

# On-Time Performance

June 2021



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Prepared by the Division of Strategic Planning & Performance

## On-Time Performance June 2021

This report presents an analysis of June 2021 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 and year-to-date.

Table 2 lists on-time percentages by line for each month and year since 2016.

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.

### Alternate Service Schedules due to the Coronavirus (COVID-19) Pandemic

On Monday, March 23, 2020, Metra began operating alternate weekday schedules on all lines, except the Heritage Corridor (HC), to adjust for the reduced number of riders due to school closures, work-from-home mandates and other consequences of the coronavirus pandemic. Through the month of April Metra continued to operate regularly scheduled weekday service on the HC Line as well as normal weekend service. On May 4 Metra reduced weekday service on the HC, North Central Service (NCS) and SouthWest Service (SWS) lines, and on May 9 reduced Saturday service to Sunday service levels on all lines except the Metra Electric (ME), thus eliminating all SWS Saturday service. Metra increased weekday service on the ME on May 18 as required for implementation of the Positive Train Control (PTC) safety system on that line. Metra increased weekday service on the RI on June 15 and on the HC, NCS and SWS on June 29. As of July 4, Metra decreased Saturday service on the ME to match Sunday service, thus eliminating Saturday service on the ME Blue Island Branch. Beginning August 3, Metra added two weekday BNSF trains and four weekday RI trains. There was no change in the number of daily scheduled trains in September or October. Metra added four weekday UP-N trains and six weekday UP-NW trains on November 2. There was no change in the number of daily scheduled trains in December.

On January 11, 2021, Metra added two weekday MD-N trains and four weekday MD-W trains, and on February 1 added 10 weekday RI trains. There was no change in the number of daily scheduled trains in March. Metra added four weekday BNSF and MD-N trains and two NCS trains on April 12. Metra added four weekday ME trains on May 10, four Saturday ME trains on May 15 and four Sunday ME trains on May 16. On May 29 Metra restored Saturday service on the BNSF, MD-N, MD-W, RI, UP-N, UP-NW, and UP-W lines, resulting in an increase of 46 Saturday revenue trains systemwide. There was no change in the number of daily scheduled trains in June.

Under these alternate and modified schedules, Metra operated 422 scheduled revenue trains each weekday in June, which is a 39 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 231 revenue trains each Saturday in June, which is a 15 percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 Sunday revenue trains in June, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of these changes under the alternative schedules, Metra operated about 32 percent fewer revenue trains in June 2021 than in June 2019, but about 33 percent more revenue trains than in June 2020.

Metra has developed a set of service restoration principles to guide schedule design as service is added back. These principles will help Metra meet the needs of riders as travel demand approaches a new normal. Metra will continue to monitor ridership and will add service back incrementally throughout the system to stay ahead of the ridership growth curve and ensure that adequate service is in place to provide social distancing and encourage ridership.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
June 2021**

	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			
<b>BNSF</b>	572	2	99.7%	462	6	98.7%	1,034	8	99.2%	120	10	91.7%	80	1	98.8%	1,234	19	98.5%
<b>ME-ML</b>	462	5	98.9%	792	15	98.1%	1,254	20	98.4%	96	6	93.8%	96	2	97.9%	1,446	28	98.1%
<b>ME-BI</b>	154	1	99.4%	264	2	99.2%	418	3	99.3%	--	--	--	--	--	--	418	3	99.3%
<b>ME-SC</b>	<u>242</u>	<u>2</u>	99.2%	<u>594</u>	<u>3</u>	99.5%	<u>836</u>	<u>5</u>	99.4%	<u>80</u>	<u>3</u>	96.3%	<u>80</u>	<u>3</u>	96.3%	<u>996</u>	<u>11</u>	98.9%
<b>Subtotal</b>	858	8	99.1%	1,650	20	98.8%	2,508	28	98.9%	176	9	94.9%	176	5	97.2%	2,860	42	98.5%
<b>HC</b>	88	11	87.5%	--	--	--	88	11	87.5%	--	--	--	--	--	--	88	11	87.5%
<b>MD-N</b>	352	34	90.3%	396	40	89.9%	748	74	90.1%	80	14	82.5%	72	8	88.9%	900	96	89.3%
<b>MD-W</b>	<u>352</u>	<u>25</u>	92.9%	<u>440</u>	<u>15</u>	96.6%	<u>792</u>	<u>40</u>	94.9%	<u>96</u>	<u>14</u>	85.4%	<u>72</u>	<u>6</u>	91.7%	<u>960</u>	<u>60</u>	93.8%
<b>Subtotal</b>	704	59	91.6%	836	55	93.4%	1,540	114	92.6%	176	28	84.1%	144	14	90.3%	1,860	156	91.6%
<b>NCS</b>	132	8	93.9%	--	--	--	132	8	93.9%	--	--	--	--	--	--	132	8	93.9%
<b>RI</b>	440	30	93.2%	748	50	93.3%	1,188	80	93.3%	132	4	97.0%	112	9	92.0%	1,432	93	93.5%
<b>SWS</b>	154	10	93.5%	66	12	81.8%	220	22	90.0%	--	--	--	--	--	--	220	22	90.0%
<b>UP-N</b>	264	2	99.2%	616	16	97.4%	880	18	98.0%	104	2	98.1%	72	5	93.1%	1,056	25	97.6%
<b>UP-NW</b>	418	10	97.6%	528	11	97.9%	946	21	97.8%	136	17	87.5%	84	8	90.5%	1,166	46	96.1%
<b>UP-W</b>	<u>264</u>	<u>24</u>	90.9%	<u>484</u>	<u>51</u>	89.5%	<u>748</u>	<u>75</u>	90.0%	<u>80</u>	<u>3</u>	96.3%	<u>72</u>	<u>18</u>	75.0%	<u>900</u>	<u>96</u>	89.3%
<b>Subtotal</b>	946	36	96.2%	1,628	78	95.2%	2,574	114	95.6%	320	22	93.1%	228	31	86.4%	3,122	167	94.7%
<b>System</b>	3,894	164	95.8%	5,390	221	95.9%	9,284	385	95.9%	924	73	92.1%	740	60	91.9%	10,948	518	95.3%

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

Delays data for most recent month is final (07/15/2021) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - June 2021**

	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			
<b>BNSF</b>	3,162	73	97.7%	2,527	60	97.6%	5,689	133	97.7%	570	26	95.4%	560	11	98.0%	6,819	170	97.5%
<b>ME-ML</b>	2,577	41	98.4%	4,392	77	98.2%	6,969	118	98.3%	548	10	98.2%	592	8	98.6%	8,109	136	98.3%
<b>ME-BI</b>	889	16	98.2%	1,434	29	98.0%	2,323	45	98.1%	--	--	--	--	--	--	2,323	45	98.1%
<b>ME-SC</b>	<u>1,397</u>	<u>24</u>	98.3%	<u>3,429</u>	<u>37</u>	98.9%	<u>4,826</u>	<u>61</u>	98.7%	<u>520</u>	<u>12</u>	97.7%	<u>560</u>	<u>7</u>	98.8%	<u>5,906</u>	<u>80</u>	98.6%
<b>Subtotal</b>	4,863	81	98.3%	9,255	143	98.5%	14,118	224	98.4%	1,068	22	97.9%	1,152	15	98.7%	16,338	261	98.4%
<b>HC</b>	508	73	85.6%	--	--	--	508	73	85.6%	--	--	--	--	--	--	508	73	85.6%
<b>MD-N</b>	1,891	160	91.5%	2,137	163	92.4%	4,028	323	92.0%	478	33	93.1%	504	30	94.0%	5,010	386	92.3%
<b>MD-W</b>	<u>2,017</u>	<u>178</u>	91.2%	<u>2,535</u>	<u>130</u>	94.9%	<u>4,552</u>	<u>308</u>	93.2%	<u>498</u>	<u>45</u>	91.0%	<u>504</u>	<u>35</u>	93.1%	<u>5,554</u>	<u>388</u>	93.0%
<b>Subtotal</b>	3,908	338	91.4%	4,672	293	93.7%	8,580	631	92.6%	976	78	92.0%	1,008	65	93.6%	10,564	774	92.7%
<b>NCS</b>	622	71	88.6%	--	--	--	622	71	88.6%	--	--	--	--	--	--	622	71	88.6%
<b>RI</b>	2,440	111	95.5%	4,218	184	95.6%	6,658	295	95.6%	753	28	96.3%	784	23	97.1%	8,195	346	95.8%
<b>SWS</b>	889	56	93.7%	381	50	86.9%	1,270	106	91.7%	--	--	--	--	--	--	1,270	106	91.7%
<b>UP-N</b>	1,524	28	98.2%	3,556	111	96.9%	5,080	139	97.3%	508	13	97.4%	504	22	95.6%	6,092	174	97.1%
<b>UP-NW</b>	2,413	89	96.3%	3,048	103	96.6%	5,461	192	96.5%	611	38	93.8%	588	27	95.4%	6,660	257	96.1%
<b>UP-W</b>	<u>1,524</u>	<u>128</u>	91.6%	<u>2,794</u>	<u>235</u>	91.6%	<u>4,318</u>	<u>363</u>	91.6%	<u>478</u>	<u>17</u>	96.4%	<u>504</u>	<u>52</u>	89.7%	<u>5,300</u>	<u>432</u>	91.8%
<b>Subtotal</b>	5,461	245	95.5%	9,398	449	95.2%	14,859	694	95.3%	1,597	68	95.7%	1,596	101	93.7%	18,052	863	95.2%
<b>System</b>	21,853	1,048	95.2%	30,451	1,179	96.1%	52,304	2,227	95.7%	4,964	222	95.5%	5,100	215	95.8%	62,368	2,664	95.7%

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

Delays data for most recent month is final (07/15/2021) 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-Jun	Annual
BNSF	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	94.5%	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	95.5%	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	91.8%	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	94.0%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.4%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5							97.5%	97.5%
	2016-2020 average	93.8	93.3	96.0	96.0	94.1	93.9	94.1	94.2	93.8	94.9	94.4	95.1	94.5%	94.5%
ME	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	98.3%	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	97.9%	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	98.3%	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	97.6%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5							98.4%	98.4%
	2016-2020 average	97.0	96.7	98.8	99.1	98.4	97.7	97.8	98.3	98.3	98.5	97.9	97.9	98.0%	98.0%
HC	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	94.8%	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	94.1%	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	87.2%	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	85.9%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	90.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5							85.6%	85.6%
	2016-2020 average	88.5	90.2	92.3	94.3	87.2	90.0	90.0	92.1	91.6	91.0	90.2	93.1	90.5%	90.9%
MD-N	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	94.6%	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	95.5%	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	92.4%	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	91.6%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	95.7%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3							92.3%	92.3%
	2016-2020 average	92.8	92.1	95.8	95.0	94.0	93.4	92.5	93.7	93.3	94.4	92.5	94.0	93.9%	93.6%
MD-W	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	94.7%	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	96.0%	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	95.4%	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	94.8%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.4%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8							93.0%	93.0%
	2016-2020 average	94.8	93.1	95.7	96.4	96.0	95.8	95.5	95.6	96.4	95.9	94.2	93.4	95.3%	95.2%
NCS	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	93.9%	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	94.3%	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	92.4%	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	93.6%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.2%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9							88.6%	88.6%
	2016-2020 average	91.7	89.6	94.5	94.8	93.9	95.3	95.7	95.4	94.6	94.5	92.6	92.7	93.3%	93.7%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jun	Annual
RI	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	95.9%	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	96.5%	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	94.1%	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	92.1%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	94.9%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5							95.8%	95.8%
	<b>2016-2020 average</b>	92.4	92.7	96.7	97.1	94.4	95.1	94.0	94.9	94.6	96.7	94.4	95.0	94.7%	94.8%
SWS	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	95.6%	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	91.9%	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	92.8%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	96.1%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0							91.7%	91.7%
	<b>2016-2020 average</b>	94.3	93.4	95.5	96.0	93.4	92.8	93.4	92.9	93.1	94.0	93.5	95.0	94.3%	94.0%
UP-N	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	97.9%	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	97.4%	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	96.9%	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	94.6%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.4%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6							97.1%	97.1%
	<b>2016-2020 average</b>	95.9	96.0	97.5	97.7	97.7	97.2	96.5	96.4	97.4	97.3	96.1	97.3	97.0%	96.9%
UP-NW	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	97.3%	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	96.0%	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	94.6%	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	93.2%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.9%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1							96.1%	96.1%
	<b>2016-2020 average</b>	95.1	94.5	96.9	96.2	96.2	94.2	93.7	95.2	95.8	95.4	92.6	95.3	95.5%	95.1%
UP-W	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	95.0%	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	94.4%	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	91.9%	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	90.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.9%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3							91.8%	91.8%
	<b>2016-2020 average</b>	94.0	90.9	95.2	94.8	91.9	94.4	93.3	93.7	94.6	93.7	92.7	92.2	93.6%	93.5%
System excluding South Shore	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	96.3%	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	96.4%	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	94.7%	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	94.0%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.6%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3							95.7%	95.7%
	<b>2016-2020 average</b>	94.7	94.0	96.8	96.9	95.6	95.4	95.1	95.6	95.7	96.1	94.8	95.4	95.6%	95.5%

