

On-Time Performance

March 2021



Prepared by the Division of Strategic Planning & Performance

On-Time Performance March 2021

This report presents an analysis of March 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 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.

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

On Monday, March 23, 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. Metra added two weekday MD-N trains and four weekday MD-W trains on January 11 and 10 weekday RI trains on February 1. There was no change in the number of daily scheduled trains in March.

Under these alternate and modified schedules, Metra operated 408 scheduled revenue trains each weekday in March, which is a 41 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 181 revenue trains each Saturday in March, which is a 34 percent reduction from the 273 Saturday trains Metra normally operates. There has been no change in the number of Sunday trains. As a result of these reductions under the alternative schedules, Metra operated about 35 percent fewer revenue trains in March 2021 than in March 2019 and about 28 percent fewer revenue trains than in March 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
March 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			
BNSF	552	2	99.6%	437	4	99.1%	989	6	99.4%	80	1	98.8%	80	0	100.0%	1,149	7	99.4%
ME-ML	460	3	99.3%	782	15	98.1%	1,242	18	98.6%	80	0	100.0%	80	0	100.0%	1,402	18	98.7%
ME-BI	161	0	100.0%	253	1	99.6%	414	1	99.8%		--			--		414	1	99.8%
ME-SC	<u>253</u>	<u>2</u>	99.2%	<u>621</u>	<u>9</u>	98.6%	<u>874</u>	<u>11</u>	98.7%	<u>80</u>	<u>0</u>	100.0%	<u>80</u>	<u>1</u>	98.8%	<u>1,034</u>	<u>12</u>	98.8%
Subtotal	874	5	99.4%	1,656	25	98.5%	2,530	30	98.8%	160	0	100.0%	160	1	99.4%	2,850	31	98.9%
HC	92	11	88.0%		--		92	11	88.0%		--			--		92	11	88.0%
MD-N	322	10	96.9%	368	14	96.2%	690	24	96.5%	72	4	94.4%	72	2	97.2%	834	30	96.4%
MD-W	<u>368</u>	<u>17</u>	95.4%	<u>460</u>	<u>13</u>	97.2%	<u>828</u>	<u>30</u>	96.4%	<u>72</u>	<u>5</u>	93.1%	<u>72</u>	<u>3</u>	95.8%	<u>972</u>	<u>38</u>	96.1%
Subtotal	690	27	96.1%	828	27	96.7%	1,518	54	96.4%	144	9	93.8%	144	5	96.5%	1,806	68	96.2%
NCS	92	7	92.4%		--		92	7	92.4%		--			--		92	7	92.4%
RI	460	16	96.5%	782	34	95.7%	1,242	50	96.0%	112	4	96.4%	112	1	99.1%	1,466	55	96.2%
SWS	161	6	96.3%	69	6	91.3%	230	12	94.8%		--			--		230	12	94.8%
UP-N	276	6	97.8%	644	25	96.1%	920	31	96.6%	72	1	98.6%	72	1	98.6%	1,064	33	96.9%
UP-NW	437	9	97.9%	552	7	98.7%	989	16	98.4%	84	2	97.6%	84	3	96.4%	1,157	21	98.2%
UP-W	<u>276</u>	<u>15</u>	94.6%	<u>506</u>	<u>17</u>	96.6%	<u>782</u>	<u>32</u>	95.9%	<u>72</u>	<u>5</u>	93.1%	<u>72</u>	<u>2</u>	97.2%	<u>926</u>	<u>39</u>	95.8%
Subtotal	989	30	97.0%	1,702	49	97.1%	2,691	79	97.1%	228	8	96.5%	228	6	97.4%	3,147	93	97.0%
System	3,910	104	97.3%	5,474	145	97.4%	9,384	249	97.3%	724	22	97.0%	724	13	98.2%	10,832	284	97.4%

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

Delays data for most recent month is final (04/26/2021) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - March 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			
BNSF	1,512	50	96.7%	1,197	43	96.4%	2,709	93	96.6%	260	12	95.4%	280	7	97.5%	3,249	112	96.6%
ME-ML	1,260	22	98.3%	2,142	41	98.1%	3,402	63	98.1%	260	2	99.2%	280	3	98.9%	3,942	68	98.3%
ME-BI	441	12	97.3%	693	17	97.5%	1,134	29	97.4%	--	--	--	--	--	--	1,134	29	97.4%
ME-SC	<u>693</u>	<u>20</u>	97.1%	<u>1,701</u>	<u>24</u>	98.6%	<u>2,394</u>	<u>44</u>	98.2%	<u>260</u>	<u>3</u>	98.8%	<u>280</u>	<u>3</u>	98.9%	<u>2,934</u>	<u>50</u>	98.3%
Subtotal	2,394	54	97.7%	4,536	82	98.2%	6,930	136	98.0%	520	5	99.0%	560	6	98.9%	8,010	147	98.2%
HC	252	39	84.5%	--	--	--	252	39	84.5%	--	--	--	--	--	--	252	39	84.5%
MD-N	881	79	91.0%	999	87	91.3%	1,880	166	91.2%	234	11	95.3%	252	17	93.3%	2,366	194	91.8%
MD-W	<u>993</u>	<u>107</u>	89.2%	<u>1,255</u>	<u>84</u>	93.3%	<u>2,248</u>	<u>191</u>	91.5%	<u>234</u>	<u>14</u>	94.0%	<u>252</u>	<u>19</u>	92.5%	<u>2,734</u>	<u>224</u>	91.8%
Subtotal	1,874	186	90.1%	2,254	171	92.4%	4,128	357	91.4%	468	25	94.7%	504	36	92.9%	5,100	418	91.8%
NCS	252	41	83.7%	--	--	--	252	41	83.7%	--	--	--	--	--	--	252	41	83.7%
RI	1,160	69	94.1%	2,042	95	95.3%	3,202	164	94.9%	364	13	96.4%	392	10	97.4%	3,958	187	95.3%
SWS	441	29	93.4%	189	20	89.4%	630	49	92.2%	--	--	--	--	--	--	630	49	92.2%
UP-N	756	20	97.4%	1,764	73	95.9%	2,520	93	96.3%	234	5	97.9%	252	11	95.6%	3,006	109	96.4%
UP-NW	1,197	52	95.7%	1,512	68	95.5%	2,709	120	95.6%	273	16	94.1%	294	17	94.2%	3,276	153	95.3%
UP-W	<u>756</u>	<u>73</u>	90.3%	<u>1,386</u>	<u>132</u>	90.5%	<u>2,142</u>	<u>205</u>	90.4%	<u>234</u>	<u>10</u>	95.7%	<u>252</u>	<u>24</u>	90.5%	<u>2,628</u>	<u>239</u>	90.9%
Subtotal	2,709	145	94.6%	4,662	273	94.1%	7,371	418	94.3%	741	31	95.8%	798	52	93.5%	8,910	501	94.4%
System	10,594	613	94.2%	14,880	684	95.4%	25,474	1,297	94.9%	2,353	86	96.3%	2,534	111	95.6%	30,361	1,494	95.1%

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

Delays data for most recent month is final (04/26/2021) 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-Mar	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	94.3%	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	91.3%	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	93.2%	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	97.1%	97.9%
	2021	99.0	90.8	99.4										96.6%	96.6%
	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	94.4%	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	98.5%	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	97.6%	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	98.0%	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	95.7%	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										98.2%	98.2%
	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	97.5%	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	93.7%	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	95.1%	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	89.3%	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	83.7%	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	90.4%	89.6%
	2021	90.0	75.0	88.0										84.5%	84.5%
	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	90.4%	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	95.1%	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	95.8%	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	92.2%	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	89.5%	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	95.4%	95.8%
	2021	91.8	86.7	96.4										91.8%	91.8%
	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	93.6%	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	94.6%	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	95.8%	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	94.2%	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	93.6%	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	94.7%	94.7%
	2021	93.0	85.8	96.1										91.8%	91.8%
	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	94.6%	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	93.1%	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	93.2%	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	92.0%	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	91.4%	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	90.1%	91.7%
	2021	88.8	68.8	92.4										83.7%	83.7%
	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	92.0%	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-Mar	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	94.9%	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	96.7%	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	92.8%	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	91.3%	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	93.9%	95.8%
	2021	97.7	91.9	96.2										95.3%	95.3%
	2016-2020 average	92.4	92.7	96.7	97.1	94.4	95.1	94.0	94.9	94.6	96.7	94.4	95.0	94.0%	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	96.9%	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	92.2%	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	91.7%	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	95.7%	94.0%
	2021	96.5	85.0	94.8										92.2%	92.2%
	2016-2020 average	94.3	93.4	95.5	96.0	93.4	92.8	93.4	92.9	93.1	94.0	93.5	95.0	94.4%	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	97.5%	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	97.6%	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	96.4%	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	92.3%	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	98.5%	98.1%
	2021	98.4	93.6	96.9										96.4%	96.4%
	2016-2020 average	95.9	96.0	97.5	97.7	97.7	97.2	96.5	96.4	97.4	97.3	96.1	97.3	96.5%	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	97.7%	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	97.2%	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	94.2%	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	91.7%	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	96.8%	96.7%
	2021	97.7	89.6	98.2										95.3%	95.3%
	2016-2020 average	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	96.2%	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	95.8%	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	92.0%	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	86.3%	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										90.9%	90.9%
	2016-2020 average	94.0	90.9	95.2	94.8	91.9	94.4	93.3	93.7	94.6	93.7	92.7	92.2	93.4%	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	96.4%	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	96.6%	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	92.2%	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	96.3%	96.5%
	2021	96.9	90.6	97.4										95.1%	95.1%
	2016-2020 average	94.7	94.0	96.8	96.9	95.6	95.4	95.1	95.6	95.7	96.1	94.8	95.4	95.2%	95.5%

Delays data for most recent month is final (04/26/2021) 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
March 2021**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	916 83% OT	Wed, Mar 03	10	D	CP BRIGHTON - SIGNAL
		Thu, Mar 04	7	ZD	10" delay at CP Canal cross traffic BNSF5463 W/62C 5800'
		Fri, Mar 19	10	ZD	Stopped at CP Canal at 710a for freight Q16518 CP 8063 24X0 4235'. PTC ISSUES ON FREIGHT TRAIN
		Tue, Mar 23	7	R	-15M DEPARTURE FROM JOLIET DUE TO PTC ISSUES. Engineer selected wrong track
HC	919 83% OT	Thu, Mar 04	8	DE1	8" delayed running behind HCD917.
		Fri, Mar 05	12	D	12" delay at Corwith due to freight train QFTMCHI305 BNSF7199 and 7200' crew had to line up in the yard.
		Mon, Mar 15	9	D	12" cross traffic Brighton NS 21G.
		Thu, Mar 18	6	ZN	5" due to cutting out PTC at Romeoville. 3" 529A gate malfunction.
MD-N	2102 83% OT	Wed, Mar 03	9	GX	2102 (-9) ARRIVED CUS @ 06:28. -9" AUTOMATIC GRADE CROSSING MALFUNCTION ITEM #1 @ LINCOLN AVE. MP 14.50, CONTACTING THE FLAGGER - HIT BY VEHICLE
		Thu, Mar 04	14	DD	15" Freight interference CN X-ing. FREIGHT DISPATCHER LINED UP FREIGHT FIRST, COUNSELED
		Mon, Mar 15	7	RF	-7" STOPPED AT MAYFAIR - UP DISPATCH ERROR
		Mon, Mar 22	9	ZT	11" PTC issues Rondout, issues with TB #123 which was then cancelled @ 06:20 WABTEC SYNC ISSUE
MD-W	2227 83% OT	Mon, Mar 01	14	KP	Held due to emergency on Kimball.
		Thu, Mar 11	9	KP	11 min enroute A-3 to A-5 restricted speed per Metra PD, 4 min following NCS 109.
		Thu, Mar 18	17	CH1	17 min late. Following 2225
		Fri, Mar 19	12	KP	7 min late, 12 min police activity at Thatcher Ave.
NCS	108 78% OT	Thu, Mar 04	8	GF	6" Automatic Grade Crossing Malfunction 529(A) Townline Rd.; -3" Stop signal A-5
		Fri, Mar 05	55	M1	55" Transferred & accommodated NCS 102's passengers
		Tue, Mar 09	6	GX	6" Automatic Grade Crossing Malfunction 529(A) @ Belmont Ave. VEHICLE STRUCK EQUIPMENT
		Thu, Mar 18	10	ZN	4" Freight interference Trafton/Mundelein; -6" PTC issues, unable to recognize wayside signals Junt. 19 to B-12
		Tue, Mar 23	12	ZT	15" PTC issues A-5 to A-2 restricted speed, permission to C/O PTC, following trains ahead
RI	407 83% OT	Tue, Mar 02	23	E	Departed 28" late due to engine issues with the METX416.
		Tue, Mar 09	12	H1	DELAYED AT MOKENA WAITING FOR RI416 TO CLEAR. CRL WAS FINISHING SERVICING SCHILLING WHEN RI416 HAD MECH ISSUES.
		Mon, Mar 15	8	KW	5" Wheel slip whole ride 3" yard drop off.
		Tue, Mar 23	7	G	DELAYED DUE TO SIGNAL DROPPING ON TRACK 1 AT CP 66TH CT. 407 RAN AT RESTRICTED SPEED TO THE NEXT SIGNAL. Point detector adjustment
RI	416 78% OT	Wed, Mar 03	7	CG	-3M RED SIG AT ROBBINS. -9M RED SIG AT BROADWAY DUE TO GATE MALFUNCTION AT VERMONT AND WAITING ON RI409 TO CLEAR. -3M WAITING FOR A FREIGHT TO CLEAR NEW LENOX.
		Tue, Mar 09	12	H	TRAIN HAD CAB SIGNAL PENALTY ISSUES. AFTER CUTTING OUT THE CAB SIG THE TRAIN WAS HELD TO 20 MPH WITH PTC ENFORCEMENT. AFTER TROUBLE SHOOTING IT WAS DISCOVERED THAT THE AXLE DRIVE HAD FALLEN OFF OF CAB CAR METX 8576. PTC WAS CUT OUT AND TEMP REPAIR WAS DON
		Mon, Mar 15	15	CF	25 SW failed at Chicago terminal. HEATER FAILED NEXT TO SWITCH
		Tue, Mar 23	8	RD	4M AT BI DUE TO CONFUSED PASSENGER. 2M RED SIG AT 46TH ST. 9M AT ROOSEVELT DUE TO FOLLOWING EQ413 FROM THE YARD. Dispatch error - could have brought train in on different track
		Fri, Mar 26	8	RD	New schedule that went into affect Monday 3/22/2021 The dispatcher hadn't worked with the new schedule. There was no sheet for New track assignments for the Depot and train was held until info was given.
RI	609 78% OT	Tue, Mar 02	12	ZE	12" late due to PTC issues on engine 409. SCREEN FROZE NEEDED TO REBOOT DUE TO SPEEDO IN PTC SHOWING MOVEMENT WHILE STOPPED
		Mon, Mar 08	12	ZE	6" due to engine problems (Loco 424) 2" waiting on RI616 to clear, 2" 103rd street assisting an elderly passenger.
		Fri, Mar 12	12	G	10 min delay being talked passed clear signal and running restricted speed at 16th street due to plant losing power. BAD VPI BOARD
		Fri, Mar 19	8	ZR	4" running time crossing over at CP 81st to Brainard 4" PTC problem leaving 107th street went into penalty/restricted speed until MP 14.5.
		Mon, Mar 22	9	G	5" red at 16th then crossed over 1 to 2 2" Lady on the wrong side at 35th 2" 107th woman with stroller and kids slow to exit.
UP-N	336 78% OT	Thu, Mar 04	20	CC	Single track/ track work at MP 10.6
		Wed, Mar 17	7	CC	DELAYED @ RP (-6) DUE TO SINGLE TRACK
		Tue, Mar 23	9	CC	Single track between RP-CY(waited for M321 to clear)
		Mon, Mar 29	7	CC	SINGLE TRACK BETWEEN RP-CY
		Wed, Mar 31	7	CC	DELAYED DUE TO SINGLE TRACKING
UP-W	26 83% OT	Tue, Mar 02	20	D	MET M21 @ 25TH DUE TO IG2G4-01 ON TRACK #2 AND YPRCU-01 ON TRACK #1
		Wed, Mar 03	9	D	STOPPED AT ELMHURST WAITING FOR CNASH9 TO CLEAR AT PARK.
		Tue, Mar 09	47	F	Delayed @ Villa Park on acct. of mechanical issues (lost HEP & engine shut down-control breaker continuously tripped- 27 point jumper cable was changed & train proceeded to CPT following M32 & made all stops to CPT)
		Tue, Mar 16	22	E1	Used M26 crew & emergency equipment to operate train on acct. of M20 mechanical issue
UP-W	36 74% OT	Mon, Mar 01	14	D	DEPARTED LATE DUE TO WAITING ON FREIGHT TO CLEAR ELBURN (UP9091) MPRNP-28. STOPPED AT WESTERN AVE. FOR CROSS TRAFFIC.
		Wed, Mar 03	46	D1	DEPARTED ELBURN LATE DUE TO LATE ARRIVAL OF M13
		Thu, Mar 04	31	D1	Late arrival of M13 at Elburn.
		Tue, Mar 09	8	F1	Delayed following M26 from Melrose Park-CPT
		Tue, Mar 16	22	E1	Originated from LaFox on acct. of used M15 crew & equipment to operate train, due to mechanical issues on M36 original equipment @ Elburn (METX128-no water in engine)
		Mon, Mar 29	13	G	LATE DEPARTURE FROM ELBURN ON ACCT. OF NO SIGNAL & NO SIGNAL @ KRESS ON ACCT. OF SIGNAL ISSUES @ KRESS

Data is final (04/26/2021) 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
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
March 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
Freight Interference - Total	1	-	-	-	6	3	8	-	2	7	-	-	12	39
Freight Interference - Peak	-	-	-	-	6	1	2	-	1	6	-	-	5	21
Primary	-	-	-	-	5	1	2	-	1	5	-	-	3	17
Secondary	-	-	-	-	1	-	-	-	-	1	-	-	2	4
Freight Interference - Off-Peak	1	-	-	-	-	2	6	-	1	1	-	-	7	18
Primary	1	-	-	-	-	2	5	-	1	1	-	-	6	16
Secondary	-	-	-	-	-	-	1	-	-	-	-	-	1	2
Signal/Switch Failure - Total	2	6	-	4	1	4	4	3	18	-	-	-	1	43
Signal/Switch Failure - Metra/PSA	-	6	-	4	-	2	4	2	18	-	-	-	1	37
Primary	-	2	-	1	-	2	4	2	17	-	-	-	1	29
Secondary	-	4	-	3	-	-	-	-	1	-	-	-	-	8
Signal/Switch Failure - Foreign	2	-	-	-	1	2	-	1	-	-	-	-	-	6
Primary	2	-	-	-	1	2	-	1	-	-	-	-	-	6
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mechanical Failure - Total	1	-	-	-	-	-	1	-	3	1	5	2	10	23
Mechanical Failure - Metra/PSA	1	-	-	-	-	-	1	-	3	1	5	2	10	23
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	-	-	-	-	-	3	-	6	9
Primary	-	-	-	-	-	-	-	-	-	-	3	-	3	6
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	3	3
Locomotive Issue - Metra/PSA	1	-	-	-	-	-	1	-	3	1	2	2	4	14
Primary	1	-	-	-	-	-	1	-	3	1	1	2	2	11
Secondary	-	-	-	-	-	-	-	-	-	-	1	-	2	3
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	3	-	-	-	-	-	-	-	3
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	-	-	-	-	-	-	-	3
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	-	-	-	-	-	-	-	2	-	-	15	7	-	24
Accident - Metra/PSA	-	-	-	-	-	-	-	2	-	-	15	7	-	24
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	-	6	-	4	-	9	6	-	9	-	6	-	-	40
Track Work - Metra/PSA	-	6	-	4	-	9	4	-	9	-	6	-	-	38
Track Work - Foreign	-	-	-	-	-	-	2	-	-	-	-	-	-	2
Human Error - Total	-	1	-	-	1	3	4	-	6	-	3	8	1	27
Human Error - Metra/PSA	-	1	-	-	1	-	4	-	6	-	2	4	1	19
Human Error - Foreign	-	-	-	-	-	3	-	-	-	-	1	4	-	8
PTC Related - Total	2	1	-	-	3	5	5	2	8	2	1	-	6	35
PTC Related - Metra/PSA	2	1	-	-	-	5	5	1	8	-	1	-	6	29
PTC Related - Foreign	-	-	-	-	3	-	-	1	-	2	-	-	-	6
Weather - Total	-	-	-	-	-	1	2	-	2	-	-	-	-	5
Weather - Metra/PSA	-	-	-	-	-	1	2	-	2	-	-	-	-	5
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	-	-	-	-	1	3	-	4	-	1	4	9	23
Obstruction/Debris - Total	-	4	1	4	-	1	5	-	3	1	2	-	-	21
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Total Trains Delayed	7	18	1	12	11	30	38	7	55	12	33	21	39	284
Total Metra/PSA Delays	4	18	1	12	1	22	28	5	53	3	32	17	27	223
Total Foreign Carrier Delays	3	0	0	0	10	8	10	2	2	9	1	4	12	61

Data for current month is final (04/26/2021) 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 March 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
Freight Interference - Total	11	-	-	-	5	8	9	5	4	13	2	8	19	85
Freight Interference - Peak	4	-	-	-	5	1	2	2	1	6	1	4	5	30
Primary	1	-	-	-	4	1	2	1	0	5	1	2	3	18
Secondary	3	-	-	-	1	0	0	0	1	1	0	2	2	12
Freight Interference - Off-Peak	8	-	-	-	0	8	8	3	3	7	1	4	14	55
Primary	6	-	-	-	0	5	6	3	2	5	0	2	11	42
Secondary	1	-	-	-	-	2	2	0	1	2	1	2	3	13
Signal/Switch Failure - Total	11	10	4	4	1	11	13	9	8	7	4	4	4	91
Signal/Switch Failure - Metra/PSA	11	10	4	4	0	9	12	5	8	2	4	2	3	74
Primary	4	6	2	3	0	5	9	3	7	1	2	2	2	45
Secondary	7	5	1	1	-	4	4	2	2	1	2	0	0	29
Signal/Switch Failure - Foreign	0	-	-	-	1	2	1	4	-	5	-	2	2	17
Primary	0	-	-	-	1	2	1	2	-	3	-	2	1	12
Secondary	-	-	-	-	-	0	-	2	-	2	-	-	0	5
Mechanical Failure - Total	11	0	0	-	1	13	12	4	18	2	8	8	12	89
Mechanical Failure - Metra/PSA	11	0	0	-	0	12	12	4	18	2	8	8	12	88
Non-Locomotive Equipment Issue - Metra/PSA	4	0	0	-	0	2	1	1	1	0	3	2	7	22
Primary	2	0	0	-	0	1	0	1	0	0	1	1	3	10
Secondary	3	-	-	-	0	1	0	0	1	-	2	1	4	13
Locomotive Issue - Metra/PSA	7	-	-	-	-	10	11	3	17	1	5	6	5	66
Primary	2	-	-	-	-	3	3	1	5	1	1	2	2	21
Secondary	4	-	-	-	-	7	8	2	12	1	4	4	3	45
Mechanical Failure - Foreign	-	-	-	-	0	0	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	0	0	-	-	1	2	1	1	0	2	-	-	-	7
Passenger Train Interference - Metra/PSA	0	0	-	-	0	1	0	1	-	0	-	-	-	3
Passenger Train Interference - Foreign	0	0	-	-	1	0	0	-	0	1	-	-	-	4
Accident - Total	17	-	-	1	-	2	3	-	0	2	5	9	1	40
Accident - Metra/PSA	17	-	-	1	-	1	2	-	-	1	5	9	1	37
Accident - Foreign	1	-	-	-	-	1	1	-	0	1	-	-	-	3
Track Work - Total	6	5	1	1	1	6	4	2	2	1	3	2	3	37
Track Work - Metra/PSA	6	5	1	1	0	5	4	1	2	1	3	2	3	35
Track Work - Foreign	-	-	-	-	0	1	-	0	-	0	-	-	-	2
Human Error - Total	13	1	1	0	1	5	4	2	6	1	4	4	5	46
Human Error - Metra/PSA	8	1	1	0	0	3	2	2	6	1	3	3	2	31
Human Error - Foreign	4	-	-	-	1	2	2	0	-	1	1	1	3	15
PTC Related - Total	3	1	-	-	1	-	-	0	3	0	5	1	5	19
PTC Related - Metra/PSA	2	1	-	-	-	-	-	0	3	0	5	1	4	17
PTC Related - Foreign	1	-	-	-	1	-	-	-	-	0	-	-	0	3
Weather - Total	5	2	1	1	0	3	5	0	2	0	2	1	2	25
Weather - Metra/PSA	5	2	1	1	0	3	5	0	2	0	2	1	2	24
Weather - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
Passenger Related - Total	6	4	0	1	-	7	8	1	7	1	5	8	14	63
Obstruction/Debris - Total	6	1	0	2	0	5	3	1	6	1	4	4	4	39
Catenary Failure - Total	-	3	1	2	-	-	-	-	-	-	-	-	-	6
Other - Total	-	-	0	-	-	1	0	-	-	1	-	1	0	3
Total Trains Delayed	90	28	10	12	12	63	62	25	58	31	42	49	69	550
Total Metra/PSA Delays	72	28	10	12	2	47	49	15	54	9	39	39	45	420
Total Foreign Carrier Delays	19	0	0	0	10	15	13	10	4	21	3	11	24	130

Data for current month is final (04/16/2020) 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 5.c: Train Delays by Cause and Line
March 2021 Compared to Average March 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
Freight Interference - Total	(10)	-	-	-	1	(5)	(1)	(5)	(2)	(6)	(2)	(8)	(7)	(46)
Freight Interference - Peak	(4)	-	-	-	1	0	0	(2)	0	-	(1)	(4)	(0)	(9)
Primary	(1)	-	-	-	1	0	0	(1)	1	0	(1)	(2)	0	(1)
Secondary	(3)	-	-	-	(0)	(0)	(0)	(0)	(1)	(0)	(0)	(2)	(0)	(8)
Freight Interference - Off-Peak	(7)	-	-	-	(0)	(6)	(2)	(3)	(2)	(6)	(1)	(4)	(7)	(37)
Primary	(5)	-	-	-	(0)	(3)	(1)	(3)	(1)	(4)	(0)	(2)	(5)	(26)
Secondary	(1)	-	-	-	-	(2)	(1)	(0)	(1)	(2)	(1)	(2)	(2)	(11)
Signal/Switch Failure - Total	(9)	(4)	(4)	0	-	(7)	(9)	(6)	10	(7)	(4)	(4)	(3)	(48)
Signal/Switch Failure - Metra/PSA	(11)	(4)	(4)	0	(0)	(7)	(8)	(3)	10	(2)	(4)	(2)	(2)	(37)
Primary	(4)	(4)	(2)	(2)	(0)	(3)	(5)	(1)	10	(1)	(2)	(2)	(1)	(16)
Secondary	(7)	(1)	(1)	2	-	(4)	(4)	(2)	(1)	(1)	(2)	(0)	(0)	(21)
Signal/Switch Failure - Foreign	2	-	-	-	0	-	(1)	(3)	-	(5)	-	(2)	(2)	(11)
Primary	2	-	-	-	0	0	(1)	(1)	-	(3)	-	(2)	(1)	(6)
Secondary	-	-	-	-	-	(0)	-	(2)	-	(2)	-	-	(0)	(5)
Mechanical Failure - Total	(10)	(0)	(0)	-	(1)	(13)	(11)	(4)	(15)	(1)	(3)	(6)	(2)	(66)
Mechanical Failure - Metra/PSA	(10)	(0)	(0)	-	(0)	(12)	(11)	(4)	(15)	(1)	(3)	(6)	(2)	(65)
Non-Locomotive Equipment Issue - Metra/PSA	(4)	(0)	(0)	-	(0)	(2)	(1)	(1)	(1)	(0)	-	(2)	(1)	(13)
Primary	(2)	(0)	(0)	-	(0)	(1)	(0)	(1)	(0)	(0)	2	(1)	0	(4)
Secondary	(3)	-	-	-	(0)	(1)	(0)	(0)	(1)	-	(2)	(1)	(1)	(10)
Locomotive Issue - Metra/PSA	(6)	-	-	-	-	(10)	(10)	(3)	(14)	(0)	(3)	(4)	(1)	(52)
Primary	(1)	-	-	-	-	(3)	(2)	(1)	(2)	0	(0)	(0)	-	(10)
Secondary	(4)	-	-	-	-	(7)	(8)	(2)	(12)	(1)	(3)	(4)	(1)	(42)
Mechanical Failure - Foreign	-	-	-	-	(0)	(0)	-	-	-	-	-	-	-	(1)
Passenger Train Interference - Total	(0)	(0)	-	-	(1)	1	(1)	(1)	(0)	(2)	-	-	-	(4)
Passenger Train Interference - Metra/PSA	(0)	(0)	-	-	(0)	2	(0)	(1)	-	(0)	-	-	-	-
Passenger Train Interference - Foreign	(0)	(0)	-	-	(1)	(0)	(0)	-	(0)	(1)	-	-	-	(4)
Accident - Total	(17)	-	-	(1)	-	(2)	(3)	2	(0)	(2)	10	(2)	(1)	(16)
Accident - Metra/PSA	(17)	-	-	(1)	-	(1)	(2)	2	-	(1)	10	(2)	(1)	(13)
Accident - Foreign	(1)	-	-	-	-	(1)	(1)	-	(0)	(1)	-	-	-	(3)
Track Work - Total	(6)	1	(1)	3	(1)	3	2	(2)	7	(1)	3	(2)	(3)	3
Track Work - Metra/PSA	(6)	1	(1)	3	(0)	4	0	(1)	7	(1)	3	(2)	(3)	3
Track Work - Foreign	-	-	-	-	(0)	(1)	2	(0)	-	(0)	-	-	-	-
Human Error - Total	(13)	0	(1)	(0)	-	(2)	0	(2)	0	(1)	(1)	4	(4)	(19)
Human Error - Metra/PSA	(8)	0	(1)	(0)	1	(3)	2	(2)	0	(1)	(1)	1	(1)	(12)
Human Error - Foreign	(4)	-	-	-	(1)	1	(2)	(0)	-	(1)	0	3	(3)	(7)
PTC Related - Total	(1)	-	-	-	2	5	5	2	5	2	(4)	(1)	1	16
PTC Related - Metra/PSA	(0)	-	-	-	-	5	5	1	5	(0)	(4)	(1)	2	12
PTC Related - Foreign	(1)	-	-	-	2	-	-	1	-	2	-	-	(0)	3
Weather - Total	(5)	(2)	(1)	(1)	(0)	(2)	(3)	(0)	(0)	(0)	(2)	(1)	(2)	(20)
Weather - Metra/PSA	(5)	(2)	(1)	(1)	(0)	(2)	(3)	(0)	(0)	-	(2)	(1)	(2)	(19)
Weather - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
Passenger Related - Total	(5)	(4)	(0)	(1)	-	(6)	(5)	(1)	(3)	(1)	(4)	(4)	(5)	(40)
Obstruction/Debris - Total	(6)	3	1	2	(0)	(4)	2	(1)	(3)	-	(2)	(4)	(4)	(18)
Catenary Failure - Total	-	(3)	(1)	(2)	-	-	-	-	-	-	-	-	-	(6)
Other - Total	-	-	(0)	-	-	(1)	(0)	-	-	0	-	(1)	(0)	(2)
Total Trains Delayed	(83)	(10)	(9)	(0)	(1)	(33)	(24)	(18)	(3)	(19)	(9)	(28)	(30)	(266)
Total Metra/PSA Delays	-68	-10	-9	0	-1	-25	-21	-10	-1	-6	-7	-22	-18	-197
Total Foreign Carrier Delays	-16	0	0	0	0	-7	-3	-8	-2	-12	-2	-7	-12	-69

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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.a: Train Delays by Cause and Line - YTD
January - March 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
Freight Interference - Total	8	-	-	-	15	12	51	10	9	13	1	10	84	213
Freight Interference - Peak	1	-	-	-	15	4	23	10	5	9	-	4	33	104
Primary	1	-	-	-	14	4	20	10	3	8	-	4	22	86
Secondary	-	-	-	-	1	-	3	-	2	1	-	-	11	18
Freight Interference - Off-Peak	7	-	-	-	-	8	28	-	4	4	1	6	51	109
Primary	5	-	-	-	-	8	25	-	4	4	1	6	34	87
Secondary	2	-	-	-	-	-	3	-	-	-	-	-	17	22
Signal/Switch Failure - Total	8	12	7	7	8	29	21	7	45	13	5	9	11	182
Signal/Switch Failure - Metra/PSA	2	12	7	7	-	25	19	4	44	1	5	4	9	139
Primary	2	6	5	3	-	21	17	4	42	1	3	4	4	112
Secondary	-	6	2	4	-	4	2	-	2	-	2	-	5	27
Signal/Switch Failure - Foreign	6	-	-	-	8	4	2	3	1	12	-	5	2	43
Primary	5	-	-	-	8	3	2	3	1	11	-	4	2	39
Secondary	1	-	-	-	-	1	-	-	-	1	-	1	-	4
Mechanical Failure - Total	5	-	-	-	-	15	15	5	13	4	9	7	18	91
Mechanical Failure - Metra/PSA	5	-	-	-	-	15	15	5	13	4	9	7	18	91
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	2	2	-	2	-	6	1	14	27
Primary	-	-	-	-	-	1	2	-	2	-	5	1	6	17
Secondary	-	-	-	-	-	1	-	-	-	-	1	-	8	10
Locomotive Issue - Metra/PSA	5	-	-	-	-	13	13	5	11	4	3	6	4	64
Primary	4	-	-	-	-	7	6	4	9	3	2	4	2	41
Secondary	1	-	-	-	-	6	7	1	2	1	1	2	2	23
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	1	-	-	1	-	8	-	4	-	-	-	-	-	14
Passenger Train Interference - Metra/PSA	-	-	-	1	-	7	-	4	-	-	-	-	-	12
Passenger Train Interference - Foreign	1	-	-	-	-	1	-	-	-	-	-	-	-	2
Accident - Total	24	-	1	-	-	3	7	2	4	-	17	17	14	89
Accident - Metra/PSA	14	-	1	-	-	3	4	2	4	-	17	17	6	68
Accident - Foreign	10	-	-	-	-	-	3	-	-	-	-	-	8	21
Track Work - Total	1	7	-	4	1	10	8	-	15	-	7	5	1	59
Track Work - Metra/PSA	1	7	-	4	1	10	6	-	15	-	7	5	1	57
Track Work - Foreign	-	-	-	-	-	-	2	-	-	-	-	-	-	2
Human Error - Total	5	10	4	8	2	12	23	2	19	2	9	13	5	114
Human Error - Metra/PSA	5	10	4	8	1	3	18	1	19	2	8	6	5	90
Human Error - Foreign	-	-	-	-	1	9	5	1	-	-	1	7	-	24
PTC Related - Total	4	1	1	4	7	23	14	3	12	5	5	4	17	100
PTC Related - Metra/PSA	4	1	1	3	2	23	12	2	10	-	5	4	16	83
PTC Related - Foreign	-	-	-	1	5	-	2	1	2	5	-	-	1	17
Weather - Total	50	28	11	12	6	73	63	8	48	8	38	70	43	458
Weather - Metra/PSA	37	28	11	12	4	70	60	8	48	6	38	66	37	425
Weather - Foreign	13	-	-	-	2	3	3	-	-	2	-	4	6	33
Passenger Related - Total	6	1	1	3	-	4	10	-	12	-	8	12	23	80
Obstruction/Debris - Total	-	9	4	11	-	5	12	-	10	3	10	6	23	93
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Total Trains Delayed	112	68	29	50	39	194	224	41	187	49	109	153	239	1,494
Total Metra/PSA Delays	74	68	29	49	8	165	156	26	175	17	107	127	138	1,139
Total Foreign Carrier Delays	38	0	0	1	31	29	68	15	12	32	2	26	101	355

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Table 6.b: Train Delays by Cause and Line - YTD
January - March 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
Freight Interference - Total	35	-	-	-	14	28	31	14	20	31	4	20	60	258
Freight Interference - Peak	15	-	-	-	13	6	8	5	6	11	2	11	18	96
Primary	8	-	-	-	10	4	6	4	4	8	1	7	8	60
Secondary	7	-	-	-	2	2	2	1	2	3	0	4	10	36
Freight Interference - Off-Peak	20	-	-	-	2	23	23	9	13	20	2	9	41	162
Primary	15	-	-	-	2	14	17	8	10	13	1	5	31	116
Secondary	5	-	-	-	-	9	7	1	4	6	1	4	10	46
Signal/Switch Failure - Total	60	28	12	14	8	45	44	34	45	29	10	18	30	378
Signal/Switch Failure - Metra/PSA	34	28	12	14	2	33	38	12	44	9	10	11	23	271
Primary	21	18	9	11	1	19	27	8	30	6	5	8	8	173
Secondary	13	10	3	3	0	14	11	4	14	3	5	4	15	99
Signal/Switch Failure - Foreign	26	-	-	-	7	12	6	22	1	20	0	7	7	107
Primary	19	-	-	-	5	7	4	17	1	13	-	5	5	76
Secondary	7	-	-	-	1	5	2	5	-	7	0	2	2	31
Mechanical Failure - Total	58	6	3	2	2	53	38	13	54	7	32	27	38	335
Mechanical Failure - Metra/PSA	58	3	3	1	2	48	37	12	54	7	32	27	38	323
Non-Locomotive Equipment Issue - Metra/PSA	19	3	3	1	1	8	3	3	6	4	12	12	19	92
Primary	7	1	1	0	0	4	2	1	2	2	5	5	8	40
Secondary	11	2	2	1	0	5	1	1	3	1	7	7	11	52
Locomotive Issue - Metra/PSA	39	-	-	-	1	40	34	10	49	4	21	16	19	231
Primary	10	-	-	-	0	11	12	2	15	2	5	5	6	69
Secondary	29	-	-	-	0	29	22	7	34	2	15	10	14	163
Mechanical Failure - Foreign	1	3	1	0	0	5	0	1	-	-	-	-	-	12
Passenger Train Interference - Total	3	2	1	1	2	10	1	4	2	5	-	-	0	31
Passenger Train Interference - Metra/PSA	0	1	1	0	0	7	0	3	1	0	-	-	0	15
Passenger Train Interference - Foreign	3	1	0	1	2	3	0	0	0	5	-	-	-	17
Accident - Total	25	18	3	3	2	13	11	3	11	7	17	25	18	156
Accident - Metra/PSA	23	5	1	3	0	11	10	3	9	4	17	25	12	124
Accident - Foreign	1	13	2	-	1	3	1	0	1	3	-	-	6	32
Track Work - Total	19	14	2	5	2	14	7	3	11	4	8	7	8	103
Track Work - Metra/PSA	19	14	2	5	2	12	6	3	11	3	8	7	8	99
Track Work - Foreign	-	-	-	-	0	1	1	0	-	1	-	-	-	4
Human Error - Total	55	10	4	4	6	39	23	11	26	10	19	19	23	249
Human Error - Metra/PSA	28	10	4	4	1	23	12	5	26	1	17	16	18	167
Human Error - Foreign	28	-	-	-	4	16	11	6	-	9	1	3	4	82
PTC Related - Total	7	4	1	2	3	2	2	1	11	1	24	8	23	88
PTC Related - Metra/PSA	6	4	1	2	1	2	2	1	11	0	24	8	22	83
PTC Related - Foreign	1	-	-	-	2	0	-	-	-	0	-	-	1	5
Weather - Total	71	47	15	26	2	42	35	10	75	7	32	35	21	417
Weather - Metra/PSA	70	47	15	26	2	41	35	10	75	6	32	35	21	415
Weather - Foreign	0	-	-	-	-	0	-	-	0	1	-	-	-	2
Passenger Related - Total	15	20	6	3	0	18	22	3	28	1	22	23	38	201
Obstruction/Debris - Total	20	7	5	9	0	14	14	8	28	6	9	23	17	160
Catenary Failure - Total	-	9	2	4	-	-	-	-	-	-	-	-	-	15
Other - Total	1	-	1	1	-	2	2	1	3	1	1	3	1	16
Total Trains Delayed	370	165	55	74	42	279	229	106	314	110	176	209	278	2,406
Total Metra/PSA Delays	273	146	52	72	10	211	179	63	291	39	171	179	200	1,887
Total Foreign Carrier Delays	97	18	3	2	32	68	51	43	22	71	5	30	78	520

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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 - YTD
January - March 2021 Compared to Average January - March 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
Freight Interference - Total	(27)	-	-	-	1	(16)	20	(4)	(11)	(18)	(3)	(10)	24	(45)
Freight Interference - Peak	(14)	-	-	-	2	(2)	15	5	(1)	(2)	(2)	(7)	15	8
Primary	(7)	-	-	-	4	0	14	6	(1)	-	(1)	(3)	14	26
Secondary	(7)	-	-	-	(1)	(2)	1	(1)	(0)	(2)	(0)	(4)	1	(18)
Freight Interference - Off-Peak	(13)	-	-	-	(2)	(15)	5	(9)	(9)	(16)	(1)	(3)	10	(53)
Primary	(10)	-	-	-	(2)	(6)	8	(8)	(6)	(9)	(0)	1	3	(29)
Secondary	(3)	-	-	-	-	(9)	(4)	(1)	(4)	(6)	(1)	(4)	7	(24)
Signal/Switch Failure - Total	(52)	(16)	(5)	(7)	(0)	(16)	(23)	(27)	-	(16)	(5)	(9)	(19)	(196)
Signal/Switch Failure - Metra/PSA	(32)	(16)	(5)	(7)	(2)	(8)	(19)	(8)	(0)	(8)	(5)	(7)	(14)	(132)
Primary	(19)	(12)	(4)	(8)	(1)	2	(10)	(4)	12	(5)	(2)	(4)	(4)	(61)
Secondary	(13)	(4)	(1)	1	(0)	(10)	(9)	(4)	(12)	(3)	(3)	(4)	(10)	(72)
Signal/Switch Failure - Foreign	(20)	-	-	-	1	(8)	(4)	(19)	0	(8)	(0)	(2)	(5)	(64)
Primary	(14)	-	-	-	3	(4)	(2)	(14)	0	(2)	-	(1)	(3)	(37)
Secondary	(6)	-	-	-	(1)	(4)	(2)	(5)	-	(6)	(0)	(1)	(2)	(27)
Mechanical Failure - Total	(53)	(6)	(3)	(2)	(2)	(38)	(23)	(8)	(41)	(3)	(23)	(20)	(20)	(244)
Mechanical Failure - Metra/PSA	(53)	(3)	(3)	(1)	(2)	(33)	(22)	(7)	(41)	(3)	(23)	(20)	(20)	(232)
Non-Locomotive Equipment Issue - Metra/PSA	(19)	(3)	(3)	(1)	(1)	(6)	(1)	(3)	(4)	(4)	(6)	(11)	(5)	(65)
Primary	(7)	(1)	(1)	(0)	(0)	(3)	-	(1)	(0)	(2)	0	(4)	(2)	(23)
Secondary	(11)	(2)	(2)	(1)	(1)	(4)	(1)	(1)	(3)	(1)	(6)	(7)	(3)	(42)
Locomotive Issue - Metra/PSA	(34)	-	-	-	(1)	(27)	(21)	(5)	(38)	0	(18)	(10)	(15)	(167)
Primary	(6)	-	-	-	(1)	(4)	(6)	2	(6)	1	(3)	(1)	(4)	(28)
Secondary	(28)	-	-	-	(0)	(23)	(15)	(6)	(32)	(1)	(14)	(8)	(12)	(140)
Mechanical Failure - Foreign	(1)	(3)	(1)	(0)	(0)	(5)	(0)	(1)	-	-	-	-	-	(12)
Passenger Train Interference - Total	(2)	(2)	(1)	(0)	(2)	(2)	(1)	0	(2)	(5)	-	-	(0)	(17)
Passenger Train Interference - Metra/PSA	(0)	(1)	(1)	1	(0)	0	(0)	1	(1)	(0)	-	-	(0)	(3)
Passenger Train Interference - Foreign	(2)	(1)	(0)	(1)	(2)	(2)	(0)	(0)	(0)	(5)	-	-	-	(15)
Accident - Total	(1)	(18)	(2)	(3)	(2)	(10)	(4)	(1)	(7)	(7)	0	(8)	(4)	(67)
Accident - Metra/PSA	(9)	(5)	0	(3)	(0)	(8)	(6)	(1)	(5)	(4)	0	(8)	(6)	(56)
Accident - Foreign	9	(13)	(2)	-	(1)	(3)	2	(0)	(1)	(3)	-	-	2	(11)
Track Work - Total	(18)	(7)	(2)	(1)	(1)	(4)	1	(3)	4	(4)	(1)	(2)	(7)	(44)
Track Work - Metra/PSA	(18)	(7)	(2)	(1)	(1)	(2)	0	(3)	4	(3)	(1)	(2)	(7)	(42)
Track Work - Foreign	-	-	-	-	(0)	(1)	1	(0)	-	(1)	-	-	-	(2)
Human Error - Total	(50)	-	0	4	(4)	(27)	(0)	(9)	(7)	(8)	(10)	(6)	(18)	(135)
Human Error - Metra/PSA	(23)	-	0	4	(0)	(20)	6	(4)	(7)	1	(9)	(10)	(13)	(77)
Human Error - Foreign	(28)	-	-	-	(3)	(7)	(6)	(5)	-	(9)	(0)	4	(4)	(58)
PTC Related - Total	(3)	(3)	-	2	4	21	12	2	1	4	(19)	(4)	(6)	12
PTC Related - Metra/PSA	(2)	(3)	-	1	1	21	10	1	(1)	(0)	(19)	(4)	(6)	(0)
PTC Related - Foreign	(1)	-	-	1	3	(0)	2	1	2	5	-	-	0	12
Weather - Total	(21)	(19)	(4)	(14)	4	31	28	(2)	(27)	1	6	35	22	41
Weather - Metra/PSA	(33)	(19)	(4)	(14)	2	29	25	(2)	(27)	0	6	31	16	10
Weather - Foreign	13	-	-	-	2	3	3	-	(0)	1	-	4	6	31
Passenger Related - Total	(9)	(19)	(5)	(0)	(0)	(14)	(12)	(3)	(16)	(1)	(14)	(11)	(15)	(121)
Obstruction/Debris - Total	(20)	2	(1)	2	(0)	(9)	(2)	(8)	(18)	(3)	1	(17)	6	(67)
Catenary Failure - Total	-	(9)	(2)	(4)	-	-	-	-	-	-	-	-	-	(15)
Other - Total	(1)	-	(1)	(1)	-	(2)	(2)	(1)	(3)	0	(1)	(3)	(1)	(15)
Total Trains Delayed	(258)	(97)	(26)	(24)	(3)	(85)	(5)	(65)	(127)	(61)	(67)	(56)	(39)	(912)
Total Metra/PSA Delays	-199	-78	-23	-23	-2	-46	-23	-37	-116	-22	-64	-52	-62	-748
Total Foreign Carrier Delays	-59	-18	-3	-1	-1	-39	17	-28	-10	-39	-3	-4	23	-165

Data for current month is final (04/26/2021) version of TOPS

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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 - Mar	
Freight Interference - Total	65	109	39										213	14.3%
Freight Interference - Peak	31	52	21										104	7.0%
Primary	26	43	17										86	5.8%
Secondary	5	9	4										18	1.2%
Freight Interference - Off-Peak	34	57	18										109	7.3%
Primary	24	47	16										87	5.8%
Secondary	10	10	2										22	1.5%
Signal/Switch Failure - Total	46	93	43										182	12.2%
Signal/Switch Failure - Metra/PSA	37	65	37										139	9.3%
Primary	32	51	29										112	7.5%
Secondary	5	14	8										27	1.8%
Signal/Switch Failure - Foreign	9	28	6										43	2.9%
Primary	8	25	6										39	2.6%
Secondary	1	3	-										4	0.3%
Mechanical Failure - Total	25	43	23										91	6.1%
Mechanical Failure - Metra/PSA	25	43	23										91	6.1%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9										27	1.8%
Primary	3	8	6										17	1.1%
Secondary	1	6	3										10	0.7%
Locomotive Issue - Metra/PSA	21	29	14										64	4.3%
Primary	11	19	11										41	2.7%
Secondary	10	10	3										23	1.5%
Mechanical Failure - Foreign	-	-	-										-	0.0%
Passenger Train Interference - Total	2	9	3										14	0.9%
Passenger Train Interference - Metra/PSA	2	7	3										12	0.8%
Passenger Train Interference - Foreign	-	2	-										2	0.1%
Accident - Total	30	35	24										89	6.0%
Accident - Metra/PSA	23	21	24										68	4.6%
Accident - Foreign	7	14	-										21	1.4%
Track Work - Total	1	18	40										59	3.9%
Track Work - Metra/PSA	1	18	38										57	3.8%
Track Work - Foreign	-	-	2										2	0.1%
Human Error - Total	25	62	27										114	7.6%
Human Error - Metra/PSA	19	52	19										90	6.0%
Human Error - Foreign	6	10	8										24	1.6%
PTC Related - Total	33	32	35										100	6.7%
PTC Related - Metra/PSA	28	26	29										83	5.6%
PTC Related - Foreign	5	6	6										17	1.1%
Weather - Total	23	430	5										458	30.7%
Weather - Metra/PSA	23	397	5										425	28.4%
Weather - Foreign	-	33	-										33	2.2%
Passenger Related - Total	20	37	23										80	5.4%
Obstruction/Debris - Total	36	36	21										93	6.2%
Catenary Failure - Total	-	-	-										-	0.0%
Other - Total	-	-	1										1	0.1%
Total Trains Delayed	306	904	284										1,494	100.0%
Total Metra/PSA Delays	214	702	223										1,139	76.2%
Total Foreign Carrier Delays	92	202	61										355	23.8%

Data for current month is final (04/26/2021) 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.

**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 - Mar	
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51	51	165	9.3%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	52	2.9%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	36	2.0%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	16	0.9%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	113	6.4%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	83	4.7%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	30	1.7%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	280	15.8%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	183	10.3%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	126	7.1%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	57	3.2%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	97	5.5%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	86	4.9%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	11	0.6%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	242	13.7%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	222	12.5%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	85	4.8%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	33	1.9%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	52	2.9%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	137	7.7%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	49	2.8%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	88	5.0%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	20	1.1%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	14	0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	7	0.4%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	7	0.4%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	95	5.4%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	87	4.9%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	8	0.5%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	125	7.1%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	117	6.6%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	8	0.5%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	244	13.8%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	216	12.2%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	28	1.6%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	100	5.7%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	85	4.8%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	15	0.8%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	126	7.1%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	125	7.1%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	1	0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	149	8.4%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	161	9.1%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	46	2.6%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	22	1.2%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	1,769	100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	1,420	80.3%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	349	19.7%

Data for current month is final (04/16/2020) version of TOPS

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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 8: Train Delays by Duration
March 2021

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	2	1	0	2	9	7	10	3	9	0	2	4	4	53
11-15	0	1	0	0	1	2	6	2	3	1	0	1	3	20
16-20	0	1	0	0	0	1	1	0	2	2	0	0	1	8
21+	0	0	0	0	1	0	0	1	2	3	4	3	7	21
Annulled	<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>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>
Sub-Total	2	3	0	2	11	10	17	7	16	6	6	9	15	104
Weekday Off-Peak **														
6-10	2	5	0	3	0	8	7	0	19	2	9	1	1	57
11-15	0	2	0	0	0	4	5	0	10	1	2	0	4	28
16-20	0	3	0	2	0	1	1	0	1	1	2	1	3	15
21+	2	5	1	4	0	1	0	0	4	2	11	4	8	42
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>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>
Sub-Total	4	15	1	9	0	14	13	0	34	6	25	7	17	145
Saturday														
6-10	0	0	0	0	0	3	2	0	1	0	1	1	2	10
11-15	1	0	0	0	0	0	1	0	1	0	0	0	2	5
16-20	0	0	0	0	0	0	0	0	1	0	0	0	0	1
21+	0	0	0	0	0	1	2	0	1	0	0	0	1	5
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>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
Sub-Total	1	0	0	0	0	4	5	0	4	0	1	2	5	22
Sunday-Holiday														
6-10	0	0	0	0	0	1	3	0	0	0	0	0	0	4
11-15	0	0	0	1	0	1	0	0	0	0	0	0	1	3
16-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21+	0	0	0	0	0	0	0	0	1	0	0	2	1	4
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>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>
Sub-Total	0	0	0	1	0	2	3	0	1	0	1	3	2	13
March 2021 Total														
6-10	4	6	0	5	9	19	22	3	29	2	12	6	7	124
11-15	1	3	0	1	1	7	12	2	14	2	2	1	10	56
16-20	0	4	0	2	0	2	2	0	4	3	2	1	4	24
21+	2	5	1	4	1	2	2	1	8	5	15	9	17	72
Annulled	<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>0</u>	<u>2</u>	<u>4</u>	<u>1</u>	<u>8</u>
TOTAL	7	18	1	12	11	30	38	7	55	12	33	21	39	284
2021 Year-to-Date														
6-10	40	25	9	21	18	85	100	20	105	13	26	38	57	557
11-15	19	7	2	9	7	50	53	7	36	7	15	21	48	281
16-20	12	8	8	5	2	26	31	5	16	6	14	20	30	183
21+	27	19	6	13	12	30	34	7	29	23	51	56	95	402
Annulled	<u>14</u>	<u>9</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>6</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>18</u>	<u>9</u>	<u>71</u>
TOTAL	112	68	29	50	39	194	224	41	187	49	109	153	239	1,494
Share of Delays by Duration														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
March 2021 Total														
6-10	57.1%	33.3%	0.0%	41.7%	81.8%	63.3%	57.9%	42.9%	52.7%	16.7%	36.4%	28.6%	17.9%	43.7%
11-15	14.3%	16.7%	0.0%	8.3%	9.1%	23.3%	31.6%	28.6%	25.5%	16.7%	6.1%	4.8%	25.6%	19.7%
16-20	0.0%	22.2%	0.0%	16.7%	0.0%	6.7%	5.3%	0.0%	7.3%	25.0%	6.1%	4.8%	10.3%	8.5%
21+	28.6%	27.8%	100.0%	33.3%	9.1%	6.7%	5.3%	14.3%	14.5%	41.7%	45.5%	42.9%	43.6%	25.4%
Annulled	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>14.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>6.1%</u>	<u>19.0%</u>	<u>2.6%</u>	<u>2.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2021 Year-to-Date Delays By Duration														
6-10	35.7%	36.8%	31.0%	42.0%	46.2%	43.8%	44.6%	48.8%	56.1%	26.5%	23.9%	24.8%	23.8%	37.3%
11-15	17.0%	10.3%	6.9%	18.0%	17.9%	25.8%	23.7%	17.1%	19.3%	14.3%	13.8%	13.7%	20.1%	18.8%
16-20	10.7%	11.8%	27.6%	10.0%	5.1%	13.4%	13.8%	12.2%	8.6%	12.2%	12.8%	13.1%	12.6%	12.2%
21+	24.1%	27.9%	20.7%	26.0%	30.8%	15.5%	15.2%	17.1%	15.5%	46.9%	46.8%	36.6%	39.7%	26.9%
Annulled	<u>12.5%</u>	<u>13.2%</u>	<u>13.8%</u>	<u>4.0%</u>	<u>0.0%</u>	<u>1.5%</u>	<u>2.7%</u>	<u>4.9%</u>	<u>0.5%</u>	<u>0.0%</u>	<u>2.8%</u>	<u>11.8%</u>	<u>3.8%</u>	<u>4.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (04/26/2021) version from TOPS.