	51	51	15	41	18	28	17	39	344
Annulled	<u>22</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>7</u>	<u>7</u>	<u>2</u>	<u>8</u>	<u>0</u>	<u>4</u>	<u>4</u>	<u>14</u>	<u>76</u>
TOTAL	279	87	16	43	21	151	148	55	191	46	73	74	122	1,306
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
February 2016 Total														
6-10	41.0%	55.9%	75.0%	64.7%	77.8%	27.4%	18.5%	38.1%	47.7%	33.3%	21.7%	44.8%	26.1%	36.7%
11-15	26.1%	35.3%	0.0%	5.9%	22.2%	14.3%	21.5%	28.6%	18.5%	16.7%	26.1%	24.1%	19.6%	21.4%
16-20	8.2%	2.9%	0.0%	5.9%	0.0%	15.5%	16.9%	9.5%	12.3%	11.1%	8.7%	6.9%	5.4%	9.7%
21+	15.7%	5.9%	25.0%	17.6%	0.0%	38.1%	38.5%	23.8%	18.5%	38.9%	34.8%	24.1%	35.9%	26.2%
Annulled	<u>9.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.9%</u>	<u>0.0%</u>	<u>4.8%</u>	<u>4.6%</u>	<u>0.0%</u>	<u>3.1%</u>	<u>0.0%</u>	<u>8.7%</u>	<u>0.0%</u>	<u>13.0%</u>	<u>6.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2016 Year-to-Date Delays By Duration														
6-10	44.1%	49.4%	81.3%	48.8%	38.1%	29.8%	26.4%	32.7%	44.0%	39.1%	30.1%	36.5%	31.1%	38.2%
11-15	21.5%	25.3%	6.3%	9.3%	19.0%	17.2%	21.6%	23.6%	17.8%	8.7%	19.2%	23.0%	19.7%	19.5%
16-20	8.2%	8.0%	0.0%	7.0%	0.0%	14.6%	12.8%	12.7%	12.6%	13.0%	6.8%	12.2%	5.7%	10.1%
21+	18.3%	16.1%	12.5%	23.3%	33.3%	33.8%	34.5%	27.3%	21.5%	39.1%	38.4%	23.0%	32.0%	26.3%
Annulled	<u>7.9%</u>	<u>1.1%</u>	<u>0.0%</u>	<u>11.6%</u>	<u>9.5%</u>	<u>4.6%</u>	<u>4.7%</u>	<u>3.6%</u>	<u>4.2%</u>	<u>0.0%</u>	<u>5.5%</u>	<u>5.4%</u>	<u>11.5%</u>	<u>5.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday and weekend trains.

Data for most recent month is final (03/17/16) version from TOPS.

TABLE 14: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
February 2016														
Peak *	12.4	10.4	6.3	6.0	9.0	31.6	27.0	17.2	16.8	15.4	32.7	10.8	33.2	20.0
Off-Peak **	18.2	11.8	21.8	15.3	--	22.8	16.9	10.3	14.3	18.9	15.5	17.7	23.2	18.6
All	15.2	10.8	16.0	14.1	9.0	25.6	22.1	14.5	15.7	17.9	23.7	14.1	28.3	19.3
2016 Year-to-Date														
Peak *	14.3	12.1	7.8	14.8	24.9	25.4	23.6	20.0	16.4	19.4	34.4	14.0	29.3	19.2
Off-Peak **	19.3	13.5	14.7	16.3	--	20.5	17.6	14.2	16.8	20.4	16.3	19.5	21.1	18.3
All	16.5	12.6	12.1	16.2	24.9	22.3	20.3	17.7	16.6	20.1	23.9	16.7	24.9	18.8

Excludes annulled trains, which do not have delay times.

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday and weekend trains.

Data for most recent month is final (03/17/16) version from TOPS.