Delays data for most recent month is final (07/15/2021) version from TOPS.

'2016-2020 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  
June 2021**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	918 <b>82% OT</b>	Mon, Jun 07	12	D	(GENERAL FREIGHT INTERFERENCE) - 6 MIN STOPPED AT BRIGHTON No freight information given
		Tue, Jun 08	21	ZN	UP DISPATCHER TOOK 21M TO TIME OUT RECLEAR SIGNAL AFTER TALKING TO CREW
		Fri, Jun 11	20	YF	Departed late due to Derailment YCHI3071-10A 13,000ft 6" stop signal at Corwith E/B BNSF 8204 14,000FT. 2 to 1 at 47 XO
		Fri, Jun 18	10	F	(CAB CAR / TRL / MU MALFUNCTION) - 9M EN ROUTE DUE TO B/O RADIO. TROUBLE COMM. W FLAGMEN THRU FORM B.S.
MD-N	2102 <b>82% OT</b>	Fri, Jun 04	11	RF	3" Operating on approach signals, following freight train Lake Forest to Deerfield; -8" Stop signal Mayfair; -3" Stop signal A-2
		Thu, Jun 17	6	ZT	6" PTC problems beginning @ Rondout, authority to C/O PTC @ Lake Forest
		Fri, Jun 18	12	G	13" Signal problems, track circuit out @ Liberty East, talked by, restricted speed; Stop signal Mayfair, U.P. cross-traffic
		Tue, Jun 22	17	B	-20 SIGNAL PROBLEMS, TRACK CIRCUIT OUT @A-2
MD-N	2109 <b>77% OT</b>	Thu, Jun 03	8	GM	-8 min crossing malfunction at Canal St
		Mon, Jun 14	22	CG	12" Following 2209 from CUS to A-2 (PTC problems @ Racine); -17" Stop signal Mayfair, difficulties contacting CY Tower Operator
		Thu, Jun 17	8	ZT	5" CUS to A-2 following 2209; Freight interference A-20, X/O @ Deerfield
		Fri, Jun 18	11	ZA	4" Departed CUS late due to following other late trains. -7" Trains ahead, 2209 following late Amtrak 331 due to PTC problems CUS to A-5; -4" Signal problems track circuit out @ Lake Forest
MD-N	2113 <b>82% OT</b>	Thu, Jun 03	11	ZT	11 min - PTC forced them to stop at Greenwood Ave for several minutes even though it had a diverging clear screen. After going through crossovers, it changed to a restricting, until the next signal.
		Thu, Jun 10	15	U	3" Departed CUS late due to last minute ADA; -3" ADA Healy (load); -3" Track construction; -3" ADA Glenview (unload) -3" ADA Libertyville (unload)
		Fri, Jun 18	13	G	15" Signal problems, track circuit out @ Lake Forest East
		Wed, Jun 23	13	CH	13" Form B Foreman Calderon outside of CUS, following tardy 2213 & TB #8200 @ Carpenter St. Barricade caused PTC issues (CONTRACTOR ISSUE)
MD-N	2124 <b>73% OT</b>	Wed, Jun 02	6	D	9 min advanced approach at Deerfield following a freight train to A-20, then stopped at A-20 waiting for the freight to clear.
		Mon, Jun 14	7	G	7" PTC signal problems @ Winchester, Liberty West
		Wed, Jun 23	11	GT	8" Departed Fox Lake late due to waiting on signal indication Fox Lake West; -1" Temporary speed restriction; -1" Healy waiting on 2109
		Thu, Jun 24	9	GT	-6" Departed Fox Lake late due to Fox Lake West signal lag; -2" Sticky door (#7337); -2" Track construction Foreman Calderon
		Tue, Jun 29	17	G	#11 switch failure AT A5
		Wed, Jun 30	8	GT	-8" Departed Fox Lake late due signal lag Fox Lake West; -6" Sticky door 6164
MD-N	2132 <b>82% OT</b>	Mon, Jun 07	15	G	15" Disabled freight train interference Morton Grove (PTC); Automatic Grade Crossing malfunction item #2 @ Devon & Item #1 @ Caldwell Ave
		Mon, Jun 14	6	G	10" Stop signal Liberty West
		Fri, Jun 18	13	GT	18" Stop signal Mayfair, CY computer system crashed
		Mon, Jun 21	16	RF	3" Temporary speed restriction mp 34.8 30mph; -4" Stop signal Rondout; -12" Stop signal Mayfair (block up in the plant); -2" Approach, restricting A-2
MD-N	2133 <b>73% OT</b>	Mon, Jun 07	7	A1	7 min late, 5 min following 2131 (HELD AT MAYFAIR) to A-5, 4 min stop signal Deerfield
		Fri, Jun 11	8	G1	Red signal at 22.1
		Thu, Jun 17	7	ZA	7 min late, late meet with 2148. AMTRAK 339 PTC ISSUES
		Fri, Jun 18	10	E1	10 min late, following a late 2227 and 2131 to A-5, PTC issues restricted speed Grayland-Mayfair, item 2 Oakton St.
		Tue, Jun 22	10	F	18 min at Sullivan's shanty with door issues. RELAY REPLACED
		Mon, Jun 28	10	AM	3 min to re engage ptc canal st. 4 min stop signal Deerfield, wait on Amtrak
MD-N	2136 <b>82% OT</b>	Thu, Jun 10	6	U	6 min late, loading ADA.
		Mon, Jun 14	9	C	3 min stop signal CN, 3 min 30 MPH 34.8-35.0, 3 min stop signal Mayfair.
		Mon, Jun 28	11	D	11 min late, enroute following CP freight Deerfield to A-20.
		Tue, Jun 29	12	D	FOLLOWING FREIGHT TRAIN FROM DEERFIELD TO NORTHBROOK A20 ON APPROACH AND RESTRICTING SIGNAL
MD-N	2140 <b>82% OT</b>	Thu, Jun 03	8	GM	-4 min Item 1 at mp 41.52; -3 min stopped at Golf waiting for w/b freight; -4 min stopped at Mayfair; -4 min stopped at A-2
		Mon, Jun 14	6	D	10 min CN freight interference.
		Fri, Jun 18	13	E1	fallout from loco issues on west line
		Mon, Jun 21	31	KP	31 min late, 35 min CPD police activity near Mayfair.
MD-N	2143 <b>77% OT</b>	Thu, Jun 03	8	GT	-15 min switch problems at Rondout and waiting for Amtrak 340 and 2152 to pass.
		Fri, Jun 11	11	G1	12 min Rondout tied up with 2141/2152.
		Fri, Jun 18	12	L	13 min late, 4 min restricted (trespassers) speed MP 11.0, 4 min Copying item 2 for Oakton St. 3 min near miss Touhy Ave. semi fouling 1 MT.
		Thu, Jun 24	7	ZT	7 min late, 6 min PTC issues form B-8152, 3 min speed restrictions 30 MPH MP 34.8 35.8, 2 min loading issues loco 89.
		Wed, Jun 30	7	FW	7 min late, 6 min due to heavy rain door controller malfunctioned - LOOSE WIRE, 4 min waiting on 2152 to clear Rondout.
		MD-W	2202 <b>82% OT</b>	Tue, Jun 01	10
Thu, Jun 03	18	F	17 minutes down due to loose MU cable and traction motor #2 cut out and also no dynamic brakes. MU Receptacle pins retaining clips flattened on 7328		
Tue, Jun 08	6	ZB	6" PTC issues (Foreman Ramirez)		
Fri, Jun 25	6	RF	-7" Stop signal Spaulding; Slow passenger loading due to heavy rain		



**Table 3 (continued): Weekday Trains less than 85% On-Time  
June 2021**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MD-W	2208 <b>82% OT</b>	Fri, Jun 04	11	J1	-11" Operating on approach signals Spaulding to B-12, following 2206	
		Mon, Jun 07	7	H	7" Departed Elgin late due to mechanical problems, back-up cab car cut-in.	
		Fri, Jun 18	11	D	15mph Temporary speed restriction mp 34.3-34.0; Freight train interference, X/O 2MT to 1MT Medinah to Roselle; Signal problems B-17, operating on approach signals Wooddale to Franklin Park FREIGHT ON MAIN, PASSENGERS TOOK LONGER TO BOARD	
		Mon, Jun 21	12	D	15mph Temporary speed restriction, Freight interference Medinah to Roselle, Signal problems at B 17	
MD-W	2210 <b>73% OT</b>	Mon, Jun 07	9	H1	-5 ADA Schaumburg to Roselle; -3 door problems #8245	
		Wed, Jun 09	8	UF	5" ADA Schaumburg to Roselle, issues with the roll stop flap #7453; Door problems #8245	
		Tue, Jun 15	15	G	10" Signal problems, track circuit out Roselle to Medinah restricted speed; Elmwood Park restricting	
		Fri, Jun 18	8	D	9" Following late 2208	
		Mon, Jun 21	9	D1	Following late 2208	
Thu, Jun 24	11	GF	-15" Signal problems track circuit out @ Spaulding, verbal permission by, restricted speed to Bartlett			
MD-W	2227 <b>77% OT</b>	Tue, Jun 08	9	GM	9 min late, passenger loading and item 2 at Naperville Rd.	
		Fri, Jun 11	12	U	door issues reported on 8255 AND MULTIPLE ADAs	
		Mon, Jun 14	8	D	9 min waiting on inbound 2244 (freight interference) at B-12 freight interference.	
		Fri, Jun 18	16	E1	16 min late, 14 min CUS brake issues with doubleheader 426/89, 6 min two ADA's.	
Wed, Jun 23	11	U	11 min late, ADA, meeting on inbound trains, MP 6.5 PTC issues.			
RI	420 <b>82% OT</b>	Fri, Jun 18	0	M1	Annulled involving 409 incident	
		Mon, Jun 21	11	RO	(HUMAN ERROR METRA TOWER OPERATOR) - WAITING ON SIGNAL 19M ACCOUNT NEWER TOWER OPERATOR LINING UP FREIGHT TRAIN, IAIS506+1, 2X79, 3709 TONS	
		Mon, Jun 28	12	ZT	(PTC BACK OFFICE/SOFTWARE) - 5M RESTRICTED SPEED FROM 191ST TO HICKORY CREEK ACCOUNT PTC FORCING TRAIN TO DO RESTRICTED SPEED EVEN THOUGH TH	
		Wed, Jun 30	20	RD	PUT IAIS 510 8006 ft 80/67 IN FRONT OF RI420 AND FREIGHT DIDN'T TAKE LINE UP FOR 10 TO 15 MINS. NEVER REPORTED IT TO DISPATCHER	
RI	609 <b>68% OT</b>	Thu, Jun 03	6	I	2" 103rd elderly woman slow to exit 2" 107th passengers were asking questions on platform	
		Fri, Jun 04	7	G	Flagged at Gresham signal wouldn't indicate. Restricted speed to next signal.	
		Thu, Jun 10	6	U	3" ADA LSS to 103rd 2" at 123rd for large family with stroller slow to unload.	
		Wed, Jun 16	7	G	6" Talked by red signal at Gresham restricted speed to CP Elizabeth 3" ADA Wheelchair LSS to 103rd	
		Thu, Jun 17	8	D	4" at 16th Street waiting on CN L536 IC2700 151 cars 8800 ft to clear. Per TTR1 lost 2" between 81st and Gresham and 2" between Gresham and Brainerd	
		Fri, Jun 25	24	ZT	(PTC BACK OFFICE/SOFTWARE) - PTC ISSUES GETTING BY CLEAR SIGNAL AT 14TH ST, RED FENCE IN CAB	
Mon, Jun 28	7	I	(PASSENGER HANDLING, RUNNING TIME) - 4M ENROUTE SLOW LOADING/UNLOADING PASSENGERS			
RI	613 <b>64% OT</b>	Thu, Jun 03	9	R	Slow running (engineer), door light, and flag stop	
		Tue, Jun 08	6	I	(PASSENGER HANDLING, RUNNING TIME) - 4M ENROUTE FOR SLOW UNLOADING 99TH, 103RD, AND 111TH	
		Wed, Jun 16	7	G	8" PTC DIDN T RECOGNIZE THE GRESHAM SIGNAL WHICH FORCED THE CREW TO DO RESTRICTED SPEED FROM GRESHAM TO CP ELIZABETH (Gresham A/C unit malfunctioning)	
		Mon, Jun 21	6	I	(PASSENGER HANDLING, RUNNING TIME) - 3M ENROUTE SLOW LOADING/UNLOADING	
		Wed, Jun 23	6	F	(CAB CAR / TRL / MU MALFUNCTION) - TRAIN TOOK 4 MINUTE DELAY DUE TO DOOR MALFUNCTION AT STOPS 99TH - 111TH 1 MINUTE DELAY EACH. CAR 8563 FAULTY	
		Thu, Jun 24	6	KW	4" Wheel slip in BEV. due to rain 2" Crew change had people for 127	
Fri, Jun 25	17	K	(OBSTRUCTION ON TRACKS) - WALK OVER AND THEN 5 MPH OVER CERMAK, TRUCK STRIKE BRIDGE			
Mon, Jun 28	7	R	(-7) 3 minutes for running time between 81st and Brainerd, 2 minutes for elderly woman needing to utilize the lift. 2 minutes for crew change at 127th			
RI	615 <b>82% OT</b>	Wed, Jun 16	15	G	Gresham A/C unit malfunctioning	
		Mon, Jun 21	6	I	(PASSENGER HANDLING, RUNNING TIME) - 6M ENROUTE SLOW LOADING/UNLOADING	
		Thu, Jun 24	6	KW	Slippery rail	
		Mon, Jun 28	6	U	(ACCESSIBILITY RELATED (ADA)) - 3M FOR A PASSENGER USING THE LIFT AT 95TH AND THEN BI	
SWS	815 <b>73% OT</b>	Fri, Jun 04	9	CC	(SCHEDULED TRACK WORK) - 3 ITEM 1 AT 143RD FOR SCHEDULED TRACK WORK	
		Mon, Jun 07	33	ZB	33M RUNNING RESTRICTING BETWEEN 518 & 59TH THEN FORESTHILL TO ASHBURN PTC UNABLE TO RECONGNIZE SIGNALS. (BAD FILE WAS PUSHED)	
		Thu, Jun 17	19	CG	Had to stop and have Landers give 7 gate malfunctions for schedul work	
		Mon, Jun 21	14	GF	12" BRC JCT track circuit had to get flagged by	
		Fri, Jun 25	48	DD	stopped at CP 518 49 min due to 25Z NS1023 10,797FT train into 55th st yard. 13" Door problems at CUS	
Mon, Jun 28	13	DD	STOPPED WAITING FOR Q192-28 10,000FT TO CLEAR FORESTHILL			
SWS	824 <b>77% OT</b>	Thu, Jun 10	10	ZP	6" At BRC PTC problems (Metra issue), 4" at 21st Cross traffic	
		Thu, Jun 17	8	CA	8" Stopped at 21st waiting for bridge	
		Fri, Jun 18	12	DE1	Crew change in Manhattan	
		Fri, Jun 25	18	DD1	Late turn from SWS 815	
		Mon, Jun 28	20	DD	STOPPED WAITING FOR X369-28 11,000 FT TO CLEAR AT ASHBURN HAD TO YARD IN 3 SEPERATE TRACKS ON THE BRC	
UP-W	13 <b>77% OT</b>	Tue, Jun 15	12	ZT	PTC ISSUES @ PARK (HAD TO DO A SOFT CUTOUT); 30MPH THRU VILLA PARK & HAD TO WAIT FOR TTD TO RESPOND FOR ASSISTANCE TO OPERATE IN ATC	
		Wed, Jun 16	14	E	"-13 Delayed at Melrose Park due to engine issues METX 147 - MB MOTOR /RELAYS REVERSED EXPERIMENTAL MODIFICATION	
		Thu, Jun 17	29	D	Delayed following freight (MCHBO)	
		Mon, Jun 21	39	J	DELAYED @ OAK PARK, POLICE ACTIVITY ON THE TRAIN	
		Tue, Jun 29	9	YF	9" Delayed @ Melrose Park, waited for M16 to clear on acct. of trk 1 OOS, due to a freight derailment on the Maywood lead	

**Table 3 (continued): Weekday Trains less than 85% On-Time  
June 2021**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
UP-W	20 <b>82% OT</b>	Wed, Jun 02	10	I	SLOW LOADING PASSENGERS AT WINFIELD, WHEATON, GLEN, AND ELMWOOD	
		Thu, Jun 03	0	XE	M20 Annulled at West Chicago due to the engine not loading. - CHANGED SLIP RING BRUSH HOLDERS	
		Thu, Jun 10	7	I	SLOW LOADING ADA PASSENGER/ 2 EMPLOYEE STOPS	
		Mon, Jun 14	9	I	HELD AT PECK FOR IGLAD FOR 4 MINUTES, ALSO HEAVY LOADING AT MANY STOPS.	
UP-W	29 <b>68% OT</b>	Tue, Jun 01	7	D1	DELAYED WAITING ON M44 TO CLEAR PARK ON ACCT. OF A FREIGHT TRAIN ON TRK 1 (CNAWK9 GOING INTO 30M)	
		Wed, Jun 02	7	GF	DELAYED DUE TO JB TOWERS NOT GIVING THEM A SIGNAL AND RUNNING FREIGHT IN FRONT OF THEM	
		Thu, Jun 03	15	D	Delayed following freight train MCMBO-02 enroute.	
		Wed, Jun 09	12	R	DELAYED DUE TO SLOW LOADING ENGINE METX 90 (Engineer issue)	
		Fri, Jun 11	11	I	Slow passenger loading @ Elmhurst & Villa Park on track 2 boarding from the crossings.	
		Tue, Jun 29	47	D	47" Delayed following freight from Kedzie - Elburn (MCHBO)	
		Wed, Jun 30	8	D	8" Delayed @ Provo Junction waited for M44 to clear. WAITING FOR FREIGHT	
UP-W	44 <b>77% OT</b>	Tue, Jun 01	20	D	DELAYED @ ELMHURST ON ACCT. OF FREIGHT TRAIN INTERFERENCE (CNAWK9 GOING INTO 30M) & PTC ISSUES @ WOLF RD (LOST COMMUNICATION) OPERATED IN ATC	
		Thu, Jun 03	36	Q1	Delayed due to the late arrival of M25.	
		Fri, Jun 11	12	D	Late turn of equipment from M25 also heavy loading of Cubs passengers.	
		Mon, Jun 14	7	ZT	DEPARTED ELBURN LATE DUE TO PTC ISSUES, WAITED FOR THE HELP DESK TO RESPOND, AND WAITED FOR DISPATCH TO GIVE PERMISSION TO RUN ATC TO CHICAGO	
		Tue, Jun 29	12	GT	12" Delayed @ CPY038 on acct. of CAD warm start	
UP-W	48 <b>82% OT</b>	Wed, Jun 02	17	D	FREIGHT TRAIN INTERFERENCE @ GENEVA & SLOW LOADING @ GENEVA	
		Tue, Jun 08	17	ZT	DEPARTED ELBURN 8 MINUTES LATE DUE TO PTC FAILURE, STOPPED AT MP 41 DUE TO ATC FAILURE, RAN TO CPT ON ABSOLUTE BLOCKS	
		Wed, Jun 09	44	W	STOPPED AT MAYWOOD FOR A REPORT OF A NATURAL GAS LEAK AT RIVER FOREST	
UP-W	53 <b>77% OT</b>	Tue, Jun 29	37	D1	37" Late turn off M29 on acct. of freight interference (MCHBO)	
		Wed, Jun 09	10	D	STOPPED AT KEDZIE WAITING FOR AMICH TO CLEAR ONTO THE ROCKWELL SUB.	
		Mon, Jun 21	23	J	WAITED FOR POLICE TO REMOVE AN UNRULY PASSENGER @ MELROSE PARK	
		Thu, Jun 24	24	J	24" Waited at CPT for Metra police to arrive to remove a passenger who was not wearing a mask (conductors request)	
		Mon, Jun 28	7	D	-7 Stopped at Park waiting for M56 to clear T3, MNPPR on T1 going into the yard.	
UP-W	56 <b>73% OT</b>	Wed, Jun 30	7	I	7" Slow passenger loading @ Oak Park & Elmhurst	
		Fri, Jun 04	26	J	DELAYED DUE TO WAITING ON POLICE TO REMOVE PASSENGER	
		Thu, Jun 17	7	D	Slow engine (9 cars local schedule with one engine) & freight interference 25th Ave	
		Fri, Jun 18	18	G	DELAYED AT KRESS DUE TO SIGNAL FAILURE	
		Tue, Jun 22	23	J	WAITED AT COLLEGE AVE FOR POLICE TO REMOVE AN UNRULY PASSENGER WHO WAS THREATENING THE CONDUCTOR	
		Wed, Jun 23	48	VE	DELAYED @ COLLEGE AVE (-35) ON ACCT. OF MECHANICAL ISSUES (HEP) WITH METX74 & DELAYED (-10) @ 25TH AVE ON ACCT. OF FREIGHT TRAIN INTERFERENCE (MNPAH ON TRK 1 & IOJPRJ ON TRK 2) - NO TROUBLE FOUND	
UP-W	66 <b>82% OT</b>	Wed, Jun 30	35	D1	35" Late turn off M37 on acct. of freight train interference.	
		Fri, Jun 04	15	RF	Crew delayed trying to get in touch with dispatcher to change warrants.	
		Wed, Jun 09	13	D	STOPPED AT KEDZIE WAITING FOR AG3AH TO CLEAR INTO THE ROCKWELL	
		Mon, Jun 14	9	CG	DEPARTED ELBURN 11 MINS DOWN WAITED FOR DISPATCHER TO VERIFY TRACK WARRANTS	
UP-W	66 <b>82% OT</b>	Wed, Jun 23	12	D	LATE TURN OFF M63; DELAYED FOLLOWING ILAG1-18 @ WEST CHICAGO; 3 XH PROCEDURES @ MP 25.02, MP24.94, & MP 24.76; 30MPH MTRK 1 BETWEEN MP34.5-34.25	

Data is final (07/15/2021) 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
<b>Passenger Train Interference</b>		<b>Human Error</b>		<b>Passenger Train Interference</b>	
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	<b>Freight Interference - Peak &amp; Off-Peak</b>	
<b>Accident</b>		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	<b>Accident</b>	
<b>Passenger Related</b>		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	<b>Passenger Related</b>	
J	Passenger Problems / Removal	YR	Derailment - Human Error, Transportation	JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	<b>Weather</b>		<b>Signal/Switch Failure</b>	
U	Accessibility Related ( ADA )	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	GA	Signal / Switch Failure Amtrak (Signal Dept.)
<b>Obstruction/Debris</b>		CW	M of W Work, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	EW	Locomotive Malfunction, Weather	<b>Track Work</b>	
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	<b>Non-Locomotive Equipment Issue</b>	
<b>Signal/Switch Failure</b>		KW	Obstruction On Tracks, Weather	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	<b>Locomotive Issue</b>	
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	<b>Human Error</b>	
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)
<b>Track Work</b>		<b>Other</b>		RS	Human Error, NICTD Transportation
C	Unscheduled Track Work	N	Utility Failure	<b>Weather</b>	
CC	Scheduled Track Work	S	Operational ( Efficiency ) Testing	DW	Freight Train Interference, Weather
CF	Engineering Equipment Malfunction	T	Property Vandalism	<b>PTC Related</b>	
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	ZA	PTC Amtrak Train (On-Board)
CH	Contractor Failure	<b>PTC Related</b>		ZD	PTC Foreign Line Transportation
<b>Catenary Failure</b>		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		
<b>Non-Locomotive Equipment Issue</b>		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		
<b>Locomotive Issue</b>		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**  
June 2021

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>1</b>	-	-	-	<b>3</b>	<b>12</b>	<b>14</b>	-	<b>4</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>79</b>
Freight Interference - Peak	-	-	-	-	3	3	8	-	-	5	-	1	6	26
Primary	-	-	-	-	3	3	7	-	-	3	-	1	5	22
Secondary	-	-	-	-	-	-	1	-	-	2	-	-	1	4
Freight Interference - Off-Peak	1	-	-	-	-	9	6	-	4	5	1	-	27	53
Primary	1	-	-	-	-	9	5	-	3	3	1	-	22	44
Secondary	-	-	-	-	-	-	1	-	1	2	-	-	5	9
<b>Signal/Switch Failure - Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	-	<b>1</b>	<b>37</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>7</b>	<b>84</b>
Signal/Switch Failure - Metra/PSA	-	1	1	-	-	32	6	1	11	-	2	2	4	60
Primary	-	1	1	-	-	25	5	1	11	-	1	2	4	51
Secondary	-	-	-	-	-	7	1	-	-	-	1	-	-	9
Signal/Switch Failure - Foreign	1	-	-	-	1	5	2	-	-	2	-	10	3	24
Primary	1	-	-	-	1	5	1	-	-	2	-	10	3	23
Secondary	-	-	-	-	-	-	1	-	-	-	-	-	-	1
<b>Mechanical Failure - Total</b>	<b>4</b>	-	-	<b>2</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>6</b>	-	<b>4</b>	<b>5</b>	<b>6</b>	<b>43</b>
Mechanical Failure - Metra/PSA	4	-	-	2	1	6	5	4	6	-	4	5	6	43
Non-Locomotive Equipment Issue - Metra/PSA	1	-	-	2	1	1	4	-	5	-	-	4	2	20
Primary	-	-	-	-	1	1	3	-	4	-	-	3	1	13
Secondary	1	-	-	2	-	-	1	-	1	-	-	1	1	7
Locomotive Issue - Metra/PSA	3	-	-	-	-	5	1	4	1	-	4	1	4	23
Primary	2	-	-	-	-	1	-	2	1	-	3	1	4	14
Secondary	1	-	-	-	-	4	1	2	-	-	1	-	-	9
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	-	-	-	-	-	<b>4</b>	-	-	<b>1</b>	-	-	-	-	<b>5</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	-	1	-	-	-	-	-	4
Passenger Train Interference - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
<b>Accident - Total</b>	<b>3</b>	-	-	-	<b>2</b>	-	-	-	<b>21</b>	-	-	<b>2</b>	<b>8</b>	<b>36</b>
Accident - Metra/PSA	-	-	-	-	-	-	-	-	21	-	-	2	-	23
Accident - Foreign	3	-	-	-	2	-	-	-	-	-	-	-	8	13
<b>Track Work - Total</b>	-	<b>2</b>	<b>1</b>	<b>1</b>	-	<b>5</b>	<b>7</b>	-	<b>4</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>38</b>
Track Work - Metra/PSA	-	2	1	1	-	5	7	-	4	2	6	7	2	37
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Human Error - Total</b>	-	-	-	<b>2</b>	<b>2</b>	<b>6</b>	<b>5</b>	-	<b>6</b>	<b>1</b>	<b>2</b>	-	<b>5</b>	<b>29</b>
Human Error - Metra/PSA	-	-	-	2	2	2	3	-	6	1	1	-	3	20
Human Error - Foreign	-	-	-	-	-	4	2	-	-	-	1	-	2	9
<b>PTC Related - Total</b>	-	<b>4</b>	-	<b>2</b>	<b>2</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>60</b>
PTC Related - Metra/PSA	-	4	-	2	1	13	6	1	8	4	4	1	10	54
PTC Related - Foreign	-	-	-	-	1	2	-	1	-	2	-	-	-	6
<b>Weather - Total</b>	<b>6</b>	<b>3</b>	-	-	-	<b>4</b>	<b>1</b>	-	<b>12</b>	-	<b>2</b>	<b>3</b>	-	<b>31</b>
Weather - Metra/PSA	6	3	-	-	-	4	1	-	12	-	2	3	-	31
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>3</b>	<b>10</b>	-	-	-	<b>3</b>	<b>9</b>	-	<b>14</b>	-	<b>3</b>	<b>8</b>	<b>17</b>	<b>67</b>
<b>Obstruction/Debris - Total</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>4</b>	-	<b>4</b>	<b>5</b>	-	<b>7</b>	-	<b>1</b>	<b>7</b>	<b>7</b>	<b>45</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	<b>1</b>	<b>1</b>
<b>Total Trains Delayed</b>	<b>19</b>	<b>28</b>	<b>3</b>	<b>11</b>	<b>11</b>	<b>96</b>	<b>60</b>	<b>8</b>	<b>93</b>	<b>22</b>	<b>25</b>	<b>46</b>	<b>96</b>	<b>518</b>
Total Metra/PSA Delays	14	28	3	11	4	72	42	7	89	7	23	35	50	385
Total Foreign Carrier Delays	5	0	0	0	7	24	18	1	4	15	2	11	46	133

Data for current month is final (07/15/2021) 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 June Over Previous Five Years: 2016-2020**

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>15</b>	-	<b>0</b>	-	<b>4</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>90</b>
Freight Interference - Peak	5	-	0	-	4	2	1	1	1	5	1	6	5	32
Primary	3	-	-	-	2	1	1	1	1	4	0	1	3	18
Secondary	2	-	0	-	1	1	-	0	0	1	0	5	3	14
Freight Interference - Off-Peak	10	-	-	-	0	5	6	5	6	9	1	2	14	58
Primary	8	-	-	-	0	3	5	5	5	7	0	1	11	44
Secondary	2	-	-	-	-	2	2	0	1	3	0	1	3	14
<b>Signal/Switch Failure - Total</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>11</b>	<b>100</b>
Signal/Switch Failure - Metra/PSA	7	6	4	2	0	12	5	1	9	4	3	8	10	71
Primary	4	4	3	2	0	8	3	1	7	2	3	4	5	46
Secondary	3	2	1	-	-	3	1	-	2	1	0	5	5	24
Signal/Switch Failure - Foreign	9	-	-	-	3	3	2	3	0	5	-	4	1	29
Primary	7	-	-	-	2	2	2	2	0	3	-	3	1	21
Secondary	2	-	-	-	1	1	1	1	-	2	-	1	-	8
<b>Mechanical Failure - Total</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>11</b>	<b>5</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>88</b>
Mechanical Failure - Metra/PSA	17	1	0	1	1	15	7	2	11	5	10	9	8	87
Non-Locomotive Equipment Issue - Metra/PSA	6	1	0	1	-	1	1	0	2	3	2	4	3	23
Primary	3	0	0	0	-	1	0	0	1	1	1	2	2	13
Secondary	3	1	-	0	-	-	0	-	1	2	1	1	1	10
Locomotive Issue - Metra/PSA	11	-	-	-	1	14	6	2	9	2	8	5	4	64
Primary	4	-	-	-	1	4	2	1	4	1	3	2	2	23
Secondary	7	-	-	-	0	10	4	1	5	2	5	3	2	40
Mechanical Failure - Foreign	-	0	-	-	-	0	-	-	-	-	-	-	-	0
<b>Passenger Train Interference - Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>16</b>
Passenger Train Interference - Metra/PSA	1	-	-	0	-	2	0	0	-	-	-	-	0	4
Passenger Train Interference - Foreign	6	0	0	0	1	1	0	-	-	3	-	-	-	12
<b>Accident - Total</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>2</b>	<b>25</b>
Accident - Metra/PSA	5	5	2	3	-	1	2	0	1	-	-	3	2	24
Accident - Foreign	-	-	-	-	-	-	0	-	-	-	-	1	0	1
<b>Track Work - Total</b>	<b>17</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>-</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>93</b>
Track Work - Metra/PSA	17	4	5	7	-	16	4	0	19	0	8	7	5	91
Track Work - Foreign	1	-	-	-	-	0	0	-	-	1	-	-	-	2
<b>Human Error - Total</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>70</b>
Human Error - Metra/PSA	9	8	4	5	0	7	3	1	4	2	3	4	2	53
Human Error - Foreign	4	0	-	-	2	3	1	1	0	2	0	3	1	18
<b>PTC Related - Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>11</b>
PTC Related - Metra/PSA	2	0	0	1	0	-	0	0	2	0	0	0	2	10
PTC Related - Foreign	-	-	-	-	-	-	-	0	0	-	-	0	-	1
<b>Weather - Total</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>1</b>	<b>5</b>	<b>-</b>	<b>26</b>
Weather - Metra/PSA	8	4	1	2	0	3	0	-	2	-	1	4	-	26
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	0	-	0
<b>Passenger Related - Total</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>15</b>	<b>22</b>	<b>13</b>	<b>118</b>
<b>Obstruction/Debris - Total</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>7</b>	<b>47</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>
<b>Other - Total</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>
<b>Total Trains Delayed</b>	<b>121</b>	<b>43</b>	<b>20</b>	<b>25</b>	<b>13</b>	<b>86</b>	<b>54</b>	<b>17</b>	<b>78</b>	<b>40</b>	<b>42</b>	<b>82</b>	<b>72</b>	<b>692</b>
Total Metra/PSA Delays	87	42	19	25	3	70	41	6	70	14	41	67	51	538
Total Foreign Carrier Delays	34	1	0	0	10	15	13	11	8	25	2	15	21	154

Data for current month is final (07/21/2020) 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 5.c: Train Delays by Cause and Line**  
**June 2021 Compared to Average June Over Previous Five Years: 2016-2020**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>(14)</b>	-	<b>(0)</b>	-	<b>(1)</b>	<b>5</b>	<b>6</b>	<b>(7)</b>	<b>(3)</b>	<b>(5)</b>	<b>(0)</b>	<b>(7)</b>	<b>14</b>	<b>(11)</b>
Freight Interference - Peak	(5)	-	(0)	-	(1)	1	7	(1)	(1)	(0)	(1)	(5)	1	(6)
Primary	(3)	-	-	-	1	2	6	(1)	(1)	(1)	(0)	0	2	4
Secondary	(2)	-	(0)	-	(1)	(1)	1	(0)	(0)	1	(0)	(5)	(2)	(10)
Freight Interference - Off-Peak	(9)	-	-	-	(0)	4	(0)	(5)	(2)	(4)	0	(2)	13	(5)
Primary	(7)	-	-	-	(0)	6	0	(5)	(2)	(4)	1	(1)	11	(0)
Secondary	(2)	-	-	-	-	(2)	(1)	(0)	-	(1)	(0)	(1)	2	(5)
<b>Signal/Switch Failure - Total</b>	<b>(15)</b>	<b>(5)</b>	<b>(3)</b>	<b>(2)</b>	<b>(2)</b>	<b>22</b>	<b>1</b>	<b>(3)</b>	<b>2</b>	<b>(7)</b>	<b>(1)</b>	-	<b>(4)</b>	<b>(16)</b>
Signal/Switch Failure - Metra/PSA	(7)	(5)	(3)	(2)	(0)	20	1	-	2	(4)	(1)	(6)	(6)	(11)
Primary	(4)	(3)	(2)	(2)	(0)	17	2	-	4	(2)	(2)	(2)	(1)	5
Secondary	(3)	(2)	(1)	-	-	4	(0)	-	(2)	(1)	1	(5)	(5)	(15)
Signal/Switch Failure - Foreign	(8)	-	-	-	(2)	2	(0)	(3)	(0)	(3)	-	6	2	(5)
Primary	(6)	-	-	-	(1)	3	(1)	(2)	(0)	(1)	-	7	2	2
Secondary	(2)	-	-	-	(1)	(1)	0	(1)	-	(2)	-	(1)	-	(7)
<b>Mechanical Failure - Total</b>	<b>(13)</b>	<b>(1)</b>	<b>(0)</b>	<b>1</b>	<b>0</b>	<b>(10)</b>	<b>(2)</b>	<b>2</b>	<b>(5)</b>	<b>(5)</b>	<b>(6)</b>	<b>(4)</b>	<b>(2)</b>	<b>(45)</b>
Mechanical Failure - Metra/PSA	(13)	(1)	(0)	1	0	(9)	(2)	2	(5)	(5)	(6)	(4)	(2)	(44)
Non-Locomotive Equipment Issue - Metra/PSA	(5)	(1)	(0)	1	1	(0)	3	(0)	3	(3)	(2)	0	(1)	(3)
Primary	(3)	(0)	(0)	(0)	1	(0)	3	(0)	3	(1)	(1)	1	(1)	(0)
Secondary	(2)	(1)	-	2	-	-	1	-	0	(2)	(1)	(0)	(0)	(3)
Locomotive Issue - Metra/PSA	(8)	-	-	-	(1)	(9)	(5)	2	(8)	(2)	(4)	(4)	(0)	(41)
Primary	(2)	-	-	-	(1)	(3)	(2)	1	(3)	(1)	0	(1)	2	(9)
Secondary	(6)	-	-	-	(0)	(6)	(3)	1	(5)	(2)	(4)	(3)	(2)	(31)
Mechanical Failure - Foreign	-	(0)	-	-	-	(0)	-	-	-	-	-	-	-	(0)
<b>Passenger Train Interference - Total</b>	<b>(7)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>1</b>	-	<b>(3)</b>	-	-	<b>(0)</b>	<b>(11)</b>
Passenger Train Interference - Metra/PSA	(1)	-	-	(0)	-	1	(0)	1	-	-	-	-	(0)	-
Passenger Train Interference - Foreign	(6)	(0)	(0)	(0)	(1)	(0)	(0)	-	-	(3)	-	-	-	(11)
<b>Accident - Total</b>	<b>(2)</b>	<b>(5)</b>	<b>(2)</b>	<b>(3)</b>	<b>2</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>20</b>	-	-	<b>(2)</b>	<b>6</b>	<b>11</b>
Accident - Metra/PSA	(5)	(5)	(2)	(3)	-	(1)	(2)	(0)	20	-	-	(1)	(2)	(1)
Accident - Foreign	3	-	-	-	2	-	(0)	-	-	-	-	(1)	8	12
<b>Track Work - Total</b>	<b>(17)</b>	<b>(2)</b>	<b>(4)</b>	<b>(6)</b>	-	<b>(11)</b>	<b>3</b>	<b>(0)</b>	<b>(15)</b>	<b>2</b>	<b>(2)</b>	<b>0</b>	<b>(3)</b>	<b>(55)</b>
Track Work - Metra/PSA	(17)	(2)	(4)	(6)	-	(11)	3	(0)	(15)	2	(2)	0	(3)	(54)
Track Work - Foreign	(1)	-	-	-	-	(0)	(0)	-	-	0	-	-	-	(1)
<b>Human Error - Total</b>	<b>(13)</b>	<b>(8)</b>	<b>(4)</b>	<b>(3)</b>	<b>(0)</b>	<b>(4)</b>	<b>0</b>	<b>(2)</b>	<b>2</b>	<b>(3)</b>	<b>(1)</b>	<b>(6)</b>	<b>2</b>	<b>(41)</b>
Human Error - Metra/PSA	(9)	(8)	(4)	(3)	2	(5)	(0)	(1)	2	(1)	(2)	(4)	1	(33)
Human Error - Foreign	(4)	(0)	-	-	(2)	1	1	(1)	(0)	(2)	1	(3)	1	(9)
<b>PTC Related - Total</b>	<b>(2)</b>	<b>4</b>	<b>(0)</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>49</b>
PTC Related - Metra/PSA	(2)	4	(0)	1	1	13	6	1	6	4	4	1	8	44
PTC Related - Foreign	-	-	-	-	1	2	-	1	(0)	2	-	(0)	-	5
<b>Weather - Total</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>1</b>	<b>1</b>	-	<b>10</b>	-	<b>1</b>	<b>(2)</b>	-	<b>5</b>
Weather - Metra/PSA	(2)	(1)	(1)	(2)	(0)	1	1	-	10	-	1	(1)	-	5
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	(0)	-	(0)
<b>Passenger Related - Total</b>	<b>(10)</b>	<b>2</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>(9)</b>	<b>(6)</b>	<b>(0)</b>	<b>(3)</b>	<b>(1)</b>	<b>(12)</b>	<b>(14)</b>	<b>4</b>	<b>(51)</b>
<b>Obstruction/Debris - Total</b>	<b>(6)</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>(1)</b>	<b>2</b>	<b>1</b>	<b>(0)</b>	<b>3</b>	<b>(2)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>(2)</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(3)</b>
<b>Other - Total</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(0)</b>	<b>(2)</b>	<b>-</b>	<b>(1)</b>	<b>-</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(4)</b>
<b>Total Trains Delayed</b>	<b>(102)</b>	<b>(15)</b>	<b>(17)</b>	<b>(14)</b>	<b>(2)</b>	<b>10</b>	<b>6</b>	<b>(9)</b>	<b>15</b>	<b>(18)</b>	<b>(17)</b>	<b>(36)</b>	<b>24</b>	<b>(174)</b>
Total Metra/PSA Delays	-73	-14	-16	-14	1	2	1	1	19	-7	-18	-32	-1	-153
Total Foreign Carrier Delays	-29	-1	0	0	-3	9	5	-10	-4	-10	0	-4	25	-21

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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.

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 - June 2021

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>20</b>	-	-	-	<b>26</b>	<b>33</b>	<b>89</b>	<b>16</b>	<b>16</b>	<b>27</b>	<b>3</b>	<b>16</b>	<b>150</b>	<b>396</b>
Freight Interference - Peak	6	-	-	-	26	12	37	16	5	16	-	6	46	170
Primary	6	-	-	-	25	11	33	15	3	12	-	6	34	145
Secondary	-	-	-	-	1	1	4	1	2	4	-	-	12	25
Freight Interference - Off-Peak	14	-	-	-	-	21	52	-	11	11	3	10	104	226
Primary	12	-	-	-	-	21	47	-	10	9	3	10	77	189
Secondary	2	-	-	-	-	-	5	-	1	2	-	-	27	37
<b>Signal/Switch Failure - Total</b>	<b>11</b>	<b>22</b>	<b>8</b>	<b>9</b>	<b>19</b>	<b>87</b>	<b>43</b>	<b>14</b>	<b>61</b>	<b>26</b>	<b>8</b>	<b>22</b>	<b>23</b>	<b>353</b>
Signal/Switch Failure - Metra/PSA	3	22	8	9	-	73	39	9	59	6	8	7	14	257
Primary	3	15	6	5	-	60	35	9	57	5	5	7	9	216
Secondary	-	7	2	4	-	13	4	-	2	1	3	-	5	41
Signal/Switch Failure - Foreign	8	-	-	-	19	14	4	5	2	20	-	15	9	96
Primary	7	-	-	-	19	11	3	5	2	17	-	14	9	87
Secondary	1	-	-	-	-	3	1	-	-	3	-	1	-	9
<b>Mechanical Failure - Total</b>	<b>15</b>	<b>1</b>	-	<b>2</b>	<b>2</b>	<b>36</b>	<b>31</b>	<b>11</b>	<b>32</b>	<b>4</b>	<b>18</b>	<b>14</b>	<b>37</b>	<b>203</b>
Mechanical Failure - Metra/PSA	15	1	-	2	2	36	31	11	32	4	18	14	37	203
Non-Locomotive Equipment Issue - Metra/PSA	3	1	-	2	2	4	8	-	8	-	8	5	19	60
Primary	2	1	-	2	2	3	6	-	7	-	7	4	8	40
Secondary	1	-	-	2	-	1	2	-	1	-	1	1	11	20
Locomotive Issue - Metra/PSA	12	-	-	-	-	32	23	11	24	4	10	9	18	143
Primary	8	-	-	-	-	14	9	6	17	3	6	7	9	79
Secondary	4	-	-	-	-	18	14	5	7	1	4	2	9	64
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	<b>1</b>	-	-	<b>1</b>	-	<b>14</b>	-	<b>5</b>	-	-	-	-	-	<b>21</b>
Passenger Train Interference - Metra/PSA	-	-	-	1	-	11	-	5	-	-	-	-	-	17
Passenger Train Interference - Foreign	1	-	-	-	-	3	-	-	-	-	-	-	-	4
<b>Accident - Total</b>	<b>27</b>	<b>11</b>	<b>3</b>	-	<b>2</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>30</b>	-	<b>17</b>	<b>50</b>	<b>25</b>	<b>182</b>
Accident - Metra/PSA	14	11	3	-	-	4	7	2	30	-	17	50	6	144
Accident - Foreign	13	-	-	-	2	1	3	-	-	-	-	-	19	38
<b>Track Work - Total</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>16</b>	<b>27</b>	-	<b>31</b>	<b>5</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>142</b>
Track Work - Metra/PSA	3	11	1	8	1	16	25	-	31	3	17	15	6	137
Track Work - Foreign	-	1	-	-	-	-	2	-	-	2	-	-	-	5
<b>Human Error - Total</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>40</b>	<b>47</b>	<b>9</b>	<b>31</b>	<b>5</b>	<b>13</b>	<b>19</b>	<b>12</b>	<b>213</b>
Human Error - Metra/PSA	6	10	5	10	3	18	38	6	31	4	11	9	9	160
Human Error - Foreign	2	-	-	-	1	22	9	3	-	1	2	10	3	53
<b>PTC Related - Total</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>9</b>	<b>12</b>	<b>49</b>	<b>26</b>	<b>5</b>	<b>23</b>	<b>22</b>	<b>11</b>	<b>9</b>	<b>41</b>	<b>223</b>
PTC Related - Metra/PSA	4	8	2	7	4	43	23	3	21	9	11	9	40	184
PTC Related - Foreign	-	2	-	2	8	6	3	2	2	13	-	-	1	39
<b>Weather - Total</b>	<b>56</b>	<b>31</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>83</b>	<b>64</b>	<b>8</b>	<b>62</b>	<b>8</b>	<b>43</b>	<b>73</b>	<b>45</b>	<b>502</b>
Weather - Metra/PSA	43	31	11	12	4	80	61	8	62	6	43	69	39	469
Weather - Foreign	13	-	-	-	2	3	3	-	-	2	-	4	6	33
<b>Passenger Related - Total</b>	<b>11</b>	<b>16</b>	<b>3</b>	<b>4</b>	-	<b>11</b>	<b>25</b>	-	<b>34</b>	-	<b>17</b>	<b>24</b>	<b>47</b>	<b>192</b>
<b>Obstruction/Debris - Total</b>	<b>14</b>	<b>19</b>	<b>9</b>	<b>18</b>	-	<b>12</b>	<b>26</b>	<b>1</b>	<b>26</b>	<b>4</b>	<b>25</b>	<b>15</b>	<b>45</b>	<b>214</b>
<b>Catenary Failure - Total</b>	-	<b>3</b>	<b>3</b>	<b>7</b>	-	-	-	-	-	-	-	-	-	<b>13</b>
<b>Other - Total</b>	-	<b>1</b>	-	-	<b>1</b>	-	-	-	-	<b>5</b>	<b>2</b>	-	<b>1</b>	<b>10</b>
<b>Total Trains Delayed</b>	<b>170</b>	<b>136</b>	<b>45</b>	<b>80</b>	<b>73</b>	<b>386</b>	<b>388</b>	<b>71</b>	<b>346</b>	<b>106</b>	<b>174</b>	<b>257</b>	<b>432</b>	<b>2,664</b>
Total Metra/PSA Delays	113	133	45	78	15	304	275	45	326	41	169	212	244	2,000
Total Foreign Carrier Delays	57	3	0	2	58	82	113	26	20	65	5	45	188	664

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**Table 6.b: Train Delays by Cause and Line - YTD**  
**January - June Average Over Previous Five Years: 2016-2020**

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>68</b>	-	<b>0</b>	-	<b>25</b>	<b>54</b>	<b>56</b>	<b>34</b>	<b>32</b>	<b>60</b>	<b>6</b>	<b>33</b>	<b>110</b>	<b>477</b>
Freight Interference - Peak	25	-	0	-	22	11	14	11	8	20	2	19	38	170
Primary	16	-	-	-	17	7	10	8	6	15	2	9	16	105
Secondary	10	-	0	-	4	4	4	3	3	5	1	10	21	65
Freight Interference - Off-Peak	43	-	-	-	4	43	42	23	24	40	3	14	72	307
Primary	33	-	-	-	3	27	29	20	18	28	2	9	54	225
Secondary	10	-	-	-	0	16	12	3	6	12	2	5	18	83
<b>Signal/Switch Failure - Total</b>	<b>118</b>	<b>43</b>	<b>22</b>	<b>23</b>	<b>17</b>	<b>99</b>	<b>72</b>	<b>45</b>	<b>70</b>	<b>55</b>	<b>17</b>	<b>39</b>	<b>58</b>	<b>678</b>
Signal/Switch Failure - Metra/PSA	59	43	22	23	2	76	58	17	69	20	17	25	48	478
Primary	38	29	16	18	2	48	43	12	49	14	10	15	22	315
Secondary	20	14	6	5	0	29	15	5	19	6	7	10	27	163
Signal/Switch Failure - Foreign	60	-	-	-	15	23	13	28	2	36	0	14	10	200
Primary	48	-	-	-	12	11	9	21	1	22	-	8	7	141
Secondary	12	-	-	-	2	11	5	7	0	13	0	6	3	59
<b>Mechanical Failure - Total</b>	<b>99</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>89</b>	<b>58</b>	<b>20</b>	<b>93</b>	<b>17</b>	<b>55</b>	<b>51</b>	<b>63</b>	<b>564</b>
Mechanical Failure - Metra/PSA	98	6	3	2	3	83	57	20	93	17	55	51	63	551
Non-Locomotive Equipment Issue - Metra/PSA	36	6	3	2	1	12	4	3	10	8	19	21	28	154
Primary	15	2	1	1	0	5	3	2	5	4	10	11	13	74
Secondary	21	3	2	1	0	6	2	2	5	4	9	10	15	80
Locomotive Issue - Metra/PSA	62	-	-	-	2	71	53	16	83	9	35	30	35	397
Primary	20	-	-	-	2	21	19	5	26	4	10	10	12	129
Secondary	43	-	-	-	0	50	34	11	56	5	25	20	23	268
Mechanical Failure - Foreign	1	4	1	0	0	6	0	1	-	-	-	-	-	13
<b>Passenger Train Interference - Total</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>17</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>20</b>	-	<b>0</b>	<b>1</b>	<b>71</b>
Passenger Train Interference - Metra/PSA	2	1	1	0	0	12	1	5	2	0	-	0	1	25
Passenger Train Interference - Foreign	9	2	1	2	6	5	1	0	0	19	-	-	-	46
<b>Accident - Total</b>	<b>41</b>	<b>25</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>19</b>	<b>28</b>	<b>11</b>	<b>20</b>	<b>8</b>	<b>22</b>	<b>39</b>	<b>27</b>	<b>255</b>
Accident - Metra/PSA	39	11	4	8	1	16	26	9	17	4	22	37	16	210
Accident - Foreign	2	13	2	-	1	3	2	2	2	4	-	2	11	45
<b>Track Work - Total</b>	<b>61</b>	<b>27</b>	<b>9</b>	<b>14</b>	<b>8</b>	<b>50</b>	<b>16</b>	<b>6</b>	<b>47</b>	<b>7</b>	<b>35</b>	<b>24</b>	<b>41</b>	<b>345</b>
Track Work - Metra/PSA	60	27	9	14	8	49	14	5	47	4	35	24	41	336
Track Work - Foreign	1	-	-	-	0	2	2	0	-	3	-	0	-	9
<b>Human Error - Total</b>	<b>95</b>	<b>20</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>61</b>	<b>35</b>	<b>16</b>	<b>44</b>	<b>16</b>	<b>30</b>	<b>35</b>	<b>40</b>	<b>420</b>
Human Error - Metra/PSA	50	20	9	10	2	37	21	8	43	4	27	28	29	288
Human Error - Foreign	44	0	-	-	7	24	14	9	0	13	3	8	11	133
<b>PTC Related - Total</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>23</b>	<b>1</b>	<b>27</b>	<b>13</b>	<b>31</b>	<b>140</b>
PTC Related - Metra/PSA	16	9	2	5	1	2	3	3	22	1	27	12	30	132
PTC Related - Foreign	1	-	-	-	3	0	-	1	1	1	-	0	1	9
<b>Weather - Total</b>	<b>90</b>	<b>53</b>	<b>18</b>	<b>28</b>	<b>2</b>	<b>51</b>	<b>37</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>34</b>	<b>41</b>	<b>27</b>	<b>483</b>
Weather - Metra/PSA	90	53	18	28	2	51	37	10	84	6	34	41	27	481
Weather - Foreign	0	-	-	-	-	0	-	-	1	1	-	0	0	3
<b>Passenger Related - Total</b>	<b>41</b>	<b>37</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>45</b>	<b>49</b>	<b>5</b>	<b>64</b>	<b>4</b>	<b>47</b>	<b>70</b>	<b>72</b>	<b>450</b>
<b>Obstruction/Debris - Total</b>	<b>45</b>	<b>23</b>	<b>7</b>	<b>17</b>	<b>2</b>	<b>24</b>	<b>26</b>	<b>10</b>	<b>48</b>	<b>12</b>	<b>17</b>	<b>51</b>	<b>53</b>	<b>337</b>
<b>Catenary Failure - Total</b>	-	<b>12</b>	<b>3</b>	<b>5</b>	-	-	-	-	-	-	-	-	-	<b>19</b>
<b>Other - Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>26</b>
<b>Total Trains Delayed</b>	<b>689</b>	<b>260</b>	<b>89</b>	<b>125</b>	<b>80</b>	<b>514</b>	<b>384</b>	<b>167</b>	<b>531</b>	<b>211</b>	<b>290</b>	<b>401</b>	<b>527</b>	<b>4,268</b>
Total Metra/PSA Delays	499	241	86	122	21	396	296	93	493	75	281	344	384	3,331
Total Foreign Carrier Delays	190	19	4	3	58	117	88	75	38	137	9	57	143	937

