

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

June 2016



COMMUTER RAIL ON-TIME PERFORMANCE

June 2016

This report presents an analysis of the June 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 June 2016, Metra operated 17,434 scheduled trains, including scheduled "extras", if any. 791 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.5%. 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 June 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 June 2016. Of the 791 delays systemwide in June 2016, all but 434 (55%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous four Junes, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in June 2016, 26 fewer delays than the average over the previous four Junes were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 3,836 delays in 2016, all but 1,867 (49%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during June 2016. Table 8.b shows the average frequencies over the previous five Junes, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 791 delays systemwide in June 2016, 326 less than the average over the previous five Junes. Table 9.a shows delays from the beginning of the year through June 2016. Table 9.b shows the average frequencies from the beginning of the year through June 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 June of 2016, a total of 3,836 trains were delayed, compared to 4,264 trains delayed in the same six 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 June 2016 freight operations delayed 73 trains systemwide, compared to 90 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 11 trains were delayed by lift deployment in June 2016.

A review of June 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 47.8% of all late trains. Table 14 shows that the average length of delay was 17.6 minutes in June 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
June 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	1,188	76	93.6%	883	61	93.1%	2,071	137	93.4%	118	8	93.2%	76	3	96.1%	2,265	148	93.5%
Elec -ML	990	30	97.0%	748	33	95.6%	1,738	63	96.4%	184	3	98.4%	80	2	97.5%	2,002	68	96.6%
-BI	308	11	96.4%	506	26	94.9%	814	37	95.5%	120	1	99.2%		--		934	38	95.9%
-SC	<u>374</u>	<u>9</u>	97.6%	<u>814</u>	<u>36</u>	95.6%	<u>1,188</u>	<u>45</u>	96.2%	<u>192</u>	<u>3</u>	98.4%	<u>80</u>	<u>1</u>	98.8%	<u>1,460</u>	<u>49</u>	96.6%
Subtotal	1,672	50	97.0%	2,068	95	95.4%	3,740	145	96.1%	496	7	98.6%	160	3	98.1%	4,396	155	96.5%
Heritage	132	5	96.2%	22	3	86.4%	154	8	94.8%	--			--			154	8	94.8%
Milw -N	550	26	95.3%	770	48	93.8%	1,320	74	94.4%	96	21	78.1%	80	11	86.3%	1,496	106	92.9%
-W	<u>594</u>	<u>23</u>	96.1%	<u>682</u>	<u>41</u>	94.0%	<u>1,276</u>	<u>64</u>	95.0%	<u>96</u>	<u>19</u>	80.2%	<u>72</u>	<u>10</u>	86.1%	<u>1,444</u>	<u>93</u>	93.6%
Subtotal	1,144	49	95.7%	1,452	89	93.9%	2,596	138	94.7%	192	40	79.2%	152	21	86.2%	2,940	199	93.2%
NCS	242	6	97.5%	242	12	95.0%	484	18	96.3%	--			--			484	18	96.3%
RI	792	22	97.2%	726	16	97.8%	1,518	38	97.5%	128	16	87.5%	112	12	89.3%	1,758	66	96.2%
SWS	242	11	95.5%	418	20	95.2%	660	31	95.3%	24	1	95.8%	--			684	32	95.3%
UP -N	660	6	99.1%	870	14	98.4%	1,530	20	98.7%	107	7	93.5%	74	3	95.9%	1,711	30	98.2%
-NW	726	22	97.0%	705	12	98.3%	1,431	34	97.6%	97	9	90.7%	61	11	82.0%	1,589	54	96.6%
-W	<u>594</u>	<u>36</u>	93.9%	<u>705</u>	<u>37</u>	94.8%	<u>1,299</u>	<u>73</u>	94.4%	<u>81</u>	<u>6</u>	92.6%	<u>73</u>	<u>2</u>	97.3%	<u>1,453</u>	<u>81</u>	94.4%
Subtotal	1,980	64	96.8%	2,280	63	97.2%	4,260	127	97.0%	285	22	92.3%	208	16	92.3%	4,753	165	96.5%
SYSTEM	7,392	283	96.2%	8,091	359	95.6%	15,483	642	95.9%	1,243	94	92.4%	708	55	92.2%	17,434	791	95.5%

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

Delays data for most recent month is final (07/15/16) 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-JUN	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	94.5%	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	95.7%	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	93.7%	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	85.9%	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	94.1%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5							94.5%	94.5%
	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	92.8%	93.5%
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	97.1%	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	97.3%	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	98.3%	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	96.9%	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	97.4%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5							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	97.4%	97.3%
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	91.5%	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	96.2%	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	95.9%	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	87.3%	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	90.4%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8							94.8%	94.8%
	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	92.3%	92.1%
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	90.6%	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	94.6%	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	93.8%	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	88.1%	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	93.1%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9							94.6%	94.6%
	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	92.1%	92.6%
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	93.3%	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	95.8%	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	94.6%	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	91.7%	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	95.3%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6							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	94.1%	94.3%
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	91.7%	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	93.1%	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	92.4%	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	86.7%	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	92.5%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3							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	91.3%	91.8%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JUN	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	94.3%	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	95.3%	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	95.6%	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	90.5%	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	97.6%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2							95.9%	95.9%
	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	94.7%	95.1%
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	92.6%	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	95.0%	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	95.5%	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	91.5%	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	93.9%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3							95.6%	95.6%
	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	93.7%	93.9%
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	93.6%	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	96.7%	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	95.5%	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	97.6%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2							97.9%	97.9%
	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	96.0%	95.9%
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	95.1%	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	96.9%	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	94.6%	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	93.9%	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	95.9%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6							97.3%	97.3%
	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	95.3%	95.4%
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	92.0%	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	94.8%	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	94.5%	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	93.2%	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	94.8%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4							95.0%	95.0%
	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	93.9%	94.1%
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	94.3%	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	96.0%	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	95.6%	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	92.4%	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	95.8%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5							96.3%	96.3%
	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	94.8%	95.1%

Delays data for most recent month is final (07/15/16) 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
June 2016**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1259 82% OT	Wed, Jun 01	7	I	WAITING FOR 1249 TO CLEAR AT FAIRVIEW
		Mon, Jun 06	55	GA	AMTRAK SWITCH FAILURE AT CUS
		Wed, Jun 15	10	E	LOCOMOTIVE ISSUES ON METX 189, COULD NOT MAKE TRACK SPEED
		Tue, Jun 28	32	G1	FOLLOWING 1257
BNSF	1267 77% OT	Fri, Jun 03	7	J1	CAUGHT UP TO TRAFFIC AT FAIRVIEW
		Mon, Jun 06	41	GA	AMTRAK SWITCH FAILURE AT CUS
		Mon, Jun 13	10	DD	DELAYED AT NAPERVILLE ON MT2 ACCT OPERATING THE Z-PTLCHC9-11 ON MT3
		Tue, Jun 28	10	G1	FOLLOWING TRAFFIC AHEAD
		Wed, Jun 29	13	F	DEPARTED CUS 7" LATE ACCT NO DIL/ VERIFIED THAT THE DOORS WERE PROTECTED
BNSF	1269 82% OT	Mon, Jun 06	51	GA	AMTRAK SWITCH FAILURE AT CUS
		Tue, Jun 14	7	KW	FLOOD AND HIGH WIND WARNINGS
		Fri, Jun 24	13	CC	SWITCH REPLACEMENT AT EOLA
		Tue, Jun 28	13	G1	FOLLOWING TRAFFIC AHEAD
BNSF	1271 82% OT	Wed, Jun 01	37	E	HEP WOULD NOT FIRE UP AT CUS METX 112 AND CUS SWITCH FAILURE
		Mon, Jun 06	0	GA	AMTRAK SWITCH FAILURE AT CUS
		Mon, Jun 27	14	AM	WAITING FOR LINEUP AT CUS-AMTRAK
		Tue, Jun 28	7	G1	FOLLOWING TRAFFIC AHEAD
BNSF	1275 82% OT	Wed, Jun 01	12	GA	V12 SWITCH FAILURE
		Fri, Jun 03	9	CC1	LATE FLIP DUE TO CONSTRUCTION AT W. EOLA
		Mon, Jun 06	54	GA	AMTRAK SWITCH FAILURE AT CUS
		Thu, Jun 30	20	DE1	16" LATE FROM EARLIER DELAYS
BNSF	1276 77% OT	Fri, Jun 03	17	CC1	LATE FLIP DUE TO CONSTRUCTION AT W EOLA
		Mon, Jun 06	6	GA	AMTRAK SWITCH FAILURE AT CUS
		Fri, Jun 24	16	E1	LATE FLIP FROM EARLIER DELAYS
		Tue, Jun 28	19	G1	SWITCH PROBLEM AT CICERO 5X0 SWITCH
		Thu, Jun 30	21	DE1	LATE DEPARTURE DUE TO EARLIER FREIGHT DELAYS- EXPRESSED FROM CLARENDON
BNSF	1279 68% OT	Wed, Jun 01	14	GA1	V12 SWITCH FAILURE
		Mon, Jun 06	0	GA	AMTRAK SWITCH FAILURE AT CUS
		Tue, Jun 07	10	DD	WAITING FOR QSTPCHC TO CLEAR AT EOLA THEN A383 AT W EOLA
		Fri, Jun 10	9	DD	WAITING FOR LINEUP AFTER A383 CLEARED AT NAPERVILLE
		Mon, Jun 20	7	I	SLOW PASSENGER HANDLING AND FORM A RESTRICTIONS
		Mon, Jun 27	10	AM1	FOLLOWING TRAFFIC AHEAD
		Tue, Jun 28	8	G1	LATE FLIP FROM EARLIER SWITCH PROBLEMS AT CICERO- 4" LATE DEPARTING
BNSF	1280 73% OT	Wed, Jun 01	22	GA	V12 SWITCH FAILURE
		Fri, Jun 03	27	CC1	LATE FLIP FROM EARLIER TRACK WORK AND CAB SIGNAL PROBLEMS
		Mon, Jun 06	6	GA	AMTRAK SWITCH FAILURE AT CUS
		Fri, Jun 10	9	CW	WORKING AROUND TRACK INSPECTION
		Tue, Jun 28	19	G1	SWITCH PROBLEM AT CICERO 5X0 SWITCH
		Thu, Jun 30	35	DE1	LATE DEPARTURE DUE TO EARLIER FREIGHT DELAYS- 20" LATE DEPARTURE-1276 CLARENDON IN
BNSF	1281 77% OT	Wed, Jun 01	10	GA1	LATE FLIP DUE TO AMTRAK SWITCH FAILURE- 11" LATE DEPARTURE
		Fri, Jun 03	18	CC1	DEPARTED 17" LATE
		Mon, Jun 06	48	GA	AMTRAK SWITCH FAILURE AT CUS
		Mon, Jun 27	15	JM	MEDICAL EMERGENCY AT CUS PASSENGER REMOVED
		Thu, Jun 30	13	DE1	EXPRESSED TO LAGRANGE RD/ LATE FLIP
BNSF	1287 73% OT	Mon, Jun 06	13	GA	AMTRAK SWITCH FAILURE AT CUS
		Wed, Jun 08	8	B	HELD AT RIVERSIDE BY FOREMAN HARRIS IN CHICAGO OF FORM B
		Wed, Jun 15	12	G	TRACK INDICATION AT DGM ON MT 3, TALKED BY SIGNALS AT FV AND DGM
		Fri, Jun 17	65	E	METX 114, MECHANICAL ISSUES AFTER DEPART8NG CUS, LOCOMOTIVE ADDED @ 14TH STREET
		Mon, Jun 20	61	K	STOPPED AT MP 16.83 GARFIELD AVE, TRUCK STRUCK GATE ARM AND ROC STOPPED TRAFFIC
		Wed, Jun 22	10	G	#2 CROSSOVER SWITCH AT WEST HILL YARD WAS FLASHING OUT OF CORRESPONDENCE
BNSF	1288 82% OT	Fri, Jun 03	17	CC1	LATE ARRIVAL OF EQUIPMENT FROM TRACK WORK/ DISPATCHING
		Fri, Jun 10	9	CW	WORKING AROUND TRACK INSPECTION
		Fri, Jun 24	21	R	LATE DEPARTURE DUE TO MECHANICAL PROBLEMS, SLOW ENG. CAUSED DELAY
		Thu, Jun 30	15	DE1	LATE DEPARTURE DUE TO EARLIER FREIGHT DELAYS-14"
BNSF	1293 82% OT	Fri, Jun 03	8	I	HEAVY PASSENGER UNLOADING
		Thu, Jun 09	8	J	DEPARTED CUS 5" LATE
		Fri, Jun 17	13	J	REMOVED WITH LOCAL POLICE AN INTOXICATED PASSENGER AT HINSDALE
		Tue, Jun 21	13	D	OPERATING 3MT CICERO-BROOKFIELD DUE TO Q SSEHC1 17A YARDING AT CECO RAMP.
		Mon, Jun 20	6	CO	RESTRICTING SIGNALS FROM MP 2.31 TO MP 3.75 ON TRACK 2 DUE TO WIRE WORK.
ELBI	223 73% OT	Thu, Jun 23	6	CO	8" DARK & RESTRICTING SIGNALS DUE TO PLANNED WORK @ I-55 BRIDGE
		Fri, Jun 24	8	CO	8M RUNNING ON RESTRICTING SIGNALS BETWEEN ROUGHLY 18TH ST TO MP 3.71
		Mon, Jun 27	7	OW	OVERHEAD POWER FAILURE 18TH ST
		Wed, Jun 29	7	CC	RESTRICTED SIGNALS FROM MP 2.31 TO MP 3.75 ON TRACK 2
		Thu, Jun 30	7	CC	7M GROUND LOADING BETWEEN 65TH AND KENSINGTON BECAUSE OF A SCHEDULED TEST TRAIN ON TRACK 2.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
June 2016**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
ELSC	321	Tue, Jun 14	8	G	3" SIGNAL MCCORMICK PL ; 5" RED SIGNAL 92ND ST SC	
		68% OT	Mon, Jun 20	10	CC	5" DARK SIGNAL MCCORMICK PL. DUE TO PLANNED WORK AT I-55 BRIDGE. 5" MECHANICAL ISSUES WITH TRAIN
		Thu, Jun 23	8	CO	4" DARK & RESTRICTING SIGNALS DUE TO PLANNED WORK AT I-55 BRIDGE. 2" 51ST PASSENGERS 2" 59TH PASSENGERS	
		Fri, Jun 24	10	I	5" RESTRICTING SIGNALS DUE TO PLANNED WORK I-55 BRIDGE. 5" 55TH CONFUSED GROUP OF PASSENGERS	
		Tue, Jun 28	8	OW	8 MIN. ACCT. RESTRICTING SIGNAL AT MP 2.31, DARK SIGNAL AT MP 2.81, AND GROUND LOADING FROM MUSEUM CAMPUS TO 51ST. ST.	
		Wed, Jun 29	7	CC	7 MIN. ACCT. RESTRICTING SIGNAL AT MP 2.31, DARK SIGNAL AT MP 2.81, AND FORM B-3201, LINE 202.	
		Thu, Jun 30	6	CC	6 MIN. ACCT. RESTRICTING SIGNAL AT MP 2.31 AND DARK SIGNAL AT MP 2.83 DUE TO AC SWITCHING.	
MN	2115	Fri, Jun 10	6	CC	14" TRACK CONSTRUCTION-SINGLE TRACING-STOP SIGNAL WAITING ON 2132, MAYFAIR	
		82% OT	Mon, Jun 13	32	CC	23" TRACK WORK, MAYFAIR; 8" A-20; 14" #2136, RONDOUT
		Thu, Jun 16	32	KP	20" LATE DEPARTING FIRE @ 345 CANAL ST, CUS; 10" STOP SIGNAL, FREIGHT(DUMP), A-20; 10" WAIT ON #2134, RONDOUT	
		Tue, Jun 28	25	G1	34" STOP, SIGNAL PROBLEMS/TRACK CONSTRUCTION, SINGLE TRACKING, WAIT ON #2132 TO CLEAR, MAYFAIR	
MN	2148	Mon, Jun 06	0	E1	ANNULLED DUE TO 2127 BREAKING DOWN.	
		82% OT	Fri, Jun 10	6	E1	7" LATE TURN FROM 2127 AND HEAVY PASSENGER LOADING
		Mon, Jun 13	9	CC1	9" LATE TURN FROM #2127	
		Wed, Jun 15	7	I	5" LATE TURN FROM #2127; 6" HEAVY ENTRAINING, EDGEBROOK-WESTERN	
MN	2155	Mon, Jun 06	8	D	10" HELD DUE TO X-TRAFFIC, ENROUTE.	
		77% OT	Fri, Jun 10	0	R1	ACCOUNT 2158
		Thu, Jun 16	19	JM1	16" LATE TURN FROM #2158, CUS	
		Thu, Jun 23	7	II	8" WAITING ON #2160, RONDOUT	
		Fri, Jun 24	9	I	8" ENTRAINING/DETRAINING, ENROUTE; X-TRAFFIC, MAYFAIR	
MW	2253	Thu, Jun 02	27	E1	23" LATE TURN FROM 2252	
		82% OT	Fri, Jun 24	7	II	5" LATE TURN FROM #2252
		Mon, Jun 27	6	D	8" FREIGHT, B-17	
		Wed, Jun 29	7	I	5" LATE DEPARTING ENTRAINING, CUS	
NCS	118	Fri, Jun 03	12	D	-9 WAITING ON TRAINS GETTING OUT OF ANTIOCH COACH YARD	
		82% OT	Mon, Jun 13	8	D	4" FREIGHT, GRAYSLAKE; 4" UP X-TRAFFIC, DEVAL; 3" X-TRAFFIC, A-3; 4" HEAVY DETRAINING
		Wed, Jun 15	13	D	13" FOLLOWING S/B CN FREIGHT	
		Thu, Jun 16	11	GA1	9" HELD FOR #115, JCT 19; 1" ADA	
SWS	834	Mon, Jun 06	14	GA	15M CUS 1701/1716 SIGNAL PROBLEMS	
		82% OT	Mon, Jun 20	12	RF	DEPARTED 179TH 7M LATE LANDERS OPERATOR WOULD NOT ANSWER RADIO FOR LINE UP 2M FLAG BELT JCT, 6M 21ST ST BRIDGE LIFT
		Wed, Jun 22	9	E1	DEPARTED 179TH 19M LATE ACCT LATE TURN FROM 819	
		Mon, Jun 27	63	D	CP518 RAN METRA TRAIN BEHIND AT STOPPED GEOMETRY CAR. HAD TO BACK UP METRA AND CHANGE TO DIFFERENT TRACK. NS1 TO NS2	
UPW	60	Wed, Jun 01	10	G1	10" #58 AHEAD	
		82% OT	Tue, Jun 07	12	D	8" LATE DEPARTURE DUE TO WAITING FOR ZBRG1D-04 TO CLEAR, PARK; THEN FOLLOWED THE ZBRG1D-04 AND WAS DELAYED 12 MINUTES.
		Wed, Jun 15	35	L1	26" LATE TURN FROM #59 DUE TO EARLIER TRESPASSERS; STOPPED YPRBL GOING INTO ROCKWELL SUB, KEDZIE	
		Wed, Jun 29	7	D1	7" FOLLOW #58, PARK-CPT	
UPW	70	Wed, Jun 01	25	K	25" SPEED RESTRICTIONS 15MPH TK2, ELBURN-PECK; HELD/CAR ON TRACKS @ MP15.9, WAIT FOR REMOVAL & TRACKS INSPECTED, LOMBARD	
		82% OT	Thu, Jun 02	25	VF	25" MULTIPLE SPEED RESTRICTIONS,ELBURN;STOP BY HOT BOX DETECTOR@ YO28 SLIPPING WHEEL, CREW SLOW ROLLED & INSPECTED NOTHING FOUND,WINFIELD
		Thu, Jun 23	10	D	10" WAIT FOR AGBNP-23 TO CLEAR, TURNER INT	
		Mon, Jun 27	25	CC	15" WAIT FOR #71 TO CLEAR, PARK INT; FORM B TRACK CONSTRUCTION 54334, MP16.5-15.5	
UPW	71	Wed, Jun 01	22	K	22" CAR ON TRACKS @ MP15.9, WAIT FOR REMOVAL OF CAR & TRACKS INSPECTED, BERKELEY	
		82% OT	Wed, Jun 15	34	DE	40" WAIT FOR SIGNAL ZG2PD-16 & QPRNPV-15 LINED AHEAD;ZG3JXP-15 HAD BROKEN KNUCKLE ON TK1;FOLLOW QPRNPV-15 AFTER IT CLEARED,SLOW THRU AREA
		Mon, Jun 20	10	D	10" ZG1SC-20 AHEAD, KEDZIE-PARK	
		Mon, Jun 27	10	CC	10" FORM B TRACK CONSTRUCTION 54334, MP15.5-16.5	

Data is final (07/15/16) version from TOPS.

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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

June 2016

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	71	57	33	38	5	71	41	4	37	12	14	15	36	434	55%
Semi-controllable	51	0	0	0	3	11	10	13	4	16	0	0	21	129	16%
Uncontrollable	26	11	5	11	0	24	42	1	25	4	16	39	24	228	29%
TOTAL TRAINS DELAYED	148	68	38	49	8	106	93	18	66	32	30	54	81	791	100%

June - 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	143.3	33.8	6.8	16.5	6.0	61.3	35.3	16.5	37.0	15.3	25.0	25.3	38.5	460.3	46%
Semi-controllable	21.8	0.0	0.0	0.0	2.8	13.0	18.0	11.3	7.3	28.3	0.5	8.0	24.3	135.0	13%
Uncontrollable	81.5	27.8	5.3	14.3	1.3	39.5	37.8	5.0	54.8	9.0	42.0	53.8	41.5	413.3	41%
TOTAL TRAINS DELAYED	246.5	61.5	12.0	30.8	10.0	113.8	91.0	32.8	99.0	52.5	67.5	87.0	104.3	1,008.5	100%

June 2016 Divergence From June 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	-72.3	23.3	26.3	21.5	-1.0	9.8	5.8	-12.5	0.0	-3.3	-11.0	-10.3	-2.5	-26.3	12%
Semi-controllable	29.3	0.0	0.0	0.0	0.3	-2.0	-8.0	1.8	-3.3	-12.3	-0.5	-8.0	-3.3	-6.0	3%
Uncontrollable	-55.5	-16.8	-0.3	-3.3	-1.3	-15.5	4.3	-4.0	-29.8	-5.0	-26.0	-14.8	-17.5	-185.3	85%
TOTAL TRAINS DELAYED	-98.5	6.5	26.0	18.3	-2.0	-7.8	2.0	-14.8	-33.0	-20.5	-37.5	-33.0	-23.3	-217.5	100%

January-June 2016

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	275	132	61	62	19	251	187	64	250	63	117	106	280	1,867	49%
Semi-controllable	221	0	0	0	24	63	76	68	46	76	0	14	58	646	17%
Uncontrollable	229	114	28	53	1	167	192	40	136	37	95	136	95	1,323	34%
TOTAL TRAINS DELAYED	725	246	89	115	44	481	455	172	432	176	212	256	433	3,836	100%

Data for current month is final (07/15/16) version from TOPS.

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07/15/2016

TABLE 7: NUMBER OF DELAYS BY DATE
June 2016

WEEKDAY	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	TOTAL
	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	
BNSF	14	0	14	26	3	4	1	6	4	5	3	2	2	4	3	2	1	12	8	11	2	10	137
Elec -ML	6	1	0	1	1	2	0	35	1	2	0	0	0	2	0	0	0	1	2	6	0	3	63
-BI	4	0	1	0	1	0	1	17	0	0	1	0	0	1	0	0	1	1	1	4	2	2	37
-SC	0	1	1	1	0	0	0	23	0	1	1	0	0	1	2	1	2	1	3	4	1	2	45
Heritage	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	2	0	8
Milw -N	1	8	0	10	0	3	1	9	3	0	1	15	1	2	0	3	3	4	1	4	1	4	74
-W	0	12	1	2	2	6	2	11	0	2	0	9	4	2	1	0	0	3	4	2	1	0	64
NCS	0	2	4	0	0	0	0	1	3	0	2	2	1	0	0	0	0	3	0	0	0	0	18
RI	1	0	0	1	4	0	2	5	1	1	0	0	0	3	3	1	1	3	10	0	1	1	38
SWS	0	1	3	5	0	0	0	0	0	1	4	0	0	4	0	3	0	0	3	1	1	5	31
UP -N	0	1	0	0	0	0	4	1	0	0	0	0	2	3	2	0	0	3	0	0	1	3	20
-NW	0	0	0	1	2	1	1	0	6	0	9	0	1	5	1	0	0	0	4	0	1	2	34
-W	9	3	3	3	4	4	4	3	0	2	14	1	0	3	1	0	2	1	6	3	2	5	73
SYSTEM	35	29	27	52	17	20	16	111	19	14	35	29	11	30	13	11	10	32	43	36	15	37	642

SATURDAY	4	11	18	25	TOTAL	SUNDAY/HOLIDAY	5	12	19	26	TOTAL
BNSF	4	2	1	1	8	BNSF	2	0	1	0	3
Elec -ML	0	2	1	0	3	Elec -ML	2	0	0	0	2
-BI	0	0	1	0	1	-BI	-	-	-	-	0
-SC	1	1	1	0	3	-SC	1	0	0	0	1
Heritage	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	2	9	3	7	21	Milw -N	0	9	0	2	11
-W	2	13	3	1	19	-W	1	3	4	2	10
NCS	-	-	-	-	-	NCS	-	-	-	-	0
RI	0	10	0	6	16	RI	2	7	0	3	12
SWS	0	0	1	0	1	SWS	-	-	-	-	0
UP -N	0	1	6	0	7	UP -N	0	2	1	0	3
-NW	0	4	1	4	9	-NW	0	3	3	5	11
-W	4	0	1	1	6	-W	0	0	2	0	2
SYSTEM	13	42	19	20	94	SYSTEM	8	24	11	12	55

Data is final (07/15/16) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	19	0	0	0	1	4	6	9	4	10	0	0	20	73
Freight Interference - Peak	9	0	0	0	0	2	0	1	2	2	0	0	4	20
Primary	4	0	0	0	0	2	0	1	2	0	0	0	1	10
Secondary	5	0	0	0	0	0	0	0	0	2	0	0	3	10
Freight Interference - Off-Peak	10	0	0	0	1	2	6	8	2	8	0	0	16	53
Primary	6	0	0	0	1	2	4	8	2	8	0	0	13	44
Secondary	4	0	0	0	0	0	2	0	0	0	0	0	3	9
Signal/Switch Failure - TOTAL	49	9	7	5	3	20	9	6	10	11	1	2	11	143
Signal/Switch Failure - Metra/PSA	15	9	7	5	0	13	5	2	10	5	1	2	10	84
Primary	4	8	6	5	0	10	3	2	6	2	1	2	3	52
Secondary	11	1	1	0	0	3	2	0	4	3	0	0	7	32
Signal/Switch Failure - Foreign	34	0	0	0	3	7	4	4	0	6	0	0	1	59
Primary	28	0	0	0	2	4	1	2	0	5	0	0	1	43
Secondary	6	0	0	0	1	3	3	2	0	1	0	0	0	16
Mechanical Failure - TOTAL	16	1	1	1	1	18	16	1	12	2	2	3	14	88
Mechanical Failure - Metra/PSA	16	1	1	1	1	18	16	1	12	2	2	3	14	88
Non-Locomotive Equipment Failure - Metra/PSA	6	1	1	1	0	0	1	0	1	0	0	0	6	17
Primary	3	1	1	0	0	0	1	0	1	0	0	0	2	9
Secondary	3	0	0	1	0	0	0	0	0	0	0	0	4	8
Locomotive Failure - Metra/PSA	10	0	0	0	1	18	15	1	11	2	2	3	8	71
Primary	5	0	0	0	1	5	3	1	5	1	2	1	3	27
Secondary	5	0	0	0	0	13	12	0	6	1	0	2	5	44
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	7	0	1	2	0	1	0	0	0	3	0	0	0	14
Passenger Train Interference - Metra/PSA	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Passenger Train Interference - Foreign	7	0	1	1	0	0	0	0	0	3	0	0	0	12
Accident - TOTAL	0	5	2	1	0	4	6	1	0	0	0	7	3	29
Accident - Metra/PSA	0	5	2	1	0	4	6	1	0	0	0	7	3	29
Accident - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Work - TOTAL	24	4	5	5	0	27	12	1	13	0	7	7	9	114
Track Work - Metra/PSA	21	4	5	5	0	27	11	1	13	0	7	7	9	110
Track Work - Foreign	3	0	0	0	0	0	1	0	0	0	0	0	0	4
Human Error - TOTAL	6	35	16	23	3	9	8	0	1	4	4	2	1	112
Human Error - Metra/PSA	4	34	16	23	0	5	3	0	1	1	4	1	1	93
Human Error - Foreign	2	1	0	0	3	4	5	0	0	3	0	1	0	19
Sick, Injured, Unruly Passenger - TOTAL	8	0	0	2	0	8	3	0	5	0	2	0	4	32
Sick, Injured, Unruly Passenger - Metra/PSA	6	0	0	2	0	8	3	0	5	0	2	0	4	30
Sick, Injured, Unruly Passenger - Foreign	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Weather - TOTAL	5	2	2	4	0	0	0	0	1	0	0	9	0	23
Weather - Metra/PSA	5	2	2	4	0	0	0	0	1	0	0	9	0	23
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	8	2	1	2	0	7	24	0	13	0	9	16	1	83
Lift Deployment - TOTAL	0	0	0	0	0	3	2	0	2	1	0	2	1	11
Obstruction/Debris - TOTAL	4	2	0	2	0	4	5	0	2	1	5	3	3	31
Catenary Failure - TOTAL	0	8	3	2	0	0	0	0	0	0	0	0	0	13
Other - TOTAL	2	0	0	0	0	1	2	0	3	0	0	3	14	25
TOTAL TRAINS DELAYED	148	68	38	49	8	106	93	18	66	32	30	54	81	791
Total Metra/PSA Delays	81	67	37	48	1	91	77	5	62	10	30	53	60	622
Total Foreign Carrier Delays	67	1	1	1	7	15	16	13	4	22	0	1	21	169

Data for current month is final (07/15/16) 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

June - 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	21.2	0.0	0.0	0.0	3.2	14.6	17.6	10.6	9.0	23.6	0.4	6.6	25.2	132.0
Freight Interference - Peak	6.2	0.0	0.0	0.0	3.2	1.8	2.8	4.8	2.8	7.4	0.2	4.0	4.8	38.0
<i>Primary</i>	4.6	0.0	0.0	0.0	3.0	1.0	1.6	3.4	1.8	5.0	0.0	1.6	3.0	25.0
<i>Secondary</i>	1.6	0.0	0.0	0.0	0.2	0.8	1.2	1.4	1.0	2.4	0.2	2.4	1.8	13.0
Freight Interference - Off-Peak	15.0	0.0	0.0	0.0	0.0	12.8	14.8	5.8	6.2	16.2	0.2	2.6	20.4	94.0
<i>Primary</i>	13.2	0.0	0.0	0.0	0.0	10.0	10.0	5.2	5.4	12.0	0.2	1.8	15.6	73.4
<i>Secondary</i>	1.8	0.0	0.0	0.0	0.0	2.8	4.8	0.6	0.8	4.2	0.0	0.8	4.8	20.6
Signal/Switch Failure - TOTAL	24.2	11.0	2.6	3.8	1.6	38.4	25.0	9.8	9.8	16.4	6.6	7.2	15.4	171.8
Signal/Switch Failure - Metra/PSA	23.2	11.0	2.6	3.8	0.8	36.4	23.2	8.6	9.8	7.6	6.6	6.6	14.0	154.2
<i>Primary</i>	18.8	10.0	1.4	2.4	0.8	17.0	14.6	3.8	6.8	6.8	2.8	1.8	6.4	93.4
<i>Secondary</i>	4.4	1.0	1.2	1.4	0.0	19.4	8.6	4.8	3.0	0.8	3.8	4.8	7.6	60.8
Signal/Switch Failure - Foreign	1.0	0.0	0.0	0.0	0.8	2.0	1.8	1.2	0.0	8.8	0.0	0.6	1.4	17.6
<i>Primary</i>	1.0	0.0	0.0	0.0	0.6	1.2	1.6	0.8	0.0	5.0	0.0	0.4	1.4	12.0
<i>Secondary</i>	0.0	0.0	0.0	0.0	0.2	0.8	0.2	0.4	0.0	3.8	0.0	0.2	0.0	5.6
Mechanical Failure - TOTAL	29.4	9.4	3.2	1.8	0.6	9.8	6.8	1.4	5.4	1.8	7.6	8.4	9.8	95.4
Mechanical Failure - Metra/PSA	29.4	9.4	3.2	1.8	0.6	9.8	6.8	1.4	5.4	1.8	7.6	8.4	9.8	95.4
Non-Locomotive Equipment Failure - Metra/PSA	3.0	9.4	3.2	1.8	0.0	0.4	0.8	0.0	0.6	0.4	1.6	1.8	3.0	26.0
<i>Primary</i>	1.6	1.6	1.0	0.6	0.0	0.4	0.6	0.0	0.4	0.2	0.6	0.6	1.4	9.0
<i>Secondary</i>	1.4	7.8	2.2	1.2	0.0	0.0	0.2	0.0	0.2	0.2	1.0	1.2	1.6	17.0
Locomotive Failure - Metra/PSA	26.4	0.0	0.0	0.0	0.6	9.4	6.0	1.4	4.8	1.4	6.0	6.6	6.8	69.4
<i>Primary</i>	5.6	0.0	0.0	0.0	0.4	1.8	3.2	0.0	2.4	0.8	2.8	1.8	2.2	21.0
<i>Secondary</i>	20.8	0.0	0.0	0.0	0.2	7.6	2.8	1.4	2.4	0.6	3.2	4.8	4.6	48.4
Mechanical Failure - 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
Passenger Train Interference - TOTAL	1.6	1.8	0.2	1.2	0.8	8.4	1.8	2.6	1.8	2.2	1.0	1.6	0.4	25.4
Passenger Train Interference - Metra/PSA	0.4	1.2	0.2	1.2	0.2	5.8	1.6	2.6	1.4	1.0	1.0	1.4	0.4	18.4
Passenger Train Interference - Foreign	1.2	0.6	0.0	0.0	0.6	2.6	0.2	0.0	0.4	1.2	0.0	0.2	0.0	7.0
Accident - TOTAL	20.0	1.2	0.2	1.4	0.0	3.2	7.8	2.6	3.2	6.0	0.0	2.2	1.4	49.2
Accident - Metra/PSA	19.2	1.2	0.2	1.4	0.0	2.6	7.8	2.2	3.2	6.0	0.0	2.2	1.4	47.4
Accident - Foreign	0.8	0.0	0.0	0.0	0.0	0.6	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.8
Track Work - TOTAL	48.8	6.2	1.6	6.8	1.0	8.0	7.2	1.8	16.2	2.4	6.2	6.8	6.6	119.6
Track Work - Metra/PSA	48.8	6.2	1.6	6.8	1.0	8.0	7.2	1.8	16.2	2.4	6.2	6.8	6.6	119.6
Track Work - 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
Human Error - TOTAL	16.0	5.0	0.0	0.8	2.2	9.4	4.6	2.0	4.2	4.6	4.2	4.8	11.2	69.0
Human Error - Metra/PSA	10.6	5.0	0.0	0.8	0.8	5.2	3.6	1.2	3.8	0.8	3.0	2.2	9.6	46.6
Human Error - Foreign	5.4	0.0	0.0	0.0	1.4	4.2	1.0	0.8	0.4	3.8	1.2	2.6	1.6	22.4
Sick, Injured, Unruly Passenger - TOTAL	4.6	6.0	1.0	1.4	0.0	4.4	3.4	0.0	5.0	0.8	5.4	4.8	4.4	41.2
Sick, Injured, Unruly Passenger - Metra/PSA	4.6	6.0	1.0	1.4	0.0	4.4	3.4	0.0	5.0	0.8	5.4	4.8	4.4	41.2
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	25.4	10.4	2.0	1.6	1.0	8.8	4.8	4.0	8.6	1.8	12.2	16.2	13.0	109.8
Weather - Metra/PSA	25.4	10.4	2.0	1.6	1.0	8.8	4.8	4.0	8.6	1.8	12.2	16.2	13.0	109.8
Weather - 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
Passenger Loading - TOTAL	16.4	16.8	4.6	8.4	0.0	23.4	16.2	0.6	36.2	0.8	31.8	22.4	18.2	195.8
Lift Deployment - TOTAL	2.6	0.2	0.0	0.2	0.0	3.0	7.6	0.0	7.2	0.0	3.6	2.8	3.8	31.0
Obstruction/Debris - TOTAL	12.4	2.6	0.2	3.0	0.2	3.6	3.4	0.8	5.0	0.8	2.4	3.6	3.4	41.4
Catenary Failure - TOTAL	0.0	2.4	0.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Other - TOTAL	6.6	1.8	0.6	3.8	0.2	2.8	1.4	0.8	4.8	1.2	2.0	3.2	2.4	31.6
TOTAL TRAINS DELAYED	229.2	74.8	16.4	35.0	10.8	137.8	107.6	37.0	116.4	62.4	83.4	90.6	115.2	1,116.6
Total Metra/PSA Delays	199.6	74.2	16.4	35.0	4.8	113.8	87.0	24.0	106.6	25.0	81.8	80.6	87.0	935.8
Total Foreign Carrier Delays	29.6	0.6	0.0	0.0	6.0	24.0	20.6	13.0	9.8	37.4	1.6	10.0	28.2	180.8

Data for latest month is final (07/20/15) 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
June 2016 Divergence From June 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	-2.2	0.0	0.0	0.0	-2.2	-10.6	-11.6	-1.6	-5.0	-13.6	-0.4	-6.6	-5.2	-59.0
Freight Interference - Peak	2.8	0.0	0.0	0.0	-3.2	0.2	-2.8	-3.8	-0.8	-5.4	-0.2	-4.0	-0.8	-18.0
<i>Primary</i>	-0.6	0.0	0.0	0.0	-3.0	1.0	-1.6	-2.4	0.2	-5.0	0.0	-1.6	-2.0	-15.0
<i>Secondary</i>	3.4	0.0	0.0	0.0	-0.2	-0.8	-1.2	-1.4	-1.0	-0.4	-0.2	-2.4	1.2	-3.0
Freight Interference - Off-Peak	-5.0	0.0	0.0	0.0	1.0	-10.8	-8.8	2.2	-4.2	-8.2	-0.2	-2.6	-4.4	-41.0
<i>Primary</i>	-7.2	0.0	0.0	0.0	1.0	-8.0	-6.0	2.8	-3.4	-4.0	-0.2	-1.8	-2.6	-29.4
<i>Secondary</i>	2.2	0.0	0.0	0.0	0.0	-2.8	-2.8	-0.6	-0.8	-4.2	0.0	-0.8	-1.8	-11.6
Signal/Switch Failure - TOTAL	24.8	-2.0	4.4	1.2	1.4	-18.4	-16.0	-3.8	0.2	-5.4	-5.6	-5.2	-4.4	-28.8
Signal/Switch Failure - Metra/PSA	-8.2	-2.0	4.4	1.2	-0.8	-23.4	-18.2	-6.6	0.2	-2.6	-5.6	-4.6	-4.0	-70.2
<i>Primary</i>	-14.8	-2.0	4.6	2.6	-0.8	-7.0	-11.6	-1.8	-0.8	-4.8	-1.8	0.2	-3.4	-41.4
<i>Secondary</i>	6.6	0.0	-0.2	-1.4	0.0	-16.4	-6.6	-4.8	1.0	2.2	-3.8	-4.8	-0.6	-28.8
Signal/Switch Failure - Foreign	33.0	0.0	0.0	0.0	2.2	5.0	2.2	2.8	0.0	-2.8	0.0	-0.6	-0.4	41.4
<i>Primary</i>	27.0	0.0	0.0	0.0	1.4	2.8	-0.6	1.2	0.0	0.0	0.0	-0.4	-0.4	31.0
<i>Secondary</i>	6.0	0.0	0.0	0.0	0.8	2.2	2.8	1.6	0.0	-2.8	0.0	-0.2	0.0	10.4
Mechanical Failure - TOTAL	-13.4	-8.4	-2.2	-0.8	0.4	8.2	9.2	-0.4	6.6	0.2	-5.6	-5.4	4.2	-7.4
Mechanical Failure - Metra/PSA	-13.4	-8.4	-2.2	-0.8	0.4	8.2	9.2	-0.4	6.6	0.2	-5.6	-5.4	4.2	-7.4
Non-Locomotive Equipment Failure - Metra/PSA	3.0	-8.4	-2.2	-0.8	0.0	-0.4	0.2	0.0	0.4	-0.4	-1.6	-1.8	3.0	-9.0
<i>Primary</i>	1.4	-0.6	0.0	-0.6	0.0	-0.4	0.4	0.0	0.6	-0.2	-0.6	-0.6	0.6	0.0
<i>Secondary</i>	1.6	-7.8	-2.2	-0.2	0.0	0.0	-0.2	0.0	-0.2	-0.2	-1.0	-1.2	2.4	-9.0
Locomotive Failure - Metra/PSA	-16.4	0.0	0.0	0.0	0.4	8.6	9.0	-0.4	6.2	0.6	-4.0	-3.6	1.2	1.6
<i>Primary</i>	-0.6	0.0	0.0	0.0	0.6	3.2	-0.2	1.0	2.6	0.2	-0.8	-0.8	0.8	6.0
<i>Secondary</i>	-15.8	0.0	0.0	0.0	-0.2	5.4	9.2	-1.4	3.6	0.4	-3.2	-2.8	0.4	-4.4
Mechanical Failure - 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
Passenger Train Interference - TOTAL	5.4	-1.8	0.8	0.8	-0.8	-7.4	-1.8	-2.6	-1.8	0.8	-1.0	-1.6	-0.4	-11.4
Passenger Train Interference - Metra/PSA	-0.4	-1.2	-0.2	-0.2	-0.2	-4.8	-1.6	-2.6	-1.4	-1.0	-1.0	-1.4	-0.4	-16.4
Passenger Train Interference - Foreign	5.8	-0.6	1.0	1.0	-0.6	-2.6	-0.2	0.0	-0.4	1.8	0.0	-0.2	0.0	5.0
Accident - TOTAL	-20.0	3.8	1.8	-0.4	0.0	0.8	-1.8	-1.6	-3.2	-6.0	0.0	4.8	1.6	-20.2
Accident - Metra/PSA	-19.2	3.8	1.8	-0.4	0.0	1.4	-1.8	-1.2	-3.2	-6.0	0.0	4.8	1.6	-18.4
Accident - Foreign	-0.8	0.0	0.0	0.0	0.0	-0.6	0.0	-0.4	0.0	0.0	0.0	0.0	0.0	-1.8
Track Work - TOTAL	-24.8	-2.2	3.4	-1.8	-1.0	19.0	4.8	-0.8	-3.2	-2.4	0.8	0.2	2.4	-5.6
Track Work - Metra/PSA	-27.8	-2.2	3.4	-1.8	-1.0	19.0	3.8	-0.8	-3.2	-2.4	0.8	0.2	2.4	-9.6
Track Work - Foreign	3.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Human Error - TOTAL	-10.0	30.0	16.0	22.2	0.8	-0.4	3.4	-2.0	-3.2	-0.6	-0.2	-2.8	-10.2	43.0
Human Error - Metra/PSA	-6.6	29.0	16.0	22.2	-0.8	-0.2	-0.6	-1.2	-2.8	0.2	1.0	-1.2	-8.6	46.4
Human Error - Foreign	-3.4	1.0	0.0	0.0	1.6	-0.2	4.0	-0.8	-0.4	-0.8	-1.2	-1.6	-1.6	-3.4
Sick, Injured, Unruly Passenger - TOTAL	3.4	-6.0	-1.0	0.6	0.0	3.6	-0.4	0.0	0.0	-0.8	-3.4	-4.8	-0.4	-9.2
Sick, Injured, Unruly Passenger - Metra/PSA	1.4	-6.0	-1.0	0.6	0.0	3.6	-0.4	0.0	0.0	-0.8	-3.4	-4.8	-0.4	-11.2
Sick, Injured, Unruly Passenger - Foreign	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Weather - TOTAL	-20.4	-8.4	0.0	2.4	-1.0	-8.8	-4.8	-4.0	-7.6	-1.8	-12.2	-7.2	-13.0	-86.8
Weather - Metra/PSA	-20.4	-8.4	0.0	2.4	-1.0	-8.8	-4.8	-4.0	-7.6	-1.8	-12.2	-7.2	-13.0	-86.8
Weather - 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
Passenger Loading - TOTAL	-8.4	-14.8	-3.6	-6.4	0.0	-16.4	7.8	-0.6	-23.2	-0.8	-22.8	-6.4	-17.2	-112.8
Lift Deployment - TOTAL	-2.6	-0.2	0.0	-0.2	0.0	0.0	-5.6	0.0	-5.2	1.0	-3.6	-0.8	-2.8	-20.0
Obstruction/Debris - TOTAL	-8.4	-0.6	-0.2	-1.0	-0.2	0.4	1.6	-0.8	-3.0	0.2	2.6	-0.6	-0.4	-10.4
Catenary Failure - TOTAL	0.0	5.6	2.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6
Other - TOTAL	-4.6	-1.8	-0.6	-3.8	-0.2	-1.8	0.6	-0.8	-1.8	-1.2	-2.0	-0.2	11.6	-6.6
TOTAL TRAINS DELAYED	-81.2	-6.8	21.6	14.0	-2.8	-31.8	-14.6	-19.0	-50.4	-30.4	-53.4	-36.6	-34.2	-325.6
Total Metra/PSA Delays	-118.6	-7.2	20.6	13.0	-3.8	-22.8	-10.0	-19.0	-44.6	-15.0	-51.8	-27.6	-27.0	-313.8
Total Foreign Carrier Delays	37.4	0.4	1.0	1.0	1.0	-9.0	-4.6	0.0	-5.8	-15.4	-1.6	-9.0	-7.2	-11.8

Data for current month is final (07/15/16) 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 - June 2016

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	78	0	0	0	10	36	59	31	47	38	0	7	61	367
Freight Interference - Peak	30	0	0	0	7	4	15	8	20	12	0	4	20	120
Primary	22	0	0	0	7	4	8	6	13	8	0	4	7	79
Secondary	8	0	0	0	0	0	7	2	7	4	0	0	13	41
Freight Interference - Off-Peak	48	0	0	0	3	32	44	23	27	26	0	3	41	247
Primary	37	0	0	0	3	25	24	22	20	24	0	2	32	189
Secondary	11	0	0	0	0	7	20	1	7	2	0	1	9	58
Signal/Switch Failure - TOTAL	206	43	25	18	15	119	89	58	40	67	12	25	101	818
Signal/Switch Failure - Metra/PSA	52	43	25	18	0	89	74	22	40	23	12	18	100	516
Primary	31	17	17	14	0	47	46	12	24	14	7	13	22	264
Secondary	21	26	8	4	0	42	28	10	16	9	5	5	78	252
Signal/Switch Failure - Foreign	154	0	0	0	15	30	15	36	0	44	0	7	1	302
Primary	126	0	0	0	13	23	12	23	0	31	0	2	1	231
Secondary	28	0	0	0	2	7	3	13	0	13	0	5	0	71
Mechanical Failure - TOTAL	74	10	2	1	7	56	62	21	131	6	43	50	54	517
Mechanical Failure - Metra/PSA	74	9	2	1	7	56	62	21	131	6	43	50	54	516
Non-Locomotive Equipment Failure - Metra/PSA	12	9	2	1	2	9	5	4	2	1	14	2	27	90
Primary	7	6	2	0	1	5	3	1	2	1	7	2	10	47
Secondary	5	3	0	1	1	4	2	3	0	0	7	0	17	43
Locomotive Failure - Metra/PSA	62	0	0	0	5	47	57	17	129	5	29	48	27	426
Primary	22	0	0	0	4	14	18	6	29	4	9	10	13	129
Secondary	40	0	0	0	1	33	39	11	100	1	20	38	14	297
Mechanical Failure - Foreign	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Passenger Train Interference - TOTAL	14	6	2	5	4	13	1	7	7	14	0	0	1	74
Passenger Train Interference - Metra/PSA	0	2	0	1	0	8	0	7	7	1	0	0	1	27
Passenger Train Interference - Foreign	14	4	2	4	4	5	1	0	0	13	0	0	0	47
Accident - TOTAL	54	5	3	1	1	51	59	28	10	11	27	36	13	299
Accident - Metra/PSA	50	5	3	1	1	42	59	23	10	6	27	33	12	272
Accident - Foreign	4	0	0	0	0	9	0	5	0	5	0	3	1	27
Track Work - TOTAL	83	12	6	13	0	49	31	3	32	3	45	20	99	396
Track Work - Metra/PSA	78	12	6	13	0	49	28	2	32	3	45	20	99	387
Track Work - Foreign	5	0	0	0	0	0	3	1	0	0	0	0	0	9
Human Error - TOTAL	36	38	21	27	7	27	23	9	34	14	13	17	14	280
Human Error - Metra/PSA	31	37	21	27	0	16	11	5	34	2	9	15	10	218
Human Error - Foreign	5	1	0	0	7	11	12	4	0	12	4	2	4	62
Sick, Injured, Unruly Passenger - TOTAL	17	34	6	9	0	19	29	2	28	2	18	26	22	212
Sick, Injured, Unruly Passenger - Metra/PSA	15	34	6	9	0	19	29	2	28	2	18	26	22	210
Sick, Injured, Unruly Passenger - Foreign	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Weather - TOTAL	103	37	8	18	0	38	19	6	47	4	20	11	6	317
Weather - Metra/PSA	103	37	8	18	0	38	19	6	47	4	20	11	6	317
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	16	10	4	5	0	19	41	0	34	1	13	41	7	191
Lift Deployment - TOTAL	8	1	0	0	0	25	5	1	7	3	0	7	9	66
Obstruction/Debris - TOTAL	24	26	7	14	0	19	33	4	8	10	15	11	24	195
Catenary Failure - TOTAL	0	24	4	4	0	0	0	0	0	0	0	0	0	32
Other - TOTAL	12	0	1	0	0	10	4	2	7	3	6	5	22	72
TOTAL TRAINS DELAYED	725	246	89	115	44	481	455	172	432	176	212	256	433	3,836
Total Metra/PSA Delays	463	240	87	111	8	390	365	95	385	64	208	237	366	3,019
Total Foreign Carrier Delays	262	6	2	4	36	91	90	77	47	112	4	19	67	817

Data for current month is final (07/15/16) 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, Antrak, 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 - June - 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	120.2	0.0	0.0	0.0	20.6	90.8	82.2	85.2	33.8	90.4	10.2	31.6	130.2	695.2
Freight Interference - Peak	52.6	0.0	0.0	0.0	20.6	18.8	16.8	34.6	8.4	27.2	1.8	15.6	29.4	225.8
Primary	30.8	0.0	0.0	0.0	19.6	12.8	11.8	24.6	5.4	21.0	0.8	7.2	15.6	149.6
Secondary	21.8	0.0	0.0	0.0	1.0	6.0	5.0	10.0	3.0	6.2	1.0	8.4	13.8	76.2
Freight Interference - Off-Peak	67.6	0.0	0.0	0.0	0.0	72.0	65.4	50.6	25.4	63.2	8.4	16.0	100.8	469.4
Primary	56.8	0.0	0.0	0.0	0.0	51.4	47.8	42.6	22.6	49.8	5.2	12.2	82.4	370.8
Secondary	10.8	0.0	0.0	0.0	0.0	20.6	17.6	8.0	2.8	13.4	3.2	3.8	18.4	98.6
Signal/Switch Failure - TOTAL	110.0	42.6	17.0	13.0	11.8	144.0	87.2	50.4	52.8	56.2	29.6	38.4	59.4	712.4
Signal/Switch Failure - Metra/PSA	82.4	42.6	17.0	13.0	5.0	128.2	74.6	36.2	50.2	18.8	29.0	37.0	57.0	591.0
Primary	59.8	35.0	12.8	10.0	4.8	67.2	45.2	20.6	38.2	15.4	15.4	18.2	27.4	370.0
Secondary	22.6	7.6	4.2	3.0	0.2	61.0	29.4	15.6	12.0	3.4	13.6	18.8	29.6	221.0
Signal/Switch Failure - Foreign	27.6	0.0	0.0	0.0	6.8	15.8	12.6	14.2	2.6	37.4	0.6	1.4	2.4	121.4
Primary	23.4	0.0	0.0	0.0	6.0	11.4	9.2	7.2	1.2	24.6	0.6	1.0	2.4	87.0
Secondary	4.2	0.0	0.0	0.0	0.8	4.4	3.4	7.0	1.4	12.8	0.0	0.4	0.0	34.4
Mechanical Failure - TOTAL	91.0	26.2	9.0	8.0	2.0	87.6	45.8	18.0	59.8	16.6	45.2	50.0	35.6	494.8
Mechanical Failure - Metra/PSA	90.6	23.6	8.4	7.8	2.0	83.2	45.6	18.0	59.4	16.6	45.2	50.0	35.4	485.8
Non-Locomotive Equipment Failure - Metra/PSA	20.0	23.6	8.4	7.8	0.6	10.4	11.6	2.6	10.4	6.0	10.6	8.0	10.4	130.4
Primary	7.2	7.8	3.2	4.0	0.4	3.6	5.2	1.0	5.2	2.0	3.6	3.2	6.0	52.4
Secondary	12.8	15.8	5.2	3.8	0.2	6.8	6.4	1.6	5.2	4.0	7.0	4.8	4.4	78.0
Locomotive Failure - Metra/PSA	70.6	0.0	0.0	0.0	1.4	72.8	34.0	15.4	49.0	10.6	34.6	42.0	25.0	355.4
Primary	19.0	0.0	0.0	0.0	1.2	17.0	13.4	4.0	18.6	4.8	11.8	10.6	9.8	110.2
Secondary	51.6	0.0	0.0	0.0	0.2	55.8	20.6	11.4	30.4	5.8	22.8	31.4	15.2	245.2
Mechanical Failure - Foreign	0.4	2.6	0.6	0.2	0.0	4.4	0.2	0.0	0.4	0.0	0.0	0.0	0.2	9.0
Passenger Train Interference - TOTAL	8.6	6.2	1.4	4.2	3.6	44.6	8.6	9.2	9.8	6.0	6.6	4.6	8.2	121.6
Passenger Train Interference - Metra/PSA	1.2	3.4	0.8	3.4	0.2	31.4	7.6	9.2	7.6	2.0	6.6	4.4	8.0	85.8
Passenger Train Interference - Foreign	7.4	2.8	0.6	0.8	3.4	13.2	1.0	0.0	2.2	4.0	0.0	0.2	0.2	35.8
Accident - TOTAL	76.0	8.8	4.0	4.2	0.4	27.4	35.6	10.4	19.6	7.4	28.4	46.4	23.6	292.2
Accident - Metra/PSA	62.2	8.8	4.0	4.2	0.4	26.8	34.8	8.8	18.4	7.4	28.4	46.4	22.6	273.2
Accident - Foreign	13.8	0.0	0.0	0.0	0.0	0.6	0.8	1.6	1.2	0.0	0.0	0.0	1.0	19.0
Track Work - TOTAL	139.0	32.8	11.4	18.4	2.4	39.2	21.4	14.4	34.8	4.4	29.0	19.8	20.0	387.0
Track Work - Metra/PSA	135.2	32.8	11.4	18.4	2.4	39.0	21.2	13.8	34.8	4.2	29.0	19.8	20.0	382.0
Track Work - Foreign	3.8	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	0.2	0.0	0.0	0.0	5.0
Human Error - TOTAL	86.8	29.0	5.6	12.8	9.0	50.6	23.8	14.6	33.8	21.0	32.8	23.0	29.2	372.0
Human Error - Metra/PSA	60.4	26.2	5.4	11.8	2.2	31.4	15.4	6.2	32.8	5.4	27.6	15.8	19.8	260.4
Human Error - Foreign	26.4	2.8	0.2	1.0	6.8	19.2	8.4	8.4	1.0	15.6	5.2	7.2	9.4	111.6
Sick, Injured, Unruly Passenger - TOTAL	18.6	32.8	5.4	10.0	0.8	18.4	18.6	1.4	15.8	3.0	23.8	22.0	18.8	189.4
Sick, Injured, Unruly Passenger - Metra/PSA	18.2	32.8	5.4	10.0	0.8	18.4	18.6	1.4	15.4	3.0	23.8	22.0	18.8	188.6
Sick, Injured, Unruly Passenger - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.8
Weather - TOTAL	181.4	110.2	29.8	37.8	5.8	102.4	88.0	30.4	113.6	24.0	90.6	107.2	90.8	1,012.0
Weather - Metra/PSA	180.2	110.2	29.8	37.8	5.4	99.2	87.4	30.0	113.4	22.6	90.6	107.2	90.2	1,004.0
Weather - Foreign	1.2	0.0	0.0	0.0	0.4	3.2	0.6	0.4	0.2	1.4	0.0	0.0	0.6	8.0
Passenger Loading - TOTAL	38.2	62.2	12.8	22.6	0.0	49.8	35.6	1.2	82.6	1.8	61.4	42.4	41.2	451.8
Lift Deployment - TOTAL	15.8	0.2	0.0	0.4	0.0	16.8	17.8	0.8	24.2	0.6	11.8	8.8	18.8	116.0
Obstruction/Debris - TOTAL	36.4	14.8	4.0	17.6	2.4	18.2	21.8	3.6	21.8	9.2	18.0	29.4	24.8	222.0
Catenary Failure - TOTAL	0.0	22.0	4.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	33.6
Other - TOTAL	30.2	13.8	3.4	9.2	0.2	10.6	11.8	3.6	17.2	9.0	16.8	15.2	23.0	164.0
TOTAL TRAINS DELAYED	952.2	401.6	107.8	165.6	59.0	700.4	498.2	243.2	519.6	249.6	404.2	439.0	523.6	5,264.0
Total Metra/PSA Delays	751.0	393.4	106.4	163.6	21.0	553.0	392.2	132.8	477.8	100.6	388.2	398.6	379.6	4,258.2
Total Foreign Carrier Delays	201.2	8.2	1.4	2.0	38.0	147.4	106.0	110.4	41.8	149.0	16.0	40.4	144.0	1,005.8

Data for latest month is final (07/20/15) 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 - June 2016 Divergence From January - June 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	-42.2	0.0	0.0	0.0	-10.6	-54.8	-23.2	-54.2	13.2	-52.4	-10.2	-24.6	-69.2	-328.2
Freight Interference - Peak	-22.6	0.0	0.0	0.0	-13.6	-14.8	-1.8	-26.6	11.6	-15.2	-1.8	-11.6	-9.4	-105.8
Primary	-8.8	0.0	0.0	0.0	-12.6	-8.8	-3.8	-18.6	7.6	-13.0	-0.8	-3.2	-8.6	-70.6
Secondary	-13.8	0.0	0.0	0.0	-1.0	-6.0	2.0	-8.0	4.0	-2.2	-1.0	-8.4	-0.8	-35.2
Freight Interference - Off-Peak	-19.6	0.0	0.0	0.0	3.0	-40.0	-21.4	-27.6	1.6	-37.2	-8.4	-13.0	-59.8	-222.4
Primary	-19.8	0.0	0.0	0.0	3.0	-26.4	-23.8	-20.6	-2.6	-25.8	-5.2	-10.2	-50.4	-181.8
Secondary	0.2	0.0	0.0	0.0	0.0	-13.6	2.4	-7.0	4.2	-11.4	-3.2	-2.8	-9.4	-40.6
Signal/Switch Failure - TOTAL	96.0	0.4	8.0	5.0	3.2	-25.0	1.8	7.6	-12.8	10.8	-17.6	-13.4	41.6	105.6
Signal/Switch Failure - Metra/PSA	-30.4	0.4	8.0	5.0	-5.0	-39.2	-0.6	-14.2	-10.2	4.2	-17.0	-19.0	43.0	-75.0
Primary	-28.8	-18.0	4.2	4.0	-4.8	-20.2	0.8	-8.6	-14.2	-1.4	-8.4	-5.2	-5.4	-106.0
Secondary	-1.6	18.4	3.8	1.0	-0.2	-19.0	-1.4	-5.6	4.0	5.6	-8.6	-13.8	48.4	31.0
Signal/Switch Failure - Foreign	126.4	0.0	0.0	0.0	8.2	14.2	2.4	21.8	-2.6	6.6	-0.6	5.6	-1.4	180.6
Primary	102.6	0.0	0.0	0.0	7.0	11.6	2.8	15.8	-1.2	6.4	-0.6	1.0	-1.4	144.0
Secondary	23.8	0.0	0.0	0.0	1.2	2.6	-0.4	6.0	-1.4	0.2	0.0	4.6	0.0	36.6
Mechanical Failure - TOTAL	-17.0	-16.2	-7.0	-7.0	5.0	-31.6	16.2	3.0	71.2	-10.6	-2.2	0.0	18.4	22.2
Mechanical Failure - Metra/PSA	-16.6	-14.6	-6.4	-6.8	5.0	-27.2	16.4	3.0	71.6	-10.6	-2.2	0.0	18.6	30.2
Non-Locomotive Equipment Failure - Metra/PSA	-8.0	-14.6	-6.4	-6.8	1.4	-1.4	-6.6	1.4	-8.4	-5.0	3.4	-6.0	16.6	-40.4
Primary	-0.2	-1.8	-1.2	-4.0	0.6	1.4	-2.2	0.0	-3.2	-1.0	3.4	-1.2	4.0	-5.4
Secondary	-7.8	-12.8	-5.2	-2.8	0.8	-2.8	-4.4	1.4	-5.2	-4.0	0.0	-4.8	12.6	-35.0
Locomotive Failure - Metra/PSA	-8.6	0.0	0.0	0.0	3.6	-25.8	23.0	1.6	80.0	-5.6	-5.6	6.0	2.0	70.6
Primary	3.0	0.0	0.0	0.0	2.8	-3.0	4.6	2.0	10.4	-0.8	-2.8	-0.6	3.2	18.8
Secondary	-11.6	0.0	0.0	0.0	0.8	-22.8	18.4	-0.4	69.6	-4.8	-2.8	6.6	-1.2	51.8
Mechanical Failure - Foreign	-0.4	-1.6	-0.6	-0.2	0.0	-4.4	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	-8.0
Passenger Train Interference - TOTAL	5.4	-0.2	0.6	0.8	0.4	-31.6	-7.6	-2.2	-2.8	8.0	-6.6	-4.6	-7.2	-47.6
Passenger Train Interference - Metra/PSA	-1.2	-1.4	-0.8	-2.4	-0.2	-23.4	-7.6	-2.2	-0.6	-1.0	-6.6	-4.4	-7.0	-58.8
Passenger Train Interference - Foreign	6.6	1.2	1.4	3.2	0.6	-8.2	0.0	0.0	-2.2	9.0	0.0	-0.2	-0.2	11.2
Accident - TOTAL	-22.0	-3.8	-1.0	-3.2	0.6	23.6	23.4	17.6	-9.6	3.6	-1.4	-10.4	-10.6	6.8
Accident - Metra/PSA	-12.2	-3.8	-1.0	-3.2	0.6	15.2	24.2	14.2	-8.4	-1.4	-1.4	-13.4	-10.6	-1.2
Accident - Foreign	-9.8	0.0	0.0	0.0	0.0	8.4	-0.8	3.4	-1.2	5.0	0.0	3.0	0.0	8.0
Track Work - TOTAL	-56.0	-20.8	-5.4	-5.4	-2.4	9.8	9.6	-11.4	-2.8	-1.4	16.0	0.2	79.0	9.0
Track Work - Metra/PSA	-57.2	-20.8	-5.4	-5.4	-2.4	10.0	6.8	-11.8	-2.8	-1.2	16.0	0.2	79.0	5.0
Track Work - Foreign	1.2	0.0	0.0	0.0	0.0	-0.2	2.8	0.4	0.0	-0.2	0.0	0.0	0.0	4.0
Human Error - TOTAL	-50.8	9.0	15.4	14.2	-2.0	-23.6	-0.8	-5.6	0.2	-7.0	-19.8	-6.0	-15.2	-92.0
Human Error - Metra/PSA	-29.4	10.8	15.6	15.2	-2.2	-15.4	-4.4	-1.2	1.2	-3.4	-18.6	-0.8	-9.8	-42.4
Human Error - Foreign	-21.4	-1.8	-0.2	-1.0	0.2	-8.2	3.6	-4.4	-1.0	-3.6	-1.2	-5.2	-5.4	-49.6
Sick, Injured, Unruly Passenger - TOTAL	-1.6	1.2	0.6	-1.0	-0.8	0.6	10.4	0.6	12.2	-1.0	-5.8	4.0	3.2	22.6
Sick, Injured, Unruly Passenger - Metra/PSA	-3.2	1.2	0.6	-1.0	-0.8	0.6	10.4	0.6	12.6	-1.0	-5.8	4.0	3.2	21.4
Sick, Injured, Unruly Passenger - Foreign	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	0.0	1.2
Weather - TOTAL	-78.4	-73.2	-21.8	-19.8	-5.8	-64.4	-69.0	-24.4	-66.6	-20.0	-70.6	-96.2	-84.8	-695.0
Weather - Metra/PSA	-77.2	-73.2	-21.8	-19.8	-5.4	-61.2	-68.4	-24.0	-66.4	-18.6	-70.6	-96.2	-84.2	-687.0
Weather - Foreign	-1.2	0.0	0.0	0.0	-0.4	-3.2	-0.6	-0.4	-0.2	-1.4	0.0	0.0	-0.6	-8.0
Passenger Loading - TOTAL	-22.2	-52.2	-8.8	-17.6	0.0	-30.8	5.4	-1.2	-48.6	-0.8	-48.4	-1.4	-34.2	-260.8
Lift Deployment - TOTAL	-7.8	0.8	0.0	-0.4	0.0	8.2	-12.8	0.2	-17.2	2.4	-11.8	-1.8	-9.8	-50.0
Obstruction/Debris - TOTAL	-12.4	11.2	3.0	-3.6	-2.4	0.8	11.2	0.4	-13.8	0.8	-3.0	-18.4	-0.8	-27.0
Catenary Failure - TOTAL	0.0	2.0	0.0	-3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-1.6
Other - TOTAL	-18.2	-13.8	-2.4	-9.2	-0.2	-0.6	-7.8	-1.6	-10.2	-6.0	-10.8	-10.2	-1.0	-92.0
TOTAL TRAINS DELAYED	-227.2	-155.6	-18.8	-50.6	-15.0	-219.4	-43.2	-71.2	-87.6	-73.6	-192.2	-183.0	-90.6	-1,428.0
Total Metra/PSA Delays	-288.0	-153.4	-19.4	-52.6	-13.0	-163.0	-27.2	-37.8	-92.8	-36.6	-180.2	-161.6	-13.6	-1,239.2
Total Foreign Carrier Delays	60.8	-2.2	0.6	2.0	-2.0	-56.4	-16.0	-33.4	5.2	-37.0	-12.0	-21.4	-77.0	-188.8

Data for current month is final (07/15/16) 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 - Jun	
Freight Interference - TOTAL	82	53	43	44	72	73							367	9.6%
Freight Interference - Peak	32	17	14	9	28	20							120	3.1%
Primary	26	10	11	7	15	10							79	2.1%
Secondary	6	7	3	2	13	10							41	1.1%
Freight Interference - Off-Peak	50	36	29	35	44	53							247	6.4%
Primary	32	29	23	29	32	44							189	4.9%
Secondary	18	7	6	6	12	9							58	1.5%
Signal/Switch Failure - TOTAL	154	155	123	98	145	143							818	21.3%
Signal/Switch Failure - Metra/PSA	67	122	99	60	84	84							516	13.5%
Primary	35	30	52	41	54	52							264	6.9%
Secondary	32	92	47	19	30	32							252	6.6%
Signal/Switch Failure - Foreign	87	33	24	38	61	59							302	7.9%
Primary	68	24	14	33	49	43							231	6.0%
Secondary	19	9	10	5	12	16							71	1.9%
Mechanical Failure - TOTAL	107	68	131	43	80	88							517	13.5%
Mechanical Failure - Metra/PSA	107	68	131	42	80	88							516	13.5%
Non-Locomotive Equipment Failure - Metra/PSA	25	19	10	6	13	17							90	2.3%
Primary	11	9	4	5	9	9							47	1.2%
Secondary	14	10	6	1	4	8							43	1.1%
Locomotive Failure - Metra/PSA	82	49	121	36	67	71							426	11.1%
Primary	28	18	24	14	18	27							129	3.4%
Secondary	54	31	97	22	49	44							297	7.7%
Mechanical Failure - Foreign	0	0	0	1	0	0							1	0.0%
Passenger Train Interference - TOTAL	22	12	3	4	19	14							74	1.9%
Passenger Train Interference - Metra/PSA	13	5	2	3	2	2							27	0.7%
Passenger Train Interference - Foreign	9	7	1	1	17	12							47	1.2%
Accident - TOTAL	59	15	62	48	86	29							299	7.8%
Accident - Metra/PSA	49	14	62	41	77	29							272	7.1%
Accident - Foreign	10	1	0	7	9	0							27	0.7%
Track Work - TOTAL	40	21	36	44	141	114							396	10.3%
Track Work - Metra/PSA	40	21	36	41	139	110							387	10.1%
Track Work - Foreign	0	0	0	3	2	4							9	0.2%
Human Error - TOTAL	38	33	21	53	23	112							280	7.3%
Human Error - Metra/PSA	30	25	14	41	15	93							218	5.7%
Human Error - Foreign	8	8	7	12	8	19							62	1.6%
Sick, Injured, Unruly Passenger - TOTAL	20	39	27	50	44	32							212	5.5%
Sick, Injured, Unruly Passenger - Metra/PSA	20	39	27	50	44	30							210	5.5%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	2							2	0.1%
Weather - TOTAL	129	132	28	1	4	23							317	8.3%
Weather - Metra/PSA	129	132	28	1	4	23							317	8.3%
Weather - Foreign	0	0	0	0	0	0							0	0.0%
Passenger Loading - TOTAL	13	7	29	8	51	83							191	5.0%
Lift Deployment - TOTAL	11	14	12	3	15	11							66	1.7%
Obstruction/Debris - TOTAL	18	30	40	54	22	31							195	5.1%
Catenary Failure - TOTAL	9	3	2	1	4	13							32	0.8%
Other - TOTAL	5	17	15	0	10	25							72	1.9%
TOTAL TRAINS DELAYED	707	599	572	451	716	791							3,836	100.0%
Total Metra/PSA Delays	511	497	497	345	547	622							3,019	78.7%
Total Foreign Carrier Delays	196	102	75	106	169	169							817	21.3%

Data for current month is final (07/15/16) 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.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2015**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun	
Freight Interference - TOTAL	122	158	113	87	59	90	116	89	84	60	65	49	629	14.8%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27	12	29	8	226	5.3%
Primary	24	33	24	24	13	25	26	19	16	9	22	5	143	3.4%
Secondary	11	15	18	12	10	17	12	12	11	3	7	3	83	1.9%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57	48	36	41	403	9.5%
Primary	63	86	59	42	28	38	56	42	48	41	31	33	316	7.4%
Secondary	24	24	12	9	8	10	22	16	9	7	5	8	87	2.0%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87	64	84	63	53	471	11.0%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68	51	74	39	42	358	8.4%
Primary	38	54	25	29	30	42	63	32	34	35	35	26	218	5.1%
Secondary	35	29	3	24	24	25	40	36	17	39	4	16	140	3.3%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13	10	24	11	113	2.7%
Primary	17	23	5	12	7	6	11	11	9	7	10	8	70	1.6%
Secondary	3	20	2	4	8	6	2	8	4	3	14	3	43	1.0%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62	67	46	80	40	470	11.0%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67	46	80	40	440	10.3%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11	5	12	8	128	3.0%
Primary	10	6	10	7	6	4	9	4	5	4	4	7	43	1.0%
Secondary	17	13	12	10	2	31	19	7	6	1	8	1	85	2.0%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56	41	68	32	312	7.3%
Primary	16	25	14	17	15	14	15	22	24	14	20	18	101	2.4%
Secondary	28	49	33	22	28	51	22	29	32	27	48	14	211	4.9%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0	0	0	0	30	0.7%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10	3	8	9	10	88	2.1%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1	3	3	10	48	1.1%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2	5	6	0	40	0.9%
Accident - TOTAL	29	35	60	60	20	59	29	13	27	73	44	50	263	6.2%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27	73	43	50	259	6.1%
Accident - Foreign	1	1	0	0	2	0	4	0	0	0	1	0	4	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79	60	71	34	23	265	6.2%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58	71	34	23	247	5.8%
Track Work - Foreign	0	18	0	0	0	0	14	6	2	0	0	0	18	0.4%
Human Error - TOTAL	32	67	103	31	40	45	148	41	65	43	44	34	318	7.5%
Human Error - Metra/PSA	24	45	90	17	28	40	57	29	37	22	34	28	244	5.7%
Human Error - Foreign	8	22	13	14	12	5	91	12	28	21	10	6	74	1.7%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28	22	27	19	25	155	3.6%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21	27	19	25	155	3.6%
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	819	19.2%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21	12	83	39	803	18.8%
Weather - Foreign	2	14	0	0	0	0	0	0	1	0	0	0	16	0.4%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23	27	21	38	246	5.8%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14	8	8	7	107	2.5%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30	44	25	52	241	5.7%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37	14	13	15	55	1.3%
Other - TOTAL	23	59	10	10	19	16	31	19	24	11	22	12	137	3.2%
TOTAL TRAINS DELAYED	865	1,185	532	485	462	735	854	631	542	528	530	447	4,264	100.0%
Total Metra/PSA Delays	694	915	398	355	362	616	605	499	411	432	424	381	3,340	78.3%
Total Foreign Carrier Delays	171	270	134	130	100	119	249	132	131	96	106	66	924	21.7%

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

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 07/15/2016

'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.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 - Jun
Freight Interference - TOTAL	-40	-105	-70	-43	13	-17							-262 -5.2%
Freight Interference - Peak	-3	-31	-28	-27	5	-22							-106 -2.2%
Primary	2	-23	-13	-17	2	-15							-64 -1.3%
Secondary	-5	-8	-15	-10	3	-7							-42 -0.9%
Freight Interference - Off-Peak	-37	-74	-42	-16	8	5							-156 -3.0%
Primary	-31	-57	-36	-13	4	6							-127 -2.5%
Secondary	-6	-17	-6	-3	4	-1							-29 -0.3%
Signal/Switch Failure - TOTAL	61	29	88	29	76	64							347 10.3%
Signal/Switch Failure - Metra/PSA	-6	39	71	7	30	17							158 5.1%
Primary	-3	-24	27	12	24	10							46 1.8%
Secondary	-3	63	44	-5	6	7							112 3.3%
Signal/Switch Failure - Foreign	67	-10	17	22	46	47							189 5.2%
Primary	51	1	9	21	42	37							161 4.4%
Secondary	16	-11	8	1	4	10							28 0.8%
Mechanical Failure - TOTAL	25	-34	62	-23	29	-12							47 2.5%
Mechanical Failure - Metra/PSA	36	-25	62	-14	29	-12							76 3.1%
Non-Locomotive Equipment Failure - Metra/PSA	-2	0	-12	-11	5	-18							-38 -0.7%
Primary	1	3	-6	-2	3	5							4 0.2%
Secondary	-3	-3	-6	-9	2	-23							-42 -0.9%
Locomotive Failure - Metra/PSA	38	-25	74	-3	24	6							114 3.8%
Primary	12	-7	10	-3	3	13							28 1.0%
Secondary	26	-18	64	0	21	-7							86 2.8%
Mechanical Failure - Foreign	-11	-9	0	-9	0	0							-29 -0.7%
Passenger Train Interference - TOTAL	9	-7	-3	-3	3	-13							-14 -0.1%
Passenger Train Interference - Metra/PSA	7	-9	-3	-1	-2	-13							-21 -0.4%
Passenger Train Interference - Foreign	2	2	0	-2	5	0							7 0.3%
Accident - TOTAL	30	-20	2	-12	66	-30							36 1.6%
Accident - Metra/PSA	21	-20	2	-19	59	-30							13 1.0%
Accident - Foreign	9	0	0	7	7	0							23 0.6%
Track Work - TOTAL	2	-29	17	-8	84	65							131 4.1%
Track Work - Metra/PSA	2	-11	17	-11	82	61							140 4.3%
Track Work - Foreign	0	-18	0	3	2	4							-9 -0.2%
Human Error - TOTAL	6	-34	-82	22	-17	67							-38 -0.2%
Human Error - Metra/PSA	6	-20	-76	24	-13	53							-26 0.0%
Human Error - Foreign	0	-14	-6	-2	-4	14							-12 -0.1%
Sick, Injured, Unruly Passenger - TOTAL	-1	14	7	21	20	-4							57 1.9%
Sick, Injured, Unruly Passenger - Metra/PSA	-1	14	7	21	20	-6							55 1.8%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	2							2 0.1%
Weather - TOTAL	-206	-263	11	-9	1	-36							-502 -10.9%
Weather - Metra/PSA	-204	-249	11	-9	1	-36							-486 -10.6%
Weather - Foreign	-2	-14	0	0	0	0							-16 -0.4%
Passenger Loading - TOTAL	-7	-14	-13	-13	7	-15							-55 -0.8%
Lift Deployment - TOTAL	-11	-9	-8	-6	6	-13							-41 -0.8%
Obstruction/Debris - TOTAL	-13	-41	32	20	-26	-18							-46 -0.6%
Catenary Failure - TOTAL	5	-31	-8	1	1	9							-23 -0.5%
Other - TOTAL	-18	-42	5	-10	-9	9							-65 -1.3%
TOTAL TRAINS DELAYED	-158	-586	40	-34	254	56							-428
Total Metra/PSA Delays	-183	-418	99	-10	185	6							-321
Total Foreign Carrier Delays	25	-168	-59	-24	69	50							-107

Data for current month is final (07/15/16) version from TOPS.

P:\ONTIME\report[DelaysByCause.xlsx]AllMonths 07/15/2016

'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 11: FREIGHT DELAYS
between July 2014 and June 2016**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
Total	236	0	0	0	37	164	168	159	39	207	23	65	243	1,341
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
Mar-16	4	0	0	0	2	6	8	6	2	7	0	0	8	43
Apr-16	13	0	0	0	3	8	4	3	1	8	0	1	3	44
May-16	17	0	0	0	0	9	12	7	0	8	0	1	18	72
Jun-16	19	0	0	0	1	4	6	9	4	10	0	0	20	73
Total	174	0	0	0	29	72	82	71	89	104	3	37	169	830

Data for current month is final (07/15/16) 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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	5	1	1	0	1	0							8	1.10%
Electric ML	1	0	0	0	0	0							1	0.41%
Electric BI	0	0	0	0	0	0							0	0.00%
Electric SC	0	0	0	0	0	0							0	0.00%
HER	0	0	0	0	0	0							0	0.00%
Milw N	1	6	8	0	7	3							25	5.20%
Milw W	0	0	1	2	0	2							5	1.10%
NCS	0	1	0	0	0	0							1	0.58%
RI	2	2	0	0	1	2							7	1.62%
SWS	0	0	0	0	2	1							3	1.70%
UP N	0	0	0	0	0	0							0	0.00%
UP NW	1	0	2	0	2	2							7	2.73%
UP W	1	4	0	1	2	1							9	2.08%
Total Lift Delays	11	14	12	3	15	11							66	1.72%
ALL DELAYS													3,836	

Data for current month is final (07/15/16) 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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	6	7	8	1	1	2	7	1	3	3	1	0	40	2.70%
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

June 2016

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	35	5	5	1	2	12	13	5	16	4	4	11	17	130
11-15	18	5	0	1	0	5	5	1	3	3	2	4	4	51
16-20	4	8	0	1	0	4	1	0	1	2	0	3	5	29
21+	16	11	4	3	3	3	2	0	1	2	0	4	10	59
Annulled	<u>3</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>14</u>
Sub-Total	76	30	11	9	5	26	23	6	22	11	6	22	36	283
Off-Peak **														
6-10	33	17	14	21	3	35	42	5	33	12	4	12	17	248
11-15	12	4	1	5	0	16	11	5	6	6	11	15	6	98
16-20	9	0	1	0	0	9	9	2	2	2	3	0	4	41
21+	16	12	4	8	0	18	6	0	3	1	6	4	17	95
Annulled	<u>2</u>	<u>5</u>	<u>7</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>26</u>
Sub-Total	72	38	27	40	3	80	70	12	44	21	24	32	45	508
June 2016 Total														
6-10	68	22	19	22	5	47	55	10	49	16	8	23	34	378
11-15	30	9	1	6	0	21	16	6	9	9	13	19	10	149
16-20	13	8	1	1	0	13	10	2	3	4	3	3	9	70
21+	32	23	8	11	3	21	8	0	4	3	6	8	27	154
Annulled	<u>5</u>	<u>6</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>40</u>
TOTAL	148	68	38	49	8	106	93	18	66	32	30	54	81	791
2016 Year-to-Date														
6-10	321	113	53	56	18	206	162	66	204	92	52	107	158	1,608
11-15	143	47	5	14	8	87	96	36	73	26	46	57	83	721
16-20	66	22	2	6	2	55	48	25	51	19	27	26	52	401
21+	153	56	20	24	13	105	119	41	90	39	74	56	118	908
Annulled	<u>42</u>	<u>8</u>	<u>2</u>	<u>15</u>	<u>3</u>	<u>28</u>	<u>30</u>	<u>4</u>	<u>14</u>	<u>0</u>	<u>13</u>	<u>10</u>	<u>22</u>	<u>198</u>
TOTAL	725	246	89	115	44	481	455	172	432	176	212	256	433	3,836
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	
June 2016 Total														
6-10	45.9%	32.4%	50.0%	44.9%	62.5%	44.3%	59.1%	55.6%	74.2%	50.0%	26.7%	42.6%	42.0%	47.8%
11-15	20.3%	13.2%	2.6%	12.2%	0.0%	19.8%	17.2%	33.3%	13.6%	28.1%	43.3%	35.2%	12.3%	18.8%
16-20	8.8%	11.8%	2.6%	2.0%	0.0%	12.3%	10.8%	11.1%	4.5%	12.5%	10.0%	5.6%	11.1%	8.8%
21+	21.6%	33.8%	21.1%	22.4%	37.5%	19.8%	8.6%	0.0%	6.1%	9.4%	20.0%	14.8%	33.3%	19.5%
Annulled	<u>3.4%</u>	<u>8.8%</u>	<u>23.7%</u>	<u>18.4%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>4.3%</u>	<u>0.0%</u>	<u>1.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.9%</u>	<u>1.2%</u>	<u>5.1%</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	44.3%	45.9%	59.6%	48.7%	40.9%	42.8%	35.6%	38.4%	47.2%	52.3%	24.5%	41.8%	36.5%	41.9%
11-15	19.7%	19.1%	5.6%	12.2%	18.2%	18.1%	21.1%	20.9%	16.9%	14.8%	21.7%	22.3%	19.2%	18.8%
16-20	9.1%	8.9%	2.2%	5.2%	4.5%	11.4%	10.5%	14.5%	11.8%	10.8%	12.7%	10.2%	12.0%	10.5%
21+	21.1%	22.8%	22.5%	20.9%	29.5%	21.8%	26.2%	23.8%	20.8%	22.2%	34.9%	21.9%	27.3%	23.7%
Annulled	<u>5.8%</u>	<u>3.3%</u>	<u>10.1%</u>	<u>13.0%</u>	<u>6.8%</u>	<u>5.8%</u>	<u>6.6%</u>	<u>2.3%</u>	<u>3.2%</u>	<u>0.0%</u>	<u>6.1%</u>	<u>3.9%</u>	<u>5.1%</u>	<u>5.2%</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 (07/15/16) 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	
June 2016														
Peak *	16.4	24.3	31.6	18.0	24.8	12.5	17.4	9.3	9.9	15.8	9.8	19.5	16.4	17.1
Off-Peak **	15.5	32.6	34.9	21.6	8.0	15.2	12.0	11.6	10.7	12.6	23.4	14.7	24.6	17.8
All	16.0	28.7	33.8	21.1	18.5	14.6	13.3	10.8	10.4	13.7	20.7	16.7	20.9	17.6
2016 Year-to-Date														
Peak *	17.5	15.8	21.1	15.1	22.4	19.1	23.3	20.0	18.0	14.1	30.8	18.0	19.1	19.1
Off-Peak **	17.5	19.7	24.2	17.5	10.7	16.7	16.4	15.9	14.8	18.3	20.1	18.7	22.0	18.0
All	17.5	17.6	23.1	17.2	20.7	17.4	18.7	17.9	16.6	17.0	24.4	18.4	20.7	18.5

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 (07/15/16) version from TOPS.