

On-Time Performance

January 2020



Prepared by the Division of Strategic Planning & Performance

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This report presents an analysis of January 2020 train delays as reported for Metra's eleven 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 shows the total number of scheduled and delayed trains for each line by service period for the current month.

Table 2 lists on-time percentages by line for each month and year since 2015.

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4. Effective January 1, 2020, Metra is using an updated set of delay codes and delay cause categories. Changes to the delay cause categories used for Tables 5 through 7 have been applied retroactively to prior year data; totals by cause category for prior years may not match what was previously reported.

Table 5 shows the number of delays by cause and line for the current month, including a 5-year average. The table highlights the top two delay causes for each line.

Table 6 shows the number of delays by cause and line for year-to-date, including a 5-year average. The table highlights the top two delay causes for each line.

Table 7 shows the number of delays by cause and month for the current year and prior year. The table highlights the top two delay causes for each month.

For Tables 5 through 7, 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 4 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 8 shows the number of delays by duration and service period for each line.

Reporting Calculations for Temporary Schedules 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.

**Table 1: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January 2020**

	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	1,232	35	97.2%	902	13	98.6%	2,134	48	97.8%	120	12	90.0%	100	3	97.0%	2,354	63	97.3%
Elec																		
-ML	924	27	97.1%	924	31	96.6%	1,848	58	96.9%	160	3	98.1%	100	2	98.0%	2,108	63	97.0%
-BI	286	13	95.5%	308	3	99.0%	594	16	97.3%	32	0	100.0%	--	--		626	16	97.4%
-SC	<u>286</u>	<u>4</u>	98.6%	<u>682</u>	<u>8</u>	98.8%	<u>968</u>	<u>12</u>	98.8%	<u>128</u>	<u>9</u>	93.0%	<u>100</u>	<u>0</u>	100.0%	<u>1,196</u>	<u>21</u>	98.2%
Subtotal	1,496	44	97.1%	1,914	42	97.8%	3,410	86	97.5%	320	12	96.3%	200	2	99.0%	3,930	100	97.5%
Heritage	132	12	90.9%	22	2	90.9%	154	14	90.9%	--	--		--	--		154	14	90.9%
Milw																		
-N	572	52	90.9%	814	45	94.5%	1,386	97	93.0%	80	2	97.5%	90	6	93.3%	1,556	105	93.3%
-W	<u>594</u>	<u>19</u>	96.8%	<u>682</u>	<u>33</u>	95.2%	<u>1,276</u>	<u>52</u>	95.9%	<u>96</u>	<u>8</u>	91.7%	<u>90</u>	<u>1</u>	98.9%	<u>1,462</u>	<u>61</u>	95.8%
Subtotal	1,166	71	93.9%	1,496	78	94.8%	2,662	149	94.4%	176	10	94.3%	180	7	96.1%	3,018	166	94.5%
NCS	198	20	89.9%	242	12	95.0%	440	32	92.7%	--	--		--	--		440	32	92.7%
RI	792	67	91.5%	704	55	92.2%	1,496	122	91.8%	132	10	92.4%	140	10	92.9%	1,768	142	92.0%
SWS	242	7	97.1%	418	20	95.2%	660	27	95.9%	24	3	87.5%	--	--		684	30	95.6%
UP																		
-N	660	10	98.5%	880	10	98.9%	1,540	20	98.7%	104	4	96.2%	90	2	97.8%	1,734	26	98.5%
-NW	726	37	94.9%	704	20	97.2%	1,430	57	96.0%	136	1	99.3%	105	3	97.1%	1,671	61	96.3%
-W	<u>594</u>	<u>39</u>	93.4%	<u>704</u>	<u>31</u>	95.6%	<u>1,298</u>	<u>70</u>	94.6%	<u>80</u>	<u>0</u>	100.0%	<u>90</u>	<u>5</u>	94.4%	<u>1,468</u>	<u>75</u>	94.9%
Subtotal	1,980	86	95.7%	2,288	61	97.3%	4,268	147	96.6%	320	5	98.4%	285	10	96.5%	4,873	162	96.7%
System	7,238	342	95.3%	7,986	283	96.5%	15,224	625	95.9%	1,092	52	95.2%	905	32	96.5%	17,221	709	95.9%

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

Delays data for most recent month is final (02/24/2020) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jan	Annual
BNSF	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	90.9%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	93.2%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.9%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	89.6%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	92.7%	95.0%
	2020	97.3												97.3%	97.3%
	2015-2019 average	92.4	92.0	95.9	96.0	94.2	93.3	93.5	94.0	93.7	94.3	93.8	95.1	92.4%	94.0%
Electric	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	96.3%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.0%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	95.6%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	97.7%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	96.4%	98.0%
	2020	97.5												97.5%	97.5%
	2015-2019 average	96.8	96.3	98.8	98.9	98.8	97.6	97.7	98.5	98.1	98.4	97.9	97.9	96.8%	98.0%
Heritage	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	92.1%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	90.0%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.9%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	86.4%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	81.8%	87.9%
	2020	90.9												90.9%	90.9%
	2015-2019 average	88.6	89.9	93.7	93.1	86.7	90.5	90.8	92.3	91.3	93.0	89.4	92.1	88.6%	91.0%
Milw - N	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	91.8%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	95.3%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.3%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	91.8%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	88.4%	91.9%
	2020	93.3												93.3%	93.3%
	2015-2019 average	92.5	90.5	95.0	94.8	94.1	93.4	93.0	93.5	93.5	94.9	93.2	94.5	92.5%	93.6%
Milw - W	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	93.6%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.0%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.9%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	94.7%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	92.3%	95.1%
	2020	95.8												95.8%	95.8%
	2015-2019 average	94.3	93.4	95.4	96.6	96.2	95.6	95.8	96.2	96.7	96.8	95.0	94.2	94.3%	95.5%
NCS	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	93.9%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	92.3%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	92.6%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.2%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	87.6%	94.3%
	2020	92.7												92.7%	92.7%
	2015-2019 average	92.0	89.6	94.0	94.8	94.1	95.4	95.9	95.2	94.6	95.1	93.1	92.7	92.0%	93.9%

Table 2 (continued): On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jan	Annual
RI	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	97.4%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	92.6%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	95.2%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	92.2%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	89.8%	92.0%
	2020	92.0												92.0%	92.0%
	2015-2019 average	93.4	93.2	97.0	97.1	94.7	95.8	93.5	95.2	94.8	96.7	94.8	95.0	93.4%	95.1%
SWS	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	94.7%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.6%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	96.2%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	93.9%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	90.4%	93.0%
	2020	95.6												95.6%	95.6%
	2015-2019 average	94.1	92.6	95.1	95.7	93.7	92.5	93.4	93.8	94.5	94.7	94.0	94.8	94.1%	94.1%
UP - N	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	98.6%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	96.9%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	95.6%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.6%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	90.7%	95.3%
	2020	98.5												98.5%	98.5%
	2015-2019 average	95.9	95.4	97.6	97.5	97.7	97.3	96.4	96.2	97.6	97.3	96.2	97.3	95.9%	96.9%
UP - NW	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	96.0%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.0%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.7%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	90.3%	93.0%
	2020	96.3												96.3%	96.3%
	2015-2019 average	95.0	93.6	96.9	95.9	96.3	94.6	93.4	95.4	95.7	95.7	93.2	95.2	95.0%	95.1%
UP - W	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	93.9%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	97.8%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	95.0%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	92.3%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	90.4%	92.3%
	2020	94.9												94.9%	94.9%
	2015-2019 average	93.8	89.4	94.9	94.6	92.6	94.1	93.6	94.2	95.0	94.4	93.9	93.0	93.8%	93.7%
System excluding South Shore	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	94.9%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	95.8%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	95.6%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.2%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	91.8%	94.6%
	2020	95.9												95.9%	95.9%
	2015-2019 average	94.5	93.4	96.7	96.7	95.9	95.4	95.0	95.7	95.8	96.3	95.1	95.6	94.5%	95.5%

Delays data for most recent month is final (02/24/2020) version from TOPS.

'2015-2019 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
January 2020**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1251 82% OT	Fri, Jan 10	7	RN1	Waiting for 1247 & 1285 to clear at the ATC. Conductor on 1288 mistakenly thought he was HOS.	
		Thu, Jan 16	9	R1	Had to wait for 1288 to clear the South Platform. 1288 was late to the ATC due to mis-communication between conductor and brakeman on who wo	
		Fri, Jan 17	7	UW1	Due to 1247 blocking the switch, at ATC while yarding their train in snow storm.	
		Fri, Jan 24	10	JM1	1288 was late departing ATC due to late arrival of 1243 account Medical Emergency.	
HC	918 82% OT	Wed, Jan 15	8	RF	(FOREIGN/PSA DISPATCH ERROR) - NS DISPATCHER ROUTE STACK ERROR, HAD TO TIME OUT SIGNALS AT BRIGHTON PK	
		Mon, Jan 20	7	R	(HUMAN ERROR, TRANSPORTATION) - EXTRA BOARD ENGINEER	
		Thu, Jan 23	42	ZN	(PTC WAYSIDE) - PTC NOT SEEING SIGNALS AT STATEVILLE AND MP32.8, RAN RESTRICTED	
		Wed, Jan 29	7	ZN	(PTC WAYSIDE) - ON BOARD AND WAY SIDE ISSUE AT MP35.7, CN HELP DESK ASSISTED CREW	
ELBI	508 82% OT	Thu, Jan 23	79	O	WIRE ISSUES AT RANDOLPH	
		Fri, Jan 24	6	I1	(PASS. TRAIN/INTERLINE INTRFRNCE) - WAITING FOR 111 TO CLEAR KENSINGTON	
		Wed, Jan 29	6	RD	(PASS. TRAIN/INTERLINE INTRFRNCE) - WAITING FOR TRAIN TO DEPART DEPOT	
		Fri, Jan 31	7	J1	(PASSENGER PROBLEMS/REMOVAL) - 7 MIN AT RANDOLPH DUE TO DEPOT BACK UP FROM TRAIN 708 SS LATE ARRIVAL AND ENROUTE PICKING UP 708 S PASSENGERS	
ELML	120 82% OT	Tue, Jan 07	8	ZG	(PTC WAYSIDE) - Signal 4L - Signal in field clear, train showed "STOP" on board.	
		Wed, Jan 08	7	ZT	(PTC MALFUNCTION BACK OFFICE) - ONBOARD WOULD NOT RECEIVE VOIDED BULLETIN NUMBER 1242	
		Mon, Jan 13	9	ZF	(PTC BACK OFFICE/SOFTWARE) - 19 MIN DELAY DUE TO PTC BREAKING ENFORCEMENT FOR NO KNOW REASON	
		Thu, Jan 23	0	XB	Fire alarm set off due to engineering knocked off sprinkler head	
MN	2122 73% OT	Tue, Jan 07	8	C	12 min broken rail at mp 23.0.	
		Wed, Jan 15	13	EA1	13" FOLLOWING TRAINS AHEAD.	
		Fri, Jan 17	7	VG	6" SIGNAL PROBLEMS LAKE FOREST EAST. nothing found	
		Tue, Jan 21	11	H1	11" FOLLOWING TRAINS AHEAD.	
		Thu, Jan 23	10	AM	10" STOP SIGNAL A-5. Following late Amtrak.	
		Thu, Jan 30	10	RN1	ARRIVED CUS @ 08:59. FOLLOWING TRAINS AHEAD	
MN	2124 73% OT	Mon, Jan 06	16	E	16" DELAY, ENGINE 84 NOT LOADING CORRECTLY	
		Tue, Jan 07	6	C	4 min stopped at Deerfield; -5 min 5 mph over broken rail.	
		Wed, Jan 15	9	EA1	9" FOLLOWING TRAINS AHEAD.	
		Tue, Jan 21	9	H1	9" FOLLOWING TRAINS AHEAD.	
		Thu, Jan 23	8	AM1	8" DELAY, FOLLOWING LATE #2122.	
		Thu, Jan 30	8	RN1	ARRIVED CUS @ 09:04. FOLLOWING TRAINS AHEAD	
MN	2137 82% OT	Fri, Jan 17	7	B	7 delay, enroute between CUS and A-2, switch 49 and 65 both failed.	
		Mon, Jan 20	7	ZE1	Congestion due to 2133	
		Tue, Jan 21	49	M1	49" delay, due to 2135 collided with the rear of a semi-tractor trailer hanging out at Devon Ave.	
		Fri, Jan 31	6	GM	A20 COPY ITEM 2	
MN	2148 82% OT	Mon, Jan 06	6	G1	LATE FLIP FROM 2127	
		Mon, Jan 13	8	I1	8 min late, late turn from 2127.	
		Tue, Jan 21	42	M1	44" delay, due to 2135 collide with the rear of a semi-tractor trailer hanging out at Devon Ave.	
		Thu, Jan 23	8	VF1	8 min late, used equipment and crew from a late 2146 at Deerfield for 2148. breaker turned off	
MN	2192 77% OT	Wed, Jan 15	13	EA1	13" FOLLOWING TRAINS AHEAD.	
		Mon, Jan 20	0	E1	ANNULLED DUE TO EQUIPMENT USED TO PROTECT #2122'S SCHEDULE (MECHANICAL PROBLEMS IN FOX LAKE COACH YARD)	
		Tue, Jan 21	0	H1	ANNULLED DUE TO 2108 MECHANICAL PROBLEMS, EQUIPMENT & CREW DEPARTED DEERFIELD AS #2110.	
		Mon, Jan 27	0	E1	2192 ANNULLED - EQUIPMENT & CREW USED TO PROTECT 2120	
		Thu, Jan 30	7	RN1	ARRIVED CUS @ 08:47. WAITING ON 2120	
MW	2253 77% OT	Mon, Jan 06	12	D	12" DELAY, FREIGHT TRAIN INTERFERENCE B-35.	
		Fri, Jan 10	34	E1	2253 DEPARTED CUS -33 MIN @ 2213 DUE TO A LATE TURN FROM 2252.	
		Wed, Jan 15	18	K1	18" delay, late turn from #2252.	
		Thu, Jan 16	15	RD	wrong lineup at a5, had to run time, also missed platform at galewood and needed to reverse	
NCS	108 82% OT	Fri, Jan 17	11	IW	11" LATE TURN FROM #2252	
		Mon, Jan 13	55	KP	55" DELAY, POLICE ACTIVITY AT MP31; HELD OUT.	
		Thu, Jan 23	8	GF	8" DELAY, AUTOMATIC GRADE CROSSING MALFUNCTION 529(A) IVANHOE RD. MP 44.51; FOLLOWING 104.	
		Mon, Jan 27	6	E1	ARRIVED CUS @ 8:16. -5" STOP SIGNAL A-2, U.P. CROSS TRAFFIC; -1" STOP SIGNAL CUS LAKE ST.	
RI	417 77% OT	Tue, Jan 28	10	RA	New CUS North train director, caused congestion putting trains in incorrect tracks 8 MIN CANAL ST. RED SIGNAL WAITING ON TRACK; 2 MIN LAKE ST. RED SIGNAL WAITING ON TRACK	
		Tue, Jan 07	6	KD1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - LATE FLIP DUE TO EQUIPMENT FAILURE ENROUTE TO TERMINAL	
		Fri, Jan 10	12	C	(UNSCHEDULED TRACK WORK) - BROKEN RAIL AT 77TH ON TRK 1	
		Mon, Jan 20	8	ZT1	signal problems train 615 stop	
RI	421 82% OT	Wed, Jan 29	11	GT	Had to reset CAD System. SYSTEM WOULD NOT SEND THE SIGNAL OUT AND HAD TO SHUT DOWN AND RESTART FOR SWITCHES TO COME IN.	
		Fri, Jan 31	6	KD1	following 415 approaches due to #613 was broken down at 35 st	
		Fri, Jan 10	16	C1	(UNSCHEDULED TRACK WORK) - DEPARTED LSS 16M LATE DUE TO LATE TURN FROM 4212	
		Wed, Jan 15	13	GF	L521 HAD A 650PM TIME, SHOWED UP AT 655PM AND TOOK THE SIGNAL AT 7PM. LEFT A CIRCUIT IN THE PLANT, HAD TO C	
RI	421 82% OT	Thu, Jan 16	17	K	held at 112th due to report of car on tracks	
		Fri, Jan 17	108	R1	DEPARTED LSS 29M LATE ACCT SWAPPED EQUIPMENT WITH 6212 (original equipment delayed due to crew inadvertently hitting engine stop button)	

**Table 3 (continued): Weekday Trains less than 85% On-Time
January 2020**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	422 82% OT	Tue, Jan 07	10	KD1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - FOLLOWING TRAINS FROM EQ415
		Fri, Jan 10	20	C	(UNSCHEDULED TRACK WORK) - HELD FOR 413, 303, 613 AND FOLLOWING 6172 DUE TO BROKEN RAIL
		Tue, Jan 14	6	VG	(SIG / SWITCH MALFCN (SIG DEPT)) - AMWDM 139TH - nothing found
		Fri, Jan 31	13	GM	(METRA/PSA GATE XING MALFUNCTION) - AMWDM CRAWFORD ITEM 1
RI	428 77% OT	Tue, Jan 07	12	G	(SIG/SWT MALFUNCTION) - SIGNAL PROBLEMS CP46TH ST TRAIN FLAGGED BY 54TH AND 46TH ST
		Tue, Jan 14	7	K	(OBSTRUCTION ON TRACKS) - 428 REPORTED AN ANIMAL RUNNING IN FRONT OF THE TRAIN AS HE WAS PULLING INTO OAK FOREST DEPOT. AFTER INSPECTION DET
		Thu, Jan 16	6	G	DELAYED AT BRIDGE B #15sw failing
		Fri, Jan 17	14	R1	LATE DEPARTURE DUE TO LATE ARRIVAL OF 423 (related to 4212 / 421 delays)
		Wed, Jan 22	6	GM	(METRA/PSA GATE XING MALFUNCTION) - 6M ITEM 1 AWDM 115TH ST
RI	503 82% OT	Thu, Jan 09	12	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - 9M LATE DEPARTING LSS DUE TO LATE TURN FROM 606 DUE TO CIRCUIT DOWN CP 46TH ST
		Mon, Jan 13	14	KW	WHEEL SLIP - PTC DISENGAGED ENROUTE LOST 14M
		Thu, Jan 16	26	G	(SIG / SWITCH MALFCN (SIG DEPT)) - SIGNAL PROBLEMS BETWEEN CP66CT AND ROBBINS, RESTRICTED SIGNALS
		Fri, Jan 17	10	K1	ADA Robbins walking speed at 57th caused a 7 minute delay 3 minutes slow/heavy passenger loading.
RI	508 82% OT	Thu, Jan 09	11	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - DEPARTED 9M LATE FROM FLIP OF RI503/3M LATE ENROUTE SLOW/HEAVY PASSENGER LOADING
		Mon, Jan 13	10	KW1	LATE TURN FROM 503
		Thu, Jan 16	26	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - DEPARTED 27M DOWN DUE TO LATE TURN AS RI503
		Fri, Jan 17	10	K1	7m late departing JUD due to late turn of equip from RI503.
RI	524 82% OT	Thu, Jan 09	8	K1	(OBSTRUCTION ON TRACKS) - REPORT OF SEMI HITTING BRIDGE VINCENNES
		Fri, Jan 17	8	IW1	8m waiting on outbound trains in route at TP OP, Midlothian and 95th due to weather
		Fri, Jan 24	6	U	(ACCESSIBILITY RELATED (ADA)) - ADA 95TH, ADA LSS
		Fri, Jan 31	8	KD1	(PASSENGER HANDLING, RUNNING TIME) - WAITING ON PASSING METRA TRAINS FROM ROBBINS TO BI!!
RI	528 77% OT	Tue, Jan 07	16	G	(SIG/SWT MALFUNCTION) - TALKED BY CP54 AND CP46 DUE TO TRACK 2 CIRCUIT AND CP FAILURE
		Wed, Jan 15	26	GF	L521 GIVING A TIME AT 650PM AND DIDNT GET THERE UNTIL 655PM AND TOOK THE SIGNAL AT 7PM. AFTER CLEARING LEFT A C
		Thu, Jan 16	6	RO	- RAN THRU 5 POCKET LOST 6 MINUTES RUNNING around freight CRL
		Mon, Jan 27	6	JM1	(PASSENGER MEDICAL EMERGENCY) - DEPARTED JOLIET 12M LATE ACOOUNT LATE FLIP FROM RI419
		Fri, Jan 31	15	J	(PASSENGER PROBLEMS/REMOVAL) - INMATES SMOKING AND DRINKING ON THE TRAIN. PD REMOVAL
RI	609 82% OT	Fri, Jan 10	9	C	(UNSCHEDULED TRACK WORK) - BROKEN RAIL AT 77TH ON TRK 1
		Thu, Jan 16	6	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - HAD TO RUN ON WRONG TRK DUE TO CIRCUIT ON BV2
		Fri, Jan 17	7	U	ADA at 99th and 103rd
		Tue, Jan 21	8	G	(SIG / SWITCH MALFCN (SIG DEPT)) - 5M BEV SUB RUNNING RESTRICTED SIGNALS STARTING AT 107TH ST ACCOUNT KNOWN ISSUE
RI	615 82% OT	Tue, Jan 07	19	KD1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - LATE FLIP OFF OF 620 DUE TO PRIOR DELAY
		Fri, Jan 10	10	C	(UNSCHEDULED TRACK WORK) - HELD PERSHING WAITING FOR 6172 AND 422 TO CLEAR, FOLLOWING 415 ACCT SINGLE TRACKING AROUND BROKEN RAIL
		Mon, Jan 20	11	ZT	(PTC BACK OFFICE/SOFTWARE) - 11M CP81 ST PSS-PTC CONTROL PROBLEMS
		Fri, Jan 31	6	KD1	delay due to #613 being late, following other train
RI	619 82% OT	Tue, Jan 07	8	KD1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - 7M FOLLOWING TRAINS AHEAD ACCOUNT EARLIER INCIDENT WITH RI415 EQPT
		Thu, Jan 09	7	K	(OBSTRUCTION ON TRACKS) - REPORT OF SEMI HITTING BRIDGE VINCENNES
		Fri, Jan 10	24	C1	(UNSCHEDULED TRACK WORK) - DEPARTED LSS 19M LATE ACCT LATE TURN FROM 6192
		Mon, Jan 27	7	JM1	(PASSENGER MEDICAL EMERGENCY) - FOLLOWING 419 16TH - GRESHAM
RI	621 77% OT	Tue, Jan 07	13	KD1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - LATE FLIP OFF DH6212 DUE TO LATE FLIP FROM RI613.
		Thu, Jan 09	7	K1	(OBSTRUCTION ON TRACKS) - REPORT OF SEMI HITTING BRIDGE VINCENNES - LATE FLIP OFF 6212
		Fri, Jan 17	35	R1	DEPARTED LSS 30M LATE ACCT USED 4212 EQUIPMENT
		Fri, Jan 24	45	K	CAR ON THE TRACKS BY 103RD
		Fri, Jan 31	6	KD1	late departure due to earlier mechanical problems
UPNW	622 82% OT	Mon, Jan 06	0	XH	ANNULLED @ MCHENRY DUE TO #7236 CAR SERVICE PORTION. - Should have been discovered during brake test
		Thu, Jan 09	14	R1	FOLLOWED M624. SLOW LOADING @ PARK RIDGE.
		Wed, Jan 15	6	I	SLOW PASSENGER LOADING AT DES PLAINES AND PARK RIDGE, PTC RESTRICTION AT DES PLAINES.
		Tue, Jan 21	7	KW	COLD WEATHER RESTRICTION ON THE MCHENRY SUB, RESTRICTED SPEED THROUGH BARRINGTON YARD LIMITS & CROSS TRAFFIC @ DEVAL (NC110)
UPNW	643 77% OT	Mon, Jan 13	23	JM1	DELAYED BEHIND M641 DUE TO MEDICAL EMERGENCY.
		Wed, Jan 15	6	I	SLOW PASSENGER LOADING EN ROUTE.
		Thu, Jan 16	17	L1	DELAYED FOLLOWING M637 ON ACCT. OF A TRESPASSER ON THE TRACKS @ MP36.28.
		Fri, Jan 17	24	K1	DELAYED FOLLOWING TRAINS AHEAD
		Thu, Jan 23	6	I1	DELAYED FOLLOWING M637 FROM BARRINGTON-CRYSTAL LAKE JUNCTION.
UPNW	651 82% OT	Thu, Jan 09	13	E1	DELAYED FOLLOWED M649 MAYFAIR-DEVAL ON ACCT. OF M639 ENGINE ISSUES.
		Mon, Jan 13	14	JM1	DELAYED BEHIND M641 DUE TO MEDICAL EMERGENCY.
		Thu, Jan 16	6	L1	DELAYED FOLLOWING M647 CHICAGO-ARLINGTON HEIGHTS & WAITED ON M645 TO YARD @ BARRINGTON ON ACCT. OF A TRESPASSER ON THE TRACKS @ MP36.28.
		Fri, Jan 17	15	K1	DELAYED FOLLOWING TRAINS AHEAD

**Table 3 (continued): Weekday Trains less than 85% On-Time
January 2020**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPW	45 82% OT	Mon, Jan 13	7	D	STOPPED EAST OF KEDZIE WAITING FOR IG3AH TO CLEAR KEDZIE INTO THE ROCKWELL.	
		Thu, Jan 16	15	C1	DELAYED FOLLOWING TRAINS AHEAD.	
		Thu, Jan 23	6	J	WAITED AT ELMHURST FOR LOCAL POLICE TO REMOVE 3 INTOXICATED PASSENGERS.	
		Thu, Jan 30	8	D	HELD AT 25TH AVE WAITING FOR M4302 TO CLEAR, MCHNP COMING OUT TO T3 AT PROVO, AND MNPPR GOING INTO PROVISO AT PARK & 2 ADA LIFTS	
UPW	61 82% OT	Mon, Jan 20	29	DE	DELAYED @ COLLEGE ON TRK 3 WAITED FOR POLICE AND FIRE DEPT TO CLEAR THE AREA @ MP 23.98 DUE TO A REPORT OF A WHEEL ON FIRE ON THE MCBPR ON TRK #1.	
		Wed, Jan 22	7	U	THREE ADA LIFTS.	
		Wed, Jan 29	47	M1	DELAYED ON ACCT OF M53 PEDESTRIAN INCIDENT @ WHEATON STATION	
		Fri, Jan 31	8	D	DELAYED FOLLOWING THE UP5316 ALSO WAITED FOR THE UP5316 TO CLEAR INTO THE YARD @ 25TH AVE	
UPW	62 82% OT	Thu, Jan 02	8	J	DELAYED @ COLLEGE AVE ON ACCT. OF A MALE JUMPED OVER THE INNER TRACK FENCE & THEN CRAWLED UNDERNEATH THE TRAIN (TRAIN CREW HAD TO INSPECT THE AREA TO LOCATE THE INDIVIDUAL- PERSON WAS FOUND & NOT ALLOWED TO BOARD EQUIPMENT)	
		Thu, Jan 16	14	C1	LATE TURN OFF M47 ON ACCT. OF FIRE ON THE TIES @ PARK INTERLOCKING.	
		Mon, Jan 20	29	DE	DELAYED @ WHEATON ON TRK 2 WAITED FOR POLICE AND FIRE DEPT TO CLEAR THE AREA @ MP 23.98 DUE TO A REPORT OF A WHEEL ON FIRE ON THE MCBPR ON TRK #1.	
		Wed, Jan 29	0	M1	ANNULLED @ WEST CHICAGO (USED M57 CREW & EQUIPMENT TO OPERATE MAKING M62 STOPS FROM GLEN ELLYN TO CPT)	

Data is final (02/24/2020) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category		Category		Category	
Delay Code	Definition	Delay Code	Definition	Delay Code	Definition
Passenger Train Interference		Human Error		Passenger Train Interference	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	Freight Interference - Peak & Off-Peak	
Accident		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	Accident	
Passenger Related		RZ	ETMS Train Crew Error [obsolete 2015]	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YB	Derailment - Human Error, Engineering	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YH	Derailment - Human Error, Mechanical	Passenger Related	
J	Passenger Problems / Removal	YR	Derailment - Human Error, Transportation	JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	Weather		Signal/Switch Failure	
U	Accessibility Related (ADA)	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		CW	M of W Work, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	EW	Locomotive Malfunction, Weather	Track Work	
KD	Train Struck Debris	FW	Cab Car / TRL / MU Malfunction, Weather	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	IW	Passenger Handling, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		KW	Obstruction On Tracks, Weather	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	Locomotive Issue	
G	Signal / Switch Malfunction (Signal Dept.)	NW	Utility Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra/PSA Gate Crossing Malfunction	OW	AC/DC System Failure, Weather	Human Error	
GT	Metra Telecom / CAD failure	RW	Train Crew Issues, Weather	BA	Amtrak Engineering Human Error
GX	Broken Gate Crossing	UW	Accessibility, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
GZ	ETMS Signal Malfunction [obsolete 2015]	YW	Derailment Accident, Weather	RA	Human Error, Amtrak Transportation
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
Track Work		Other		RS	Human Error, NICTD Transportation
C	Unscheduled Track Work	N	Utility Failure	Weather	
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	DW	Freight Train Interference, Weather
CF	Engineering Equipment Malfunction	T	Property Vandalism	PTC Related	
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	ZA	PTC Amtrak Train (On-Board)
CH	Contractor Failure	PTC Related		ZD	PTC Foreign Line Transportation
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZN	PTC Foreign Line Engineering
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZS	PTC NICTD MU Train (On-Board)
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive		
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
FZ	ETMS Malfunction on Cab Car [obsolete 2015]	ZH	PTC Human Error, Mechanical		
UF	ADA Lift Failure	ZP	PTC Dispatcher		
VF	Cab Car Problem Reported, Nothing Found	ZR	PTC Human Error, Metra Transportation		
Locomotive Issue		ZT	PTC Back Office/Software		
E	Locomotive Malfunction				
EZ	ETMS Malfunction on Locomotive [obsolete 2015]				
VE	Locomotive Problem Reported, Nothing Found				

Effective January 1, 2020

'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.

The delay codes listed above are used for primary delayed trains; primary annulled trains (trains that fail to reach their scheduled destination station) use a primary delay code preceded by an "X" (e.g., XE, XGA, etc.); All secondary trains, including annulled, use primary delay code followed by a "1" (e.g., E1, GA1, etc.); secondary annulled trains do not use a delay code preceded by an "X".

Table 5.a: Train Delays by Cause and Line
January 2020

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	1	-	-	-	3	5	14	4	2	12	-	1	13	55
Freight Interference - Peak	-	-	-	-	3	1	1	4	-	3	-	-	7	19
Primary	-	-	-	-	3	1	1	1	-	1	-	-	6	13
Secondary	-	-	-	-	-	-	-	3	-	2	-	-	1	6
Freight Interference - Off-Peak	1	-	-	-	-	4	13	-	2	9	-	1	6	36
Primary	1	-	-	-	-	1	13	-	1	6	-	1	3	26
Secondary	-	-	-	-	-	3	-	-	1	3	-	-	3	10
Signal/Switch Failure - Total	2	-	3	5	4	12	4	8	34	12	1	2	-	87
Signal/Switch Failure - Metra/PSA	2	-	3	5	-	12	4	2	32	9	-	1	-	70
Primary	2	-	3	5	-	9	3	2	22	5	-	1	-	52
Secondary	-	-	-	-	-	3	1	-	10	4	-	-	-	18
Signal/Switch Failure - Foreign	-	-	-	-	4	-	-	6	2	3	1	1	-	17
Primary	-	-	-	-	4	-	-	6	2	2	-	1	-	15
Secondary	-	-	-	-	-	-	-	-	-	1	1	-	-	2
Mechanical Failure - Total	26	-	2	1	-	23	17	3	6	4	3	8	6	99
Mechanical Failure - Metra/PSA	26	-	2	1	-	17	17	3	6	4	3	8	6	93
Non-Locomotive Equipment Issue - Metra/PSA	11	-	2	1	-	3	3	-	-	3	2	3	1	29
Primary	3	-	1	1	-	-	1	-	-	1	2	2	1	12
Secondary	8	-	1	-	-	3	2	-	-	2	-	1	-	17
Locomotive Issue - Metra/PSA	15	-	-	-	-	14	14	3	6	1	1	5	5	64
Primary	4	-	-	-	-	2	2	-	3	1	1	1	2	16
Secondary	11	-	-	-	-	12	12	3	3	-	-	4	3	48
Mechanical Failure - Foreign	-	-	-	-	-	6	-	-	-	-	-	-	-	6
Passenger Train Interference - Total	-	-	-	-	-	3	1	1	-	-	-	-	-	5
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	1	1	-	-	-	-	-	3
Passenger Train Interference - Foreign	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Accident - Total	9	-	-	-	-	20	-	-	3	-	-	-	25	57
Accident - Metra/PSA	9	-	-	-	-	20	-	-	3	-	-	-	25	57
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	-	3	1	2	-	7	-	-	16	1	2	-	9	41
Track Work - Metra/PSA	-	3	1	2	-	7	-	-	16	-	2	-	9	40
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Human Error - Total	9	20	2	6	2	29	3	5	9	-	5	5	8	103
Human Error - Metra/PSA	7	20	2	6	1	28	3	4	9	-	5	4	8	97
Human Error - Foreign	2	-	-	-	1	1	-	1	-	-	-	1	-	6
PTC Related - Total	1	5	1	-	5	3	-	-	10	-	8	6	4	43
PTC Related - Metra/PSA	1	5	1	-	1	3	-	-	10	-	8	6	4	39
PTC Related - Foreign	-	-	-	-	4	-	-	-	-	-	-	-	-	4
Weather - Total	4	1	-	-	-	-	11	1	9	1	4	2	-	33
Weather - Metra/PSA	4	1	-	-	-	-	11	1	9	-	4	2	-	32
Weather - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Passenger Related - Total	6	9	3	-	-	2	3	-	10	-	3	15	6	57
Obstruction/Debris - Total	4	10	1	3	-	-	8	8	37	-	-	22	4	97
Catenary Failure - Total	-	15	3	3	-	-	-	-	-	-	-	-	-	21
Other - Total	1	-	-	1	-	1	-	2	6	-	-	-	-	11
Total Trains Delayed	63	63	16	21	14	105	61	32	142	30	26	61	75	709
Total Metra/PSA Delays	60	63	16	21	2	91	47	21	138	13	25	58	62	617
Total Foreign Carrier Delays	3	0	0	0	12	14	14	11	4	17	1	3	13	92

Data for current month is final (02/24/2020) version of TOPS

'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 5.b: Train Delays by Cause and Line
Average January Over Previous Five Years: 2015-2019

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
		Freight Interference - Total	17	-		-	-				4	13	11	
Freight Interference - Peak	10	-	-	-	3	3	3	2	3	3	0	3	7	38
Primary	6	-	-	-	3	2	2	2	2	2	0	2	3	25
Secondary	4	-	-	-	1	1	1	0	1	1	-	1	4	13
Freight Interference - Off-Peak	7	-	-	-	0	10	7	3	6	8	0	3	15	60
Primary	4	-	-	-	0	6	4	3	4	5	0	1	11	40
Secondary	3	-	-	-	-	4	3	1	2	3	0	1	3	20
Signal/Switch Failure - Total	27	11	3	7	4	17	19	9	11	9	1	4	7	130
Signal/Switch Failure - Metra/PSA	14	11	3	7	1	9	15	4	11	3	1	3	6	85
Primary	7	7	2	6	1	5	9	3	7	2	1	3	4	57
Secondary	6	4	1	1	-	3	5	1	4	0	0	-	2	28
Signal/Switch Failure - Foreign	14	-	-	-	4	9	4	5	0	7	-	1	2	45
Primary	9	-	-	-	3	5	3	3	0	5	-	1	1	29
Secondary	4	-	-	-	1	4	2	3	-	2	-	0	1	16
Mechanical Failure - Total	28	3	2	1	2	20	15	4	22	3	15	13	8	135
Mechanical Failure - Metra/PSA	28	3	1	0	1	18	15	4	22	3	15	13	8	131
Non-Locomotive Equipment Issue - Metra/PSA	7	3	1	0	0	3	3	0	1	1	3	6	6	34
Primary	4	1	0	-	0	1	1	0	1	1	1	2	3	15
Secondary	4	2	1	0	-	1	2	-	0	0	2	4	3	19
Locomotive Issue - Metra/PSA	20	-	-	-	1	15	12	4	21	2	12	7	2	97
Primary	5	-	-	-	1	3	4	1	5	1	3	2	1	25
Secondary	16	-	-	-	0	12	9	3	15	1	10	5	1	72
Mechanical Failure - Foreign	0	0	0	0	0	2	-	-	-	-	-	-	-	4
Passenger Train Interference - Total	2	2	1	1	1	4	-	2	1	2	-	-	1	17
Passenger Train Interference - Metra/PSA	-	1	1	0	-	3	-	2	1	-	-	-	1	8
Passenger Train Interference - Foreign	2	1	0	1	1	2	-	-	-	2	-	-	-	9
Accident - Total	2	2	0	1	2	2	6	2	7	4	3	11	6	47
Accident - Metra/PSA	1	2	0	1	0	-	6	2	5	1	3	11	2	36
Accident - Foreign	0	-	-	-	1	2	0	0	1	2	-	-	4	11
Track Work - Total	12	6	1	2	1	1	1	0	3	2	2	2	1	34
Track Work - Metra/PSA	12	6	1	2	1	1	1	0	3	2	2	2	1	34
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	13	3	2	2	2	12	5	2	8	3	6	7	6	69
Human Error - Metra/PSA	11	3	2	2	1	10	4	2	8	0	6	5	6	59
Human Error - Foreign	2	-	-	-	1	2	0	1	-	2	1	2	0	10
PTC Related - Total	1	-	-	1	-	-	-	-	1	-	6	2	6	18
PTC Related - Metra/PSA	1	-	-	1	-	-	-	-	1	-	6	2	6	17
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Weather - Total	48	36	11	13	2	28	14	6	41	4	23	23	15	265
Weather - Metra/PSA	47	36	11	13	2	28	14	6	41	3	23	23	15	263
Weather - Foreign	0	-	-	-	-	0	0	-	-	1	-	-	-	2
Passenger Related - Total	5	6	2	2	0	7	5	1	7	-	8	5	10	59
Obstruction/Debris - Total	10	2	1	4	-	5	4	2	5	1	3	5	7	50
Catenary Failure - Total	-	3	1	1	-	-	-	-	-	-	-	-	-	4
Other - Total	1	-	1	-	-	-	1	0	1	-	1	-	0	5
Total Trains Delayed	166	73	24	35	16	110	81	36	114	39	69	78	88	930
Total Metra/PSA Delays	130	72	23	34	6	80	65	25	104	14	68	69	61	751
Total Foreign Carrier Delays	36	1	1	1	10	30	16	12	10	25	1	9	27	180

Data for current month is final (03/06/2019) version of TOPS

'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.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 5.c: Train Delays by Cause and Line
January 2020 Compared to Average January Over Previous Five Years: 2015-2019

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(16)	-	-	-	(1)	(8)	3	(2)	(7)	1	(1)	(5)	(9)	(43)
Freight Interference - Peak	(10)	-	-	-	(0)	(2)	(2)	2	(3)	-	(0)	(3)	-	(19)
Primary	(6)	-	-	-	0	(1)	(1)	(1)	(2)	(1)	(0)	(2)	3	(12)
Secondary	(4)	-	-	-	(1)	(1)	(1)	3	(0)	1	-	(1)	(3)	(7)
Freight Interference - Off-Peak	(6)	-	-	-	(0)	(6)	6	(3)	(4)	1	(0)	(2)	(9)	(24)
Primary	(3)	-	-	-	(0)	(5)	9	(3)	(3)	1	(0)	(0)	(8)	(14)
Secondary	(3)	-	-	-	-	(1)	(3)	(1)	(1)	-	(0)	(1)	(1)	(10)
Signal/Switch Failure - Total	(25)	(11)	(0)	(2)	(0)	(5)	(15)	(1)	23	3	0	(2)	(7)	(43)
Signal/Switch Failure - Metra/PSA	(12)	(11)	(0)	(2)	(1)	3	(11)	(2)	21	6	(1)	(2)	(6)	(15)
Primary	(5)	(7)	1	(1)	(1)	4	(6)	(1)	15	3	(1)	(2)	(4)	(5)
Secondary	(6)	(4)	(1)	(1)	-	(0)	(4)	(1)	6	4	(0)	-	(2)	(10)
Signal/Switch Failure - Foreign	(14)	-	-	-	0	(9)	(4)	1	2	(4)	1	-	(2)	(28)
Primary	(9)	-	-	-	1	(5)	(3)	3	2	(3)	-	0	(1)	(14)
Secondary	(4)	-	-	-	(1)	(4)	(2)	(3)	-	(1)	1	(0)	(1)	(14)
Mechanical Failure - Total	(2)	(3)	0	0	(2)	3	2	(1)	(16)	1	(12)	(5)	(2)	(36)
Mechanical Failure - Metra/PSA	(2)	(3)	1	1	(1)	(1)	2	(1)	(16)	1	(12)	(5)	(2)	(38)
Non-Locomotive Equipment Issue - Metra/PSA	4	(3)	1	1	(0)	0	0	(0)	(1)	2	(1)	(3)	(5)	(5)
Primary	(1)	(1)	1	1	(0)	(1)	0	(0)	(1)	-	1	-	(2)	(3)
Secondary	4	(2)	-	(0)	-	2	0	-	(0)	2	(2)	(3)	(3)	(2)
Locomotive Issue - Metra/PSA	(5)	-	-	-	(1)	(1)	2	(1)	(15)	(1)	(11)	(2)	3	(33)
Primary	(1)	-	-	-	(1)	(1)	(2)	(1)	(2)	0	(2)	(1)	1	(9)
Secondary	(5)	-	-	-	(0)	(0)	3	(0)	(12)	(1)	(10)	(1)	2	(24)
Mechanical Failure - Foreign	(0)	(0)	(0)	(0)	(0)	4	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	(2)	(2)	(1)	(1)	(1)	(1)	1	(1)	(1)	(2)	-	-	(1)	(12)
Passenger Train Interference - Metra/PSA	-	(1)	(1)	(0)	-	(2)	1	(1)	(1)	-	-	-	(1)	(5)
Passenger Train Interference - Foreign	(2)	(1)	(0)	(1)	(1)	0	-	-	-	(2)	-	-	-	(7)
Accident - Total	7	(2)	(0)	(1)	(2)	18	(6)	(2)	(4)	(4)	(3)	(11)	19	10
Accident - Metra/PSA	8	(2)	(0)	(1)	(0)	20	(6)	(2)	(2)	(1)	(3)	(11)	23	21
Accident - Foreign	(0)	-	-	-	(1)	(2)	(0)	(0)	(1)	(2)	-	-	(4)	(11)
Track Work - Total	(12)	(3)	-	(0)	(1)	6	(1)	(0)	13	(1)	-	(2)	8	7
Track Work - Metra/PSA	(12)	(3)	-	(0)	(1)	6	(1)	(0)	13	(2)	-	(2)	8	6
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Human Error - Total	(4)	17	0	4	0	17	(2)	3	1	(3)	(1)	(2)	2	34
Human Error - Metra/PSA	(4)	17	0	4	0	18	(1)	2	1	(0)	(1)	(1)	2	38
Human Error - Foreign	0	-	-	-	0	(1)	(0)	0	-	(2)	(1)	(1)	(0)	(4)
PTC Related - Total	(0)	5	1	(1)	5	3	-	-	9	-	2	4	(2)	25
PTC Related - Metra/PSA	0	5	1	(1)	1	3	-	-	9	-	2	4	(2)	22
PTC Related - Foreign	(1)	-	-	-	4	-	-	-	-	-	-	-	-	3
Weather - Total	(44)	(35)	(11)	(13)	(2)	(28)	(3)	(5)	(32)	(3)	(19)	(21)	(15)	(232)
Weather - Metra/PSA	(43)	(35)	(11)	(13)	(2)	(28)	(3)	(5)	(32)	(3)	(19)	(21)	(15)	(231)
Weather - Foreign	(0)	-	-	-	-	(0)	(0)	-	-	-	-	-	-	(1)
Passenger Related - Total	1	3	1	(2)	(0)	(5)	(2)	(1)	3	-	(5)	10	(4)	(2)
Obstruction/Debris - Total	(6)	8	-	(1)	-	(5)	4	6	32	(1)	(3)	17	(3)	47
Catenary Failure - Total	-	12	2	2	-	-	-	-	-	-	-	-	-	17
Other - Total	0	-	(1)	1	-	1	(1)	2	5	-	(1)	-	(0)	6
Total Trains Delayed	(103)	(10)	(8)	(14)	(2)	(5)	(20)	(4)	28	(9)	(43)	(17)	(13)	(221)
Total Metra/PSA Delays	-70	-9	-7	-13	-4	11	-18	-4	34	-1	-43	-11	1	-134
Total Foreign Carrier Delays	-33	-1	-1	-1	2	-16	-2	-1	-6	-8	0	-6	-14	-88

Data for current month is final (02/24/2020) version of 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.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 6.a: Train Delays by Cause and Line - YTD
January - January 2020

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	1	-	-	-	3	5	14	4	2	12	-	1	13	55
Freight Interference - Peak	-	-	-	-	3	1	1	4	-	3	-	-	7	19
Primary	-	-	-	-	3	1	1	1	-	1	-	-	6	13
Secondary	-	-	-	-	-	-	-	3	-	2	-	-	1	6
Freight Interference - Off-Peak	1	-	-	-	-	4	13	-	2	9	-	1	6	36
Primary	1	-	-	-	-	1	13	-	1	6	-	1	3	26
Secondary	-	-	-	-	-	3	-	-	1	3	-	-	3	10
Signal/Switch Failure - Total	2	-	3	5	4	12	4	8	34	12	1	2	-	87
Signal/Switch Failure - Metra/PSA	2	-	3	5	-	12	4	2	32	9	-	1	-	70
Primary	2	-	3	5	-	9	3	2	22	5	-	1	-	52
Secondary	-	-	-	-	-	3	1	-	10	4	-	-	-	18
Signal/Switch Failure - Foreign	-	-	-	-	4	-	-	6	2	3	1	1	-	17
Primary	-	-	-	-	4	-	-	6	2	2	-	1	-	15
Secondary	-	-	-	-	-	-	-	-	-	1	1	-	-	2
Mechanical Failure - Total	26	-	2	1	-	23	17	3	6	4	3	8	6	99
Mechanical Failure - Metra/PSA	26	-	2	1	-	17	17	3	6	4	3	8	6	93
Non-Locomotive Equipment Issue - Metra/PSA	11	-	2	1	-	3	3	-	-	3	2	3	1	29
Primary	3	-	1	1	-	-	1	-	-	1	2	2	1	12
Secondary	8	-	1	-	-	3	2	-	-	2	-	1	-	17
Locomotive Issue - Metra/PSA	15	-	-	-	-	14	14	3	6	1	1	5	5	64
Primary	4	-	-	-	-	2	2	-	3	1	1	1	2	16
Secondary	11	-	-	-	-	12	12	3	3	-	-	4	3	48
Mechanical Failure - Foreign	-	-	-	-	-	6	-	-	-	-	-	-	-	6
Passenger Train Interference - Total	-	-	-	-	-	3	1	1	-	-	-	-	-	5
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	1	1	-	-	-	-	-	3
Passenger Train Interference - Foreign	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Accident - Total	9	-	-	-	-	20	-	-	3	-	-	-	25	57
Accident - Metra/PSA	9	-	-	-	-	20	-	-	3	-	-	-	25	57
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	-	3	1	2	-	7	-	-	16	1	2	-	9	41
Track Work - Metra/PSA	-	3	1	2	-	7	-	-	16	-	2	-	9	40
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Human Error - Total	9	20	2	6	2	29	3	5	9	-	5	5	8	103
Human Error - Metra/PSA	7	20	2	6	1	28	3	4	9	-	5	4	8	97
Human Error - Foreign	2	-	-	-	1	1	-	1	-	-	-	1	-	6
PTC Related - Total	1	5	1	-	5	3	-	-	10	-	8	6	4	43
PTC Related - Metra/PSA	1	5	1	-	1	3	-	-	10	-	8	6	4	39
PTC Related - Foreign	-	-	-	-	4	-	-	-	-	-	-	-	-	4
Weather - Total	4	1	-	-	-	-	11	1	9	1	4	2	-	33
Weather - Metra/PSA	4	1	-	-	-	-	11	1	9	-	4	2	-	32
Weather - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Passenger Related - Total	6	9	3	-	-	2	3	-	10	-	3	15	6	57
Obstruction/Debris - Total	4	10	1	3	-	-	8	8	37	-	-	22	4	97
Catenary Failure - Total	-	15	3	3	-	-	-	-	-	-	-	-	-	21
Other - Total	1	-	-	1	-	1	-	2	6	-	-	-	-	11
Total Trains Delayed	63	63	16	21	14	105	61	32	142	30	26	61	75	709
Total Metra/PSA Delays	60	63	16	21	2	91	47	21	138	13	25	58	62	617
Total Foreign Carrier Delays	3	0	0	0	12	14	14	11	4	17	1	3	13	92

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Table 6.b: Train Delays by Cause and Line
January - January Average Over Previous Five Years: 2015-2019

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	17	-	-	-	4	13	11	6	9	11	1	6	22	98
Freight Interference - Peak	10	-	-	-	3	3	3	2	3	3	0	3	7	38
Primary	6	-	-	-	3	2	2	2	2	2	0	2	3	25
Secondary	4	-	-	-	1	1	1	0	0	1	-	1	4	13
Freight Interference - Off-Peak	7	-	-	-	0	10	7	3	6	8	0	3	15	60
Primary	4	-	-	-	0	6	4	3	4	5	0	1	11	40
Secondary	3	-	-	-	-	4	3	1	2	3	0	1	3	20
Signal/Switch Failure - Total	27	11	3	7	4	17	19	9	11	9	1	4	7	130
Signal/Switch Failure - Metra/PSA	14	11	3	7	1	9	15	4	11	3	1	3	6	85
Primary	7	7	2	6	1	5	9	3	7	2	1	3	4	57
Secondary	6	4	1	1	-	3	5	1	4	0	0	-	2	28
Signal/Switch Failure - Foreign	14	-	-	-	4	9	4	5	0	7	-	1	2	45
Primary	9	-	-	-	3	5	3	3	0	5	-	1	1	29
Secondary	4	-	-	-	1	4	2	3	-	2	-	0	1	16
Mechanical Failure - Total	28	3	2	1	2	20	15	4	22	3	15	13	8	135
Mechanical Failure - Metra/PSA	28	3	1	0	1	18	15	4	22	3	15	13	8	131
Non-Locomotive Equipment Issue - Metra/PSA	7	3	1	0	0	3	3	0	1	1	3	6	6	34
Primary	4	1	0	-	0	1	1	0	1	1	1	2	3	15
Secondary	4	2	1	0	-	1	2	-	0	0	2	4	3	19
Locomotive Issue - Metra/PSA	20	-	-	-	1	15	12	4	21	2	12	7	2	97
Primary	5	-	-	-	1	3	4	1	5	1	3	2	1	25
Secondary	16	-	-	-	0	12	9	3	15	1	10	5	1	72
Mechanical Failure - Foreign	0	0	0	0	0	2	-	-	-	-	-	-	-	4
Passenger Train Interference - Total	2	2	1	1	1	4	-	2	1	2	-	-	1	17
Passenger Train Interference - Metra/PSA	-	1	1	0	-	3	-	2	1	-	-	-	1	8
Passenger Train Interference - Foreign	2	1	0	1	1	2	-	-	-	2	-	-	-	9
Accident - Total	2	2	0	1	2	2	6	2	7	4	3	11	6	47
Accident - Metra/PSA	1	2	0	1	0	-	6	2	5	1	3	11	2	36
Accident - Foreign	0	-	-	-	1	2	0	0	1	2	-	-	4	11
Track Work - Total	12	6	1	2	1	1	1	0	3	2	2	2	1	34
Track Work - Metra/PSA	12	6	1	2	1	1	1	0	3	2	2	2	1	34
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	13	3	2	2	2	12	5	2	8	3	6	7	6	69
Human Error - Metra/PSA	11	3	2	2	1	10	4	2	8	0	6	5	6	59
Human Error - Foreign	2	-	-	-	1	2	0	1	-	2	1	2	0	10
PTC Related - Total	1	-	-	1	-	-	-	-	1	-	6	2	6	18
PTC Related - Metra/PSA	1	-	-	1	-	-	-	-	1	-	6	2	6	17
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Weather - Total	48	36	11	13	2	28	14	6	41	4	23	23	15	265
Weather - Metra/PSA	47	36	11	13	2	28	14	6	41	3	23	23	15	263
Weather - Foreign	0	-	-	-	-	0	0	-	-	1	-	-	-	2
Passenger Related - Total	5	6	2	2	0	7	5	1	7	-	8	5	10	59
Obstruction/Debris - Total	10	2	1	4	-	5	4	2	5	1	3	5	7	50
Catenary Failure - Total	-	3	1	1	-	-	-	-	-	-	-	-	-	4
Other - Total	1	-	1	-	-	-	1	0	1	-	1	-	0	5
Total Trains Delayed	166	73	24	35	16	110	81	36	114	39	69	78	88	930
Total Metra/PSA Delays	130	72	23	34	6	80	65	25	104	14	68	69	61	751
Total Foreign Carrier Delays	36	1	1	1	10	30	16	12	10	25	1	9	27	180

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Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 6.c: Train Delays by Cause and Line
January - January 2020 Compared to Average January - January Average Over Previous Five Years: 2015-2019

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(16)	-	-	-	(1)	(8)	3	(2)	(7)	1	(1)	(5)	(9)	(43)
Freight Interference - Peak	(10)	-	-	-	(0)	(2)	(2)	2	(3)	-	(0)	(3)	-	(19)
Primary	(6)	-	-	-	0	(1)	(1)	(1)	(2)	(1)	(0)	(2)	3	(12)
Secondary	(4)	-	-	-	(1)	(1)	(1)	3	(0)	1	-	(1)	(3)	(7)
Freight Interference - Off-Peak	(6)	-	-	-	(0)	(6)	6	(3)	(4)	1	(0)	(2)	(9)	(24)
Primary	(3)	-	-	-	(0)	(5)	9	(3)	(3)	1	(0)	(0)	(8)	(14)
Secondary	(3)	-	-	-	-	(1)	(3)	(1)	(1)	-	(0)	(1)	(0)	(10)
Signal/Switch Failure - Total	(25)	(11)	(0)	(2)	(0)	(5)	(15)	(1)	23	3	0	(2)	(7)	(43)
Signal/Switch Failure - Metra/PSA	(12)	(11)	(0)	(2)	(1)	3	(11)	(2)	21	6	(1)	(2)	(6)	(15)
Primary	(5)	(7)	1	(1)	(1)	4	(6)	(1)	15	3	(1)	(2)	(4)	(5)
Secondary	(6)	(4)	(1)	(1)	-	(0)	(4)	(1)	6	4	(0)	-	(2)	(10)
Signal/Switch Failure - Foreign	(14)	-	-	-	0	(9)	(4)	1	2	(4)	1	-	(2)	(28)
Primary	(9)	-	-	-	1	(5)	(3)	3	2	(3)	-	0	(1)	(14)
Secondary	(4)	-	-	-	(1)	(4)	(2)	(3)	-	(1)	1	(0)	(1)	(14)
Mechanical Failure - Total	(2)	(3)	0	0	(2)	3	2	(1)	(16)	1	(12)	(5)	(2)	(36)
Mechanical Failure - Metra/PSA	(2)	(3)	1	1	(1)	(1)	2	(1)	(16)	1	(12)	(5)	(2)	(38)
Non-Locomotive Equipment Issue - Metra/PSA	4	(3)	1	1	(0)	0	0	(0)	(1)	2	(1)	(3)	(5)	(5)
Primary	(1)	(1)	1	1	(0)	(1)	0	(0)	(1)	-	1	-	(2)	(3)
Secondary	4	(2)	-	(0)	-	2	0	-	(0)	2	(2)	(3)	(3)	(2)
Locomotive Issue - Metra/PSA	(5)	-	-	-	(1)	(1)	2	(1)	(15)	(1)	(11)	(2)	3	(33)
Primary	(1)	-	-	-	(1)	(1)	(2)	(1)	(2)	0	(2)	(1)	1	(9)
Secondary	(5)	-	-	-	(0)	(0)	3	(0)	(12)	(1)	(10)	(1)	2	(24)
Mechanical Failure - Foreign	(0)	(0)	(0)	(0)	(0)	4	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	(2)	(2)	(1)	(1)	(1)	(1)	1	(1)	(1)	(2)	-	-	(1)	(12)
Passenger Train Interference - Metra/PSA	-	(1)	(1)	(0)	-	(2)	1	(1)	(1)	-	-	-	(1)	(5)
Passenger Train Interference - Foreign	(2)	(1)	(0)	(1)	(1)	0	-	-	-	(2)	-	-	-	(7)
Accident - Total	7	(2)	(0)	(1)	(2)	18	(6)	(2)	(4)	(4)	(3)	(11)	19	10
Accident - Metra/PSA	8	(2)	(0)	(1)	(0)	20	(6)	(2)	(2)	(1)	(3)	(11)	23	21
Accident - Foreign	(0)	-	-	-	(1)	(2)	(0)	(0)	(1)	(2)	-	-	(4)	(11)
Track Work - Total	(12)	(3)	-	(0)	(1)	6	(1)	(0)	13	(1)	-	(2)	8	7
Track Work - Metra/PSA	(12)	(3)	-	(0)	(1)	6	(1)	(0)	13	(2)	-	(2)	8	6
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Human Error - Total	(4)	17	0	4	0	17	(2)	3	1	(3)	(1)	(2)	2	34
Human Error - Metra/PSA	(4)	17	0	4	0	18	(1)	2	1	(0)	(1)	(1)	2	38
Human Error - Foreign	0	-	-	-	0	(1)	(0)	0	-	(2)	(1)	(1)	(0)	(4)
PTC Related - Total	(0)	5	1	(1)	5	3	-	-	9	-	2	4	(2)	25
PTC Related - Metra/PSA	0	5	1	(1)	1	3	-	-	9	-	2	4	(2)	22
PTC Related - Foreign	(1)	-	-	-	4	-	-	-	-	-	-	-	-	3
Weather - Total	(44)	(35)	(11)	(13)	(2)	(28)	(3)	(5)	(32)	(3)	(19)	(21)	(15)	(232)
Weather - Metra/PSA	(43)	(35)	(11)	(13)	(2)	(28)	(3)	(5)	(32)	(3)	(19)	(21)	(15)	(231)
Weather - Foreign	(0)	-	-	-	-	(0)	(0)	-	-	-	-	-	-	(1)
Passenger Related - Total	1	3	1	(2)	(0)	(5)	(2)	(1)	3	-	(5)	10	(4)	(2)
Obstruction/Debris - Total	(6)	8	-	(1)	-	(5)	4	6	32	(1)	(3)	17	(3)	47
Catenary Failure - Total	-	12	2	2	-	-	-	-	-	-	-	-	-	17
Other - Total	0	-	(1)	1	-	1	(1)	2	5	-	(1)	-	(0)	6
Total Trains Delayed	(103)	(10)	(8)	(14)	(2)	(5)	(20)	(4)	28	(9)	(43)	(17)	(13)	(221)
Total Metra/PSA Delays	-70	-9	-7	-13	-4	11	-18	-4	34	-1	-43	-11	1	-134
Total Foreign Carrier Delays	-33	-1	-1	-1	2	-16	-2	-1	-6	-8	0	-6	-14	-88

Data for current month is final (02/24/2020) version of TOPS

'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.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

**Table 7.a: Train Delays by Cause and Month
2020**

Top 2 causes for each month and year-to-date are shaded

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
Freight Interference - Total	55												55 7.8%
Freight Interference - Peak	19												19 2.7%
<i>Primary</i>	13												13 1.8%
<i>Secondary</i>	6												6 0.8%
Freight Interference - Off-Peak	36												36 5.1%
<i>Primary</i>	26												26 3.7%
<i>Secondary</i>	10												10 1.4%
Signal/Switch Failure - Total	87												87 12.3%
Signal/Switch Failure - Metra/PSA	70												70 9.9%
<i>Primary</i>	52												52 7.3%
<i>Secondary</i>	18												18 2.5%
Signal/Switch Failure - Foreign	17												17 2.4%
<i>Primary</i>	15												15 2.1%
<i>Secondary</i>	2												2 0.3%
Mechanical Failure - Total	99												99 14.0%
Mechanical Failure - Metra/PSA	93												93 13.1%
Non-Locomotive Equipment Issue - Metra/PSA	29												29 4.1%
<i>Primary</i>	12												12 1.7%
<i>Secondary</i>	17												17 2.4%
Locomotive Issue - Metra/PSA	64												64 9.0%
<i>Primary</i>	16												16 2.3%
<i>Secondary</i>	48												48 6.8%
Mechanical Failure - Foreign	6												6 0.8%
Passenger Train Interference - Total	5												5 0.7%
Passenger Train Interference - Metra/PSA	3												3 0.4%
Passenger Train Interference - Foreign	2												2 0.3%
Accident - Total	57												57 8.0%
Accident - Metra/PSA	57												57 8.0%
Accident - Foreign	-												- 0.0%
Track Work - Total	41												41 5.8%
Track Work - Metra/PSA	40												40 5.6%
Track Work - Foreign	1												1 0.1%
Human Error - Total	103												103 14.5%
Human Error - Metra/PSA	97												97 13.7%
Human Error - Foreign	6												6 0.8%
PTC Related - Total	43												43 6.1%
PTC Related - Metra/PSA	39												39 5.5%
PTC Related - Foreign	4												4 0.6%
Weather - Total	33												33 4.7%
Weather - Metra/PSA	32												32 4.5%
Weather - Foreign	1												1 0.1%
Passenger Related - Total	57												57 8.0%
Obstruction/Debris - Total	97												97 13.7%
Catenary Failure - Total	21												21 3.0%
Other - Total	11												11 1.6%
Total Trains Delayed	709												709 100.0%
Total Metra/PSA Delays	617												617 87.0%
Total Foreign Carrier Delays	92												92 13.0%

Data for current month is final (02/24/2020) version of TOPS

'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 7.b: Train Delays by Cause and Month
2019**

Top 2 causes for each month and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	100 7.5%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	38 2.8%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	27 2.0%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	11 0.8%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	62 4.6%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	35 2.6%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	27 2.0%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	127 9.5%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	91 6.8%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	76 5.7%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	15 1.1%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	36 2.7%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	27 2.0%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	9 0.7%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	127 9.5%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	124 9.2%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	24 1.8%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	13 1.0%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	11 0.8%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	100 7.5%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	28 2.1%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	72 5.4%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	3 0.2%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	20 1.5%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	6 0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	14 1.0%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	47 3.5%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	7 0.5%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	40 3.0%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	11 0.8%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	11 0.8%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	- 0.0%
Human Error - Total	99	249	60	52	92	57	108	88	81	71	66	45	99 7.4%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	87 6.5%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	12 0.9%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	79 5.9%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	77 5.7%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	2 0.1%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	591 44.1%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	586 43.7%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	5 0.4%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	41 3.1%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	90 6.7%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	- 0.0%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	9 0.7%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	1,341 100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	1,129 84.2%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	212 15.8%

Data for current month is final (03/06/2019) version of 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.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

**Table 8: Train Delays by Duration
January 2020**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	10	14	9	1	7	18	11	10	40	5	2	10	14	151
11-15	6	1	0	0	2	8	4	3	13	1	4	11	2	55
16-20	5	3	0	0	1	4	1	2	8	0	2	5	3	34
21+	7	8	4	3	2	13	1	5	5	1	0	9	14	72
Annulled	<u>7</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>6</u>	<u>30</u>
Sub-Total	35	27	13	4	12	52	19	20	67	7	10	37	39	342
Weekday Off-Peak **														
6-10	6	14	3	3	1	16	15	2	33	5	5	8	7	118
11-15	2	2	0	0	0	6	9	1	12	4	1	4	9	50
16-20	0	2	0	0	1	2	3	2	7	4	1	2	3	27
21+	4	7	0	3	0	14	6	7	3	7	1	6	7	65
Annulled	<u>1</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>5</u>	<u>23</u>
Sub-Total	13	31	3	8	2	45	33	12	55	20	10	20	31	283
Saturday														
6-10	0	1	0	6	0	1	5	0	1	0	0	0	0	14
11-15	3	1	0	1	0	1	2	0	2	1	1	0	0	12
16-20	0	0	0	0	0	0	0	0	1	0	2	0	0	3
21+	4	1	0	2	0	0	1	0	5	1	1	1	0	16
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>
Sub-Total	12	3	0	9	0	2	8	0	10	3	4	1	0	52
Sunday-Holiday														
6-10	0	2	0	0	0	1	0	0	5	0	1	2	1	12
11-15	0	0	0	0	0	0	0	0	1	0	0	1	0	2
16-20	0	0	0	0	0	1	0	0	1	0	1	0	0	3
21+	0	0	0	0	0	4	1	0	3	0	0	0	4	12
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
Sub-Total	3	2	0	0	0	6	1	0	10	0	2	3	5	32
January 2020 Total														
6-10	16	31	12	10	8	36	31	12	79	10	8	20	22	295
11-15	11	4	0	1	2	15	15	4	28	6	6	16	11	119
16-20	5	5	0	0	2	7	4	4	17	4	6	7	6	67
21+	15	16	4	8	2	31	9	12	16	9	2	16	25	165
Annulled	<u>16</u>	<u>7</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>16</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>2</u>	<u>11</u>	<u>63</u>
TOTAL	63	63	16	21	14	105	61	32	142	30	26	61	75	709
2020 Year-to-Date														
6-10	16	31	12	10	8	36	31	12	79	10	8	20	22	295
11-15	11	4	0	1	2	15	15	4	28	6	6	16	11	119
16-20	5	5	0	0	2	7	4	4	17	4	6	7	6	67
21+	15	16	4	8	2	31	9	12	16	9	2	16	25	165
Annulled	<u>16</u>	<u>7</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>16</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>2</u>	<u>11</u>	<u>63</u>
TOTAL	63	63	16	21	14	105	61	32	142	30	26	61	75	709
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
January 2020 Total														
6-10	25.4%	49.2%	75.0%	47.6%	57.1%	34.3%	50.8%	37.5%	55.6%	33.3%	30.8%	32.8%	29.3%	41.6%
11-15	17.5%	6.3%	0.0%	4.8%	14.3%	14.3%	24.6%	12.5%	19.7%	20.0%	23.1%	26.2%	14.7%	16.8%
16-20	7.9%	7.9%	0.0%	0.0%	14.3%	6.7%	6.6%	12.5%	12.0%	13.3%	23.1%	11.5%	8.0%	9.4%
21+	23.8%	25.4%	25.0%	38.1%	14.3%	29.5%	14.8%	37.5%	11.3%	30.0%	7.7%	26.2%	33.3%	23.3%
Annulled	<u>25.4%</u>	<u>11.1%</u>	<u>0.0%</u>	<u>9.5%</u>	<u>0.0%</u>	<u>15.2%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>3.3%</u>	<u>15.4%</u>	<u>3.3%</u>	<u>14.7%</u>	<u>8.9%</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%
2020 Year-to-Date Delays By Duration														
6-10	25.4%	49.2%	75.0%	47.6%	57.1%	34.3%	50.8%	37.5%	55.6%	33.3%	30.8%	32.8%	29.3%	41.6%
11-15	17.5%	6.3%	0.0%	4.8%	14.3%	14.3%	24.6%	12.5%	19.7%	20.0%	23.1%	26.2%	14.7%	16.8%
16-20	7.9%	7.9%	0.0%	0.0%	14.3%	6.7%	6.6%	12.5%	12.0%	13.3%	23.1%	11.5%	8.0%	9.4%
21+	23.8%	25.4%	25.0%	38.1%	14.3%	29.5%	14.8%	37.5%	11.3%	30.0%	7.7%	26.2%	33.3%	23.3%
Annulled	<u>25.4%</u>	<u>11.1%</u>	<u>0.0%</u>	<u>9.5%</u>	<u>0.0%</u>	<u>15.2%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>3.3%</u>	<u>15.4%</u>	<u>3.3%</u>	<u>14.7%</u>	<u>8.9%</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 trains.

Data for most recent month is final (02/24/2020) version from TOPS.