Data for current month is final (07/21/2020) 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 6.c: Train Delays by Cause and Line - YTD**  
**January - June 2021 Compared to Average January - June Average Over Previous Five Years: 2016-2020**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>(48)</b>	-	<b>(0)</b>	-	<b>1</b>	<b>(21)</b>	<b>33</b>	<b>(18)</b>	<b>(16)</b>	<b>(33)</b>	<b>(3)</b>	<b>(17)</b>	<b>40</b>	<b>(81)</b>
Freight Interference - Peak	(19)	-	(0)	-	4	1	23	5	(3)	(4)	(2)	(13)	8	(0)
Primary	(10)	-	-	-	8	4	23	7	(3)	(3)	(2)	(3)	18	40
Secondary	(10)	-	(0)	-	(3)	(3)	0	(2)	(1)	(1)	(1)	(10)	(9)	(40)
Freight Interference - Off-Peak	(29)	-	-	-	(4)	(22)	10	(23)	(13)	(29)	(0)	(4)	32	(81)
Primary	(21)	-	-	-	(3)	(6)	18	(20)	(8)	(19)	1	1	23	(36)
Secondary	(8)	-	-	-	(0)	(16)	(7)	(3)	(5)	(10)	(2)	(5)	9	(46)
<b>Signal/Switch Failure - Total</b>	<b>(107)</b>	<b>(21)</b>	<b>(14)</b>	<b>(14)</b>	<b>2</b>	<b>(12)</b>	<b>(29)</b>	<b>(31)</b>	<b>(9)</b>	<b>(29)</b>	<b>(9)</b>	<b>(17)</b>	<b>(35)</b>	<b>(325)</b>
Signal/Switch Failure - Metra/PSA	(56)	(21)	(14)	(14)	(2)	(3)	(19)	(8)	(10)	(14)	(9)	(18)	(34)	(221)
Primary	(35)	(14)	(10)	(13)	(2)	12	(8)	(3)	8	(9)	(5)	(8)	(13)	(99)
Secondary	(20)	(7)	(4)	(1)	(0)	(16)	(11)	(5)	(17)	(5)	(4)	(10)	(22)	(122)
Signal/Switch Failure - Foreign	(52)	-	-	-	4	(9)	(9)	(23)	0	(16)	(0)	1	(1)	(104)
Primary	(41)	-	-	-	7	(0)	(6)	(16)	1	(5)	-	6	2	(54)
Secondary	(11)	-	-	-	(2)	(8)	(4)	(7)	(0)	(10)	(0)	(5)	(3)	(50)
<b>Mechanical Failure - Total</b>	<b>(84)</b>	<b>(8)</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	<b>(53)</b>	<b>(27)</b>	<b>(9)</b>	<b>(61)</b>	<b>(13)</b>	<b>(37)</b>	<b>(37)</b>	<b>(26)</b>	<b>(361)</b>
Mechanical Failure - Metra/PSA	(83)	(5)	(3)	(0)	(1)	(47)	(26)	(9)	(61)	(13)	(37)	(37)	(26)	(348)
Non-Locomotive Equipment Issue - Metra/PSA	(33)	(5)	(3)	(0)	1	(8)	4	(3)	2	(8)	(11)	(16)	(9)	(94)
Primary	(13)	(1)	(1)	(1)	2	(2)	3	(2)	2	(4)	(3)	(7)	(5)	(34)
Secondary	(20)	(3)	(2)	1	(0)	(5)	0	(2)	(4)	(4)	(8)	(9)	(4)	(60)
Locomotive Issue - Metra/PSA	(50)	-	-	-	(2)	(39)	(30)	(5)	(59)	(5)	(25)	(21)	(17)	(254)
Primary	(12)	-	-	-	(2)	(7)	(10)	1	(9)	(1)	(4)	(3)	(3)	(50)
Secondary	(38)	-	-	-	(0)	(32)	(20)	(6)	(49)	(4)	(21)	(18)	(14)	(204)
Mechanical Failure - Foreign	(1)	(4)	(1)	(0)	(0)	(6)	(0)	(1)	-	-	-	-	-	(13)
<b>Passenger Train Interference - Total</b>	<b>(10)</b>	<b>(3)</b>	<b>(1)</b>	<b>(2)</b>	<b>(6)</b>	<b>(3)</b>	<b>(2)</b>	<b>(0)</b>	<b>(2)</b>	<b>(20)</b>	-	<b>(0)</b>	<b>(1)</b>	<b>(50)</b>
Passenger Train Interference - Metra/PSA	(2)	(1)	(1)	1	(0)	(1)	(1)	-	(2)	(0)	-	(0)	(1)	(8)
Passenger Train Interference - Foreign	(8)	(2)	(1)	(2)	(6)	(2)	(1)	(0)	(0)	(19)	-	-	-	(42)
<b>Accident - Total</b>	<b>(14)</b>	<b>(14)</b>	<b>(3)</b>	<b>(8)</b>	-	<b>(14)</b>	<b>(18)</b>	<b>(9)</b>	<b>10</b>	<b>(8)</b>	<b>(5)</b>	<b>11</b>	<b>(2)</b>	<b>(73)</b>
Accident - Metra/PSA	(25)	(0)	(1)	(8)	(1)	(12)	(19)	(7)	13	(4)	(5)	13	(10)	(66)
Accident - Foreign	11	(13)	(2)	-	1	(2)	1	(2)	(2)	(4)	-	(2)	8	(7)
<b>Track Work - Total</b>	<b>(58)</b>	<b>(15)</b>	<b>(8)</b>	<b>(6)</b>	<b>(7)</b>	<b>(34)</b>	<b>11</b>	<b>(6)</b>	<b>(16)</b>	<b>(2)</b>	<b>(18)</b>	<b>(9)</b>	<b>(35)</b>	<b>(203)</b>
Track Work - Metra/PSA	(57)	(16)	(8)	(6)	(7)	(33)	11	(5)	(16)	(1)	(18)	(9)	(35)	(199)
Track Work - Foreign	(1)	1	-	-	(0)	(2)	-	(0)	-	(1)	-	(0)	-	(4)
<b>Human Error - Total</b>	<b>(87)</b>	<b>(10)</b>	<b>(4)</b>	<b>(0)</b>	<b>(5)</b>	<b>(21)</b>	<b>12</b>	<b>(7)</b>	<b>(13)</b>	<b>(11)</b>	<b>(17)</b>	<b>(16)</b>	<b>(28)</b>	<b>(207)</b>
Human Error - Metra/PSA	(44)	(10)	(4)	(0)	1	(19)	17	(2)	(12)	0	(16)	(19)	(20)	(128)
Human Error - Foreign	(42)	(0)	-	-	(6)	(2)	(5)	(6)	(0)	(12)	(1)	2	(8)	(80)
<b>PTC Related - Total</b>	<b>(13)</b>	<b>1</b>	-	<b>4</b>	<b>7</b>	<b>47</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>(16)</b>	<b>(4)</b>	<b>10</b>	<b>83</b>
PTC Related - Metra/PSA	(12)	(1)	-	2	3	41	20	0	(1)	8	(16)	(3)	10	52
PTC Related - Foreign	(1)	2	-	2	5	6	3	1	1	12	-	(0)	(0)	30
<b>Weather - Total</b>	<b>(34)</b>	<b>(22)</b>	<b>(7)</b>	<b>(16)</b>	<b>4</b>	<b>32</b>	<b>27</b>	<b>(2)</b>	<b>(22)</b>	<b>0</b>	<b>9</b>	<b>32</b>	<b>18</b>	<b>19</b>
Weather - Metra/PSA	(47)	(22)	(7)	(16)	2	29	24	(2)	(22)	(0)	9	28	12	(12)
Weather - Foreign	13	-	-	-	2	3	3	-	(1)	1	-	4	6	30
<b>Passenger Related - Total</b>	<b>(30)</b>	<b>(21)</b>	<b>(5)</b>	<b>(4)</b>	<b>(0)</b>	<b>(34)</b>	<b>(24)</b>	<b>(5)</b>	<b>(30)</b>	<b>(4)</b>	<b>(30)</b>	<b>(46)</b>	<b>(25)</b>	<b>(258)</b>
<b>Obstruction/Debris - Total</b>	<b>(31)</b>	<b>(4)</b>	<b>2</b>	<b>1</b>	<b>(2)</b>	<b>(12)</b>	<b>0</b>	<b>(9)</b>	<b>(22)</b>	<b>(8)</b>	<b>8</b>	<b>(36)</b>	<b>(8)</b>	<b>(123)</b>
<b>Catenary Failure - Total</b>	-	<b>(9)</b>	-	<b>2</b>	-	-	-	-	-	-	-	-	-	<b>(6)</b>
<b>Other - Total</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>(2)</b>	<b>1</b>	<b>(3)</b>	<b>(4)</b>	<b>(1)</b>	<b>(4)</b>	<b>4</b>	<b>0</b>	<b>(4)</b>	<b>(2)</b>	<b>(16)</b>
<b>Total Trains Delayed</b>	<b>(519)</b>	<b>(124)</b>	<b>(44)</b>	<b>(45)</b>	<b>(7)</b>	<b>(128)</b>	<b>4</b>	<b>(96)</b>	<b>(185)</b>	<b>(105)</b>	<b>(116)</b>	<b>(144)</b>	<b>(95)</b>	<b>(1,604)</b>
Total Metra/PSA Delays	-386	-108	-41	-44	-6	-92	-21	-48	-167	-34	-112	-132	-140	-1,331
Total Foreign Carrier Delays	-133	-16	-4	-1	0	-35	25	-49	-18	-72	-4	-12	45	-273

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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 7.a: Train Delays by Cause and Month  
2021**

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 - Jun
<b>Freight Interference - Total</b>	<b>65</b>	<b>109</b>	<b>39</b>	<b>44</b>	<b>60</b>	<b>79</b>							<b>396</b> <b>14.9%</b>
Freight Interference - Peak	31	52	21	17	23	26							170 6.4%
Primary	26	43	17	16	21	22							145 5.4%
Secondary	5	9	4	1	2	4							25 0.9%
Freight Interference - Off-Peak	34	57	18	27	37	53							226 8.5%
Primary	24	47	16	26	32	44							189 7.1%
Secondary	10	10	2	1	5	9							37 1.4%
<b>Signal/Switch Failure - Total</b>	<b>46</b>	<b>93</b>	<b>43</b>	<b>37</b>	<b>50</b>	<b>84</b>							<b>353</b> <b>13.3%</b>
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60							257 9.6%
Primary	32	51	29	26	27	51							216 8.1%
Secondary	5	14	8	2	3	9							41 1.5%
Signal/Switch Failure - Foreign	9	28	6	9	20	24							96 3.6%
Primary	8	25	6	7	18	23							87 3.3%
Secondary	1	3	-	2	2	1							9 0.3%
<b>Mechanical Failure - Total</b>	<b>25</b>	<b>43</b>	<b>23</b>	<b>37</b>	<b>32</b>	<b>43</b>							<b>203</b> <b>7.6%</b>
Mechanical Failure - Metra/PSA	25	43	23	37	32	43							203 7.6%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20							60 2.3%
Primary	3	8	6	3	7	13							40 1.5%
Secondary	1	6	3	-	3	7							20 0.8%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23							143 5.4%
Primary	11	19	11	14	10	14							79 3.0%
Secondary	10	10	3	20	12	9							64 2.4%
Mechanical Failure - Foreign	-	-	-	-	-	-							- 0.0%
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>5</b>							<b>21</b> <b>0.8%</b>
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4							17 0.6%
Passenger Train Interference - Foreign	-	2	-	-	1	1							4 0.2%
<b>Accident - Total</b>	<b>30</b>	<b>35</b>	<b>24</b>	<b>40</b>	<b>17</b>	<b>36</b>							<b>182</b> <b>6.8%</b>
Accident - Metra/PSA	23	21	24	39	14	23							144 5.4%
Accident - Foreign	7	14	-	1	3	13							38 1.4%
<b>Track Work - Total</b>	<b>1</b>	<b>18</b>	<b>40</b>	<b>17</b>	<b>28</b>	<b>38</b>							<b>142</b> <b>5.3%</b>
Track Work - Metra/PSA	1	18	38	16	27	37							137 5.1%
Track Work - Foreign	-	-	2	1	1	1							5 0.2%
<b>Human Error - Total</b>	<b>25</b>	<b>62</b>	<b>27</b>	<b>23</b>	<b>47</b>	<b>29</b>							<b>213</b> <b>8.0%</b>
Human Error - Metra/PSA	19	52	19	16	34	20							160 6.0%
Human Error - Foreign	6	10	8	7	13	9							53 2.0%
<b>PTC Related - Total</b>	<b>33</b>	<b>32</b>	<b>35</b>	<b>26</b>	<b>37</b>	<b>60</b>							<b>223</b> <b>8.4%</b>
PTC Related - Metra/PSA	28	26	29	16	31	54							184 6.9%
PTC Related - Foreign	5	6	6	10	6	6							39 1.5%
<b>Weather - Total</b>	<b>23</b>	<b>430</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>31</b>							<b>502</b> <b>18.8%</b>
Weather - Metra/PSA	23	397	5	1	12	31							469 17.6%
Weather - Foreign	-	33	-	-	-	-							33 1.2%
<b>Passenger Related - Total</b>	<b>20</b>	<b>37</b>	<b>23</b>	<b>18</b>	<b>27</b>	<b>67</b>							<b>192</b> <b>7.2%</b>
<b>Obstruction/Debris - Total</b>	<b>36</b>	<b>36</b>	<b>21</b>	<b>26</b>	<b>50</b>	<b>45</b>							<b>214</b> <b>8.0%</b>
<b>Catenary Failure - Total</b>	-	-	-	<b>2</b>	<b>11</b>	-							<b>13</b> <b>0.5%</b>
<b>Other - Total</b>	-	-	<b>1</b>	<b>4</b>	<b>4</b>	<b>1</b>							<b>10</b> <b>0.4%</b>
<b>Total Trains Delayed</b>	<b>306</b>	<b>904</b>	<b>284</b>	<b>276</b>	<b>376</b>	<b>518</b>							<b>2,664</b> <b>100.0%</b>
Total Metra/PSA Delays	214	702	223	204	272	385							2,000 75.1%
Total Foreign Carrier Delays	92	202	61	72	104	133							664 24.9%

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

**Table 7.b: 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 - Jun	
<b>Freight Interference - Total</b>	<b>55</b>	<b>52</b>	<b>58</b>	<b>18</b>	<b>12</b>	<b>37</b>	<b>63</b>	<b>68</b>	<b>46</b>	<b>44</b>	<b>51</b>	<b>51</b>	<b>232</b>	<b>9.1%</b>
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	73	2.9%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	57	2.2%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	16	0.6%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	159	6.2%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	120	4.7%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	39	1.5%
<b>Signal/Switch Failure - Total</b>	<b>87</b>	<b>146</b>	<b>47</b>	<b>22</b>	<b>31</b>	<b>44</b>	<b>56</b>	<b>32</b>	<b>37</b>	<b>36</b>	<b>50</b>	<b>24</b>	<b>377</b>	<b>14.8%</b>
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	262	10.3%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	193	7.6%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	69	2.7%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	115	4.5%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	103	4.0%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	12	0.5%
<b>Mechanical Failure - Total</b>	<b>99</b>	<b>106</b>	<b>37</b>	<b>15</b>	<b>13</b>	<b>12</b>	<b>23</b>	<b>21</b>	<b>32</b>	<b>32</b>	<b>10</b>	<b>26</b>	<b>282</b>	<b>11.1%</b>
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	261	10.2%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	98	3.8%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	43	1.7%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	55	2.2%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	163	6.4%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	67	2.6%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	96	3.8%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	21	0.8%
<b>Passenger Train Interference - Total</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>-</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>19</b>	<b>0.7%</b>
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	11	0.4%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	8	0.3%
<b>Accident - Total</b>	<b>57</b>	<b>18</b>	<b>20</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>25</b>	<b>19</b>	<b>10</b>	<b>15</b>	<b>30</b>	<b>21</b>	<b>109</b>	<b>4.3%</b>
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	93	3.6%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	16	0.6%
<b>Track Work - Total</b>	<b>41</b>	<b>46</b>	<b>38</b>	<b>18</b>	<b>41</b>	<b>59</b>	<b>40</b>	<b>30</b>	<b>28</b>	<b>28</b>	<b>40</b>	<b>7</b>	<b>243</b>	<b>9.5%</b>
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	226	8.9%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	17	0.7%
<b>Human Error - Total</b>	<b>103</b>	<b>99</b>	<b>42</b>	<b>14</b>	<b>17</b>	<b>18</b>	<b>36</b>	<b>36</b>	<b>28</b>	<b>36</b>	<b>29</b>	<b>23</b>	<b>293</b>	<b>11.5%</b>
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	257	10.1%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	36	1.4%
<b>PTC Related - Total</b>	<b>43</b>	<b>36</b>	<b>21</b>	<b>28</b>	<b>29</b>	<b>20</b>	<b>33</b>	<b>27</b>	<b>48</b>	<b>37</b>	<b>35</b>	<b>43</b>	<b>177</b>	<b>6.9%</b>
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	149	5.8%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	28	1.1%
<b>Weather - Total</b>	<b>33</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>24</b>	<b>11</b>	<b>26</b>	<b>148</b>	<b>10</b>	<b>80</b>	<b>93</b>	<b>16</b>	<b>168</b>	<b>6.6%</b>
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	165	6.5%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	3	0.1%
<b>Passenger Related - Total</b>	<b>57</b>	<b>55</b>	<b>37</b>	<b>5</b>	<b>12</b>	<b>47</b>	<b>24</b>	<b>27</b>	<b>24</b>	<b>26</b>	<b>12</b>	<b>18</b>	<b>213</b>	<b>8.4%</b>
<b>Obstruction/Debris - Total</b>	<b>97</b>	<b>39</b>	<b>25</b>	<b>18</b>	<b>165</b>	<b>21</b>	<b>27</b>	<b>31</b>	<b>31</b>	<b>22</b>	<b>75</b>	<b>18</b>	<b>365</b>	<b>14.3%</b>
<b>Catenary Failure - Total</b>	<b>21</b>	<b>-</b>	<b>25</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>46</b>	<b>1.8%</b>
<b>Other - Total</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>1.0%</b>
<b>Total Trains Delayed</b>	<b>709</b>	<b>701</b>	<b>359</b>	<b>154</b>	<b>350</b>	<b>277</b>	<b>362</b>	<b>450</b>	<b>298</b>	<b>364</b>	<b>429</b>	<b>252</b>	<b>2,550</b>	<b>100.0%</b>
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	2,074	81.3%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	476	18.7%

Data for current month is final (07/21/2020) 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 8: Train Delays by Duration**  
June 2021

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>Weekday Peak *</b>														
6-10	1	2	0	1	4	23	14	4	18	4	2	3	11	87
11-15	0	2	1	0	2	7	9	0	6	2	0	3	6	38
16-20	0	0	0	0	1	2	2	1	2	2	0	2	1	13
21+	0	1	0	1	3	1	0	2	4	2	0	2	5	21
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>5</u>
Sub-Total	2	5	1	2	11	34	25	8	30	10	2	10	24	164
<b>Weekday Off-Peak **</b>														
6-10	2	8	1	0	0	16	5	0	22	3	6	2	11	76
11-15	0	6	0	1	0	17	5	0	8	4	3	3	14	61
16-20	0	1	1	2	0	3	4	0	7	3	3	1	6	31
21+	3	0	0	0	0	4	1	0	11	2	3	4	20	48
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>5</u>
Sub-Total	6	15	2	3	0	40	15	0	50	12	16	11	51	221
<b>Saturday</b>														
6-10	5	4	0	1	0	5	6	0	4	0	1	6	2	34
11-15	1	2	0	0	0	4	5	0	0	0	0	6	0	18
16-20	1	0	0	0	0	2	2	0	0	0	0	1	0	6
21+	1	0	0	2	0	3	1	0	0	0	1	3	1	12
Annulled	<u>2</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>1</u>	<u>0</u>	<u>3</u>
Sub-Total	10	6	0	3	0	14	14	0	4	0	2	17	3	73
<b>Sunday-Holiday</b>														
6-10	1	2	0	1	0	4	0	0	3	0	0	5	5	21
11-15	0	0	0	0	0	3	0	0	1	0	2	2	4	12
16-20	0	0	0	1	0	0	3	0	0	0	1	1	3	9
21+	0	0	0	1	0	1	3	0	1	0	2	0	6	14
Annulled	<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>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
Sub-Total	1	2	0	3	0	8	6	0	9	0	5	8	18	60
<b>June 2021 Total</b>														
6-10	9	16	1	3	4	48	25	4	47	7	9	16	29	218
11-15	1	10	1	1	2	31	19	0	15	6	5	14	24	129
16-20	1	1	1	3	1	7	11	1	9	5	4	5	10	59
21+	4	1	0	4	3	9	5	2	16	4	6	9	32	95
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>17</u>
TOTAL	19	28	3	11	11	96	60	8	93	22	25	46	96	518
<b>2021 Year-to-Date</b>														
6-10	64	59	14	31	33	178	169	37	187	35	43	68	128	1,046
11-15	26	32	4	11	16	103	97	12	61	21	30	42	95	550
16-20	18	11	11	11	6	42	52	7	35	16	21	29	57	316
21+	41	24	11	19	17	54	60	12	52	34	73	92	139	628
Annulled	<u>21</u>	<u>10</u>	<u>5</u>	<u>8</u>	<u>1</u>	<u>9</u>	<u>10</u>	<u>3</u>	<u>11</u>	<u>0</u>	<u>7</u>	<u>26</u>	<u>13</u>	<u>124</u>
TOTAL	170	136	45	80	73	386	388	71	346	106	174	257	432	2,664
<b>Share of Delays by Duration</b>														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>June 2021 Total</b>														
6-10	47.4%	57.1%	33.3%	27.3%	36.4%	50.0%	41.7%	50.0%	50.5%	31.8%	36.0%	34.8%	30.2%	42.1%
11-15	5.3%	35.7%	33.3%	9.1%	18.2%	32.3%	31.7%	0.0%	16.1%	27.3%	20.0%	30.4%	25.0%	24.9%
16-20	5.3%	3.6%	33.3%	27.3%	9.1%	7.3%	18.3%	12.5%	9.7%	22.7%	16.0%	10.9%	10.4%	11.4%
21+	21.1%	3.6%	0.0%	36.4%	27.3%	9.4%	8.3%	25.0%	17.2%	18.2%	24.0%	19.6%	33.3%	18.3%
Annulled	<u>21.1%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>9.1%</u>	<u>1.0%</u>	<u>0.0%</u>	<u>12.5%</u>	<u>6.5%</u>	<u>0.0%</u>	<u>4.0%</u>	<u>4.3%</u>	<u>1.0%</u>	<u>3.3%</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%
<b>2021 Year-to-Date Delays By Duration</b>														
6-10	37.6%	43.4%	31.1%	38.8%	45.2%	46.1%	43.6%	52.1%	54.0%	33.0%	24.7%	26.5%	29.6%	39.3%
11-15	15.3%	23.5%	8.9%	13.8%	21.9%	26.7%	25.0%	16.9%	17.6%	19.8%	17.2%	16.3%	22.0%	20.6%
16-20	10.6%	8.1%	24.4%	13.8%	8.2%	10.9%	13.4%	9.9%	10.1%	15.1%	12.1%	11.3%	13.2%	11.9%
21+	24.1%	17.6%	24.4%	23.8%	23.3%	14.0%	15.5%	16.9%	15.0%	32.1%	42.0%	35.8%	32.2%	23.6%
Annulled	<u>12.4%</u>	<u>7.4%</u>	<u>11.1%</u>	<u>10.0%</u>	<u>1.4%</u>	<u>2.3%</u>	<u>2.6%</u>	<u>4.2%</u>	<u>3.2%</u>	<u>0.0%</u>	<u>4.0%</u>	<u>10.1%</u>	<u>3.0%</u>	<u>4.7%</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 (07/15/2021) version from TOPS.