

On-Time Performance

July 2021



Prepared by the Division of Strategic Planning & Performance

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This report presents an analysis of July 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.

In July, Metra launched pilot schedules on the BNSF, ME and UP-N (July 12), and the RI (July 19) that added off-peak options to meet post-COVID needs for riders. Metra also implemented minor weekday peak-period service increases on all other lines and restored ME Saturday service effective July 12. These changes resulted in an increase of 148 weekday trains and 38 Saturday trains systemwide in July.

Under these pilot and alternate schedules Metra operated between 422 and 570 regularly scheduled revenue trains each weekday in July, which is between an 18 and 39 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated between 231 and 269 revenue trains each Saturday in July, which is between a one and 15 percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 Sunday revenue trains in July, 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 23 percent fewer revenue trains in July 2021 than in July 2019, but about 34 percent more revenue trains than in July 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
July 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	846	18	97.9%	860	23	97.3%	1,706	41	97.6%	157	11	93.0%	100	1	99.0%	1,963	53	97.3%
ME-ML	471	7	98.5%	846	22	97.4%	1,317	29	97.8%	174	10	94.3%	120	5	95.8%	1,611	44	97.3%
ME-BI	147	3	98.0%	237	6	97.5%	384	9	97.7%	44	2	95.5%	20	2	90.0%	448	13	97.1%
ME-SC	<u>231</u>	<u>11</u>	95.2%	<u>627</u>	<u>14</u>	97.8%	<u>858</u>	<u>25</u>	97.1%	<u>136</u>	<u>12</u>	91.2%	<u>100</u>	<u>4</u>	96.0%	<u>1,094</u>	<u>41</u>	96.3%
Subtotal	849	21	97.5%	1,710	42	97.5%	2,559	63	97.5%	354	24	93.2%	240	11	95.4%	3,153	98	96.9%
HC	99	10	89.9%	15	4	73.3%	114	14	87.7%	--	--	--	--	--	--	114	14	87.7%
MD-N	366	35	90.4%	418	37	91.1%	784	72	90.8%	103	10	90.3%	90	5	94.4%	977	87	91.1%
MD-W	<u>381</u>	<u>22</u>	94.2%	<u>439</u>	<u>20</u>	95.4%	<u>820</u>	<u>42</u>	94.9%	<u>122</u>	<u>5</u>	95.9%	<u>90</u>	<u>12</u>	86.7%	<u>1,032</u>	<u>59</u>	94.3%
Subtotal	747	57	92.4%	857	57	93.3%	1,604	114	92.9%	225	15	93.3%	180	17	90.6%	2,009	146	92.7%
NCS	156	18	88.5%	60	23	61.7%	216	41	81.0%	--	--	--	--	--	--	216	41	81.0%
RI	530	41	92.3%	866	64	92.6%	1,396	105	92.5%	174	13	92.5%	147	6	95.9%	1,717	124	92.8%
SWS	177	6	96.6%	63	10	84.1%	240	16	93.3%	--	--	--	--	--	--	240	16	93.3%
UP-N	402	30	92.5%	977	40	95.9%	1,379	70	94.9%	138	6	95.7%	94	3	96.8%	1,611	79	95.1%
UP-NW	429	27	93.7%	508	18	96.5%	937	45	95.2%	171	12	93.0%	105	3	97.1%	1,213	60	95.1%
UP-W	<u>312</u>	<u>38</u>	87.8%	<u>528</u>	<u>67</u>	87.3%	<u>840</u>	<u>105</u>	87.5%	<u>104</u>	<u>13</u>	87.5%	<u>90</u>	<u>10</u>	88.9%	<u>1,034</u>	<u>128</u>	87.6%
Subtotal	1,143	95	91.7%	2,013	125	93.8%	3,156	220	93.0%	413	31	92.5%	289	16	94.5%	3,858	267	93.1%
System	4,547	266	94.1%	6,444	348	94.6%	10,991	614	94.4%	1,323	94	92.9%	956	51	94.7%	13,270	759	94.3%

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

Delays data for most recent month is final (08/16/2021) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - July 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	4,008	91	97.7%	3,387	83	97.5%	7,395	174	97.6%	727	37	94.9%	660	12	98.2%	8,782	223	97.5%
ME-ML	3,048	48	98.4%	5,238	99	98.1%	8,286	147	98.2%	722	20	97.2%	712	13	98.2%	9,720	180	98.1%
ME-BI	1,036	19	98.2%	1,671	35	97.9%	2,707	54	98.0%	44	2	95.5%	20	2	90.0%	2,771	58	97.9%
ME-SC	<u>1,628</u>	<u>35</u>	97.9%	<u>4,056</u>	<u>51</u>	98.7%	<u>5,684</u>	<u>86</u>	98.5%	<u>656</u>	<u>24</u>	96.3%	<u>660</u>	<u>11</u>	98.3%	<u>7,000</u>	<u>121</u>	98.3%
Subtotal	5,712	102	98.2%	10,965	185	98.3%	16,677	287	98.3%	1,422	46	96.8%	1,392	26	98.1%	19,491	359	98.2%
HC	607	83	86.3%	15	4	73.3%	622	87	86.0%	--	--	--	--	--	--	622	87	86.0%
MD-N	2,257	195	91.4%	2,555	200	92.2%	4,812	395	91.8%	581	43	92.6%	594	35	94.1%	5,987	473	92.1%
MD-W	<u>2,398</u>	<u>200</u>	91.7%	<u>2,974</u>	<u>150</u>	95.0%	<u>5,372</u>	<u>350</u>	93.5%	<u>620</u>	<u>50</u>	91.9%	<u>594</u>	<u>47</u>	92.1%	<u>6,586</u>	<u>447</u>	93.2%
Subtotal	4,655	395	91.5%	5,529	350	93.7%	10,184	745	92.7%	1,201	93	92.3%	1,188	82	93.1%	12,573	920	92.7%
NCS	778	89	88.6%	60	23	61.7%	838	112	86.6%	--	--	--	--	--	--	838	112	86.6%
RI	2,970	152	94.9%	5,084	248	95.1%	8,054	400	95.0%	927	41	95.6%	931	29	96.9%	9,912	470	95.3%
SWS	1,066	62	94.2%	444	60	86.5%	1,510	122	91.9%	--	--	--	--	--	--	1,510	122	91.9%
UP-N	1,926	58	97.0%	4,533	151	96.7%	6,459	209	96.8%	646	19	97.1%	598	25	95.8%	7,703	253	96.7%
UP-NW	2,842	116	95.9%	3,556	121	96.6%	6,398	237	96.3%	782	50	93.6%	693	30	95.7%	7,873	317	96.0%
UP-W	<u>1,836</u>	<u>166</u>	91.0%	<u>3,322</u>	<u>302</u>	90.9%	<u>5,158</u>	<u>468</u>	90.9%	<u>582</u>	<u>30</u>	94.8%	<u>594</u>	<u>62</u>	89.6%	<u>6,334</u>	<u>560</u>	91.2%
Subtotal	6,604	340	94.9%	11,411	574	95.0%	18,015	914	94.9%	2,010	99	95.1%	1,885	117	93.8%	21,910	1,130	94.8%
System	26,400	1,314	95.0%	36,895	1,527	95.9%	63,295	2,841	95.5%	6,287	316	95.0%	6,056	266	95.6%	75,638	3,423	95.5%

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

Delays data for most recent month is final (08/16/2021) 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-Jul	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	94.4%	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	95.6%	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	91.7%	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	93.9%	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	97.5%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3						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	94.4%	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	98.2%	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	98.0%	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	97.5%	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	96.9						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	97.9%	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	93.8%	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	93.6%	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	88.1%	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	86.5%	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	95.5	76.3	87.5	87.7						86.0%	86.0%
	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	94.5%	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	92.7%	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	91.3%	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	95.8%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1						92.1%	92.1%
	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	93.7%	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	94.3%	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	96.1%	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	95.7%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.1%	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	95.3%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3						93.2%	93.2%
	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	94.0%	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	94.4%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.3%	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	93.9%	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	81.0						86.6%	86.6%
	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	93.6%	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-Jul	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	95.5%	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	96.3%	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	94.5%	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	91.5%	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	95.2%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8						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	94.6%
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	95.4%	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	95.8%	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	92.7%	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	95.6%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3						91.9%	91.9%
	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	94.2%
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	97.8%	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	97.2%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.0%	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	95.1						96.7%	96.7%
	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	96.9%
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	96.9%	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	95.5%	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	94.7%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	92.8%	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	95.1						96.0%	96.0%
	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	95.3%
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	95.2%	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	94.5%	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	90.4%	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	96.3%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6						91.2%	91.2%
	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	93.5%
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	96.2%	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	96.2%	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	94.8%	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	93.9%	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	94.3						95.5%	95.5%
	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	95.5%

Delays data for most recent month is final (08/16/2021) 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
July 2021**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1276 73% OT	Mon, Jul 19	11	RF	Dispatcher lined train for Cicero stop and held for 1280. Train doesn't stop at Cicero.	
		Tue, Jul 20	0	XE	Lost HEP on METX 8589/191 at Stone Ave.	
		Wed, Jul 21	10	F	control car 8589 dropping B valve signal once throttle is moved past notch 6.	
		Fri, Jul 23	10	AM	Following A4 and A6.	
BNSF	1281 80% OT	Wed, Jul 14	12	J	Passenger removal at Union Station.	
		Tue, Jul 20	9	E1	Earlier flip was stuck behind 1276.	
		Thu, Jul 22	48	KP	ROC requested traffic stop for reported fire.	
BNSF	1283 80% OT	Mon, Jul 12	9	AM1	Delays from earlier Amtrak issue.	
		Tue, Jul 20	16	E1	earlier train 1284 stuck behind 1276.	
		Thu, Jul 22	51	KP	ROC requested traffic stop for reported fire.	
HC	915 73% OT	Wed, Jul 14	40	GF	STOPPED 42 MI WAITING FOR FREIGHT TO CLEAR IN THE YARD. FREIGHT HAD SWITCH ISSUES. BNSF DISPATCHER. Q111	
		Wed, Jul 21	13	D	6377L 1800TO 2000FT (GENERAL FREIGHT INTERFERENCE) - STOPPED FROM 1550-1609 DUE TO CROSS TRAFFIC AT CP CANAL- MCBCH19	
		Mon, Jul 26	55	D	UP8551 6522FT AND WAITING FOR AMTK22 TO CR 60 min at Lemoyne for H- BRC-NTW126A 9600 ft BNSF 7901 going into Cicero yard. Movement issues between BRC and BNSF.	
		Wed, Jul 28	10	D	(GENERAL FREIGHT INTERFERENCE) - 19M NS-BRIGHTON PK, WAITING FOR WB CSX PULLIN THRU PLANT. NO INFO. GIVEN BY NS DISP. - MESSAGE FWD. TO METR	
ME-BI	227 81% OT	Thu, Jul 08	0	XRN	ANNULLED AT 103RD. ST. ACCT. ENGINEER BECAME ILL AND NEEDED TO BE REMOVED BY AMBULANCE.	
		Wed, Jul 14	8	K1	Waiting for mainline meet which was held up due to congestion from south chicago delays	
		Tue, Jul 27	36	K	(OBSTRUCTION ON TRACKS) - 36M LATE INTO BI DUE TO SOMEONE WITH BICYCLE ON TRACKS THAT WAS DAMAMGED	
		Thu, Jul 29	8	I	(PASSENGER HANDLING, RUNNING TIME) - 5' for flag stops	
ME-ML	105 76% OT	Tue, Jul 13	18	O	(AC/DC SYSTEM FAILURE) - single ended opening tk 1, ran on tk 2 following 305	
		Mon, Jul 19	13	CC	surfacing - single tracking	
		Tue, Jul 20	6	CC	6M KENSINGTON WAITING ON DH7121 TO CLEAR DUE TO TRACK EQUIPMENT ON TK1 BETWEEN 69TH AND KENSINGTON	
		Thu, Jul 22	6	CC	(UNSCHEDULED TRACK WORK) - 6M KENSINGTON WAITING ON DH7121 TO CLEAR. DH7121 LATE TO KENSINGTON DUE TO 30MPH FROM 9.25 TO 14.21 ON TK1.	
ME-SC	331 76% OT	Mon, Jul 26	6	CC	train waits for deadhead everyday. usually makes up time. Speed restriction on track 1 slowed train down.	
		Fri, Jul 02	7	Q	5" Waiting for 2nd DOB at Randolph 2"PTC initializing at Van Buren 1" at CP 11 PI PTC initializing	
		Tue, Jul 13	8	CC	(PASS. TRAIN/INTERLINE INTRFRNCE) - 8M DUE TO FOLLOWING ME233 ALL THE WAY FROM RAND - tie gang and speed restriction on tk 1 so ran on 2 behind 233	
		Wed, Jul 14	0	K1	Annulled DUE TO THE CAR ON THE SWD FROM EARLIER	
		Thu, Jul 15	8	L	(UNAUTHORIZED PEOPLE ON TRACKS) - 2M TRESSPASSER AT MP 10.90 AND 2M TRESSPASSER AT MP 11.14	
		Fri, Jul 16	23	G	(SIG / SWITCH MALFCN (SIG DEPT)) - TRACK CURCUIT	
MD-N	2103 71% OT	Fri, Jul 02	6	E1	6" Stop signal Liberty West waiting on late 2124	
		Tue, Jul 13	12	GT	-5" Departed CUS late due to stuck door on coach #7868; -3" Track construction Foreman Calderon (PTC); -2" Stop signal Mayfair; -6" Stop signal Deerfield, waiting on 2120 - LAG IN DISPATCH SYSTEM	
		Thu, Jul 15	11	GW	-11" Stop signal Rondout waiting on 2124; Signal problems Libertyville; Two Automatic Grade Crossing Malfunction Item #2 Milwaukee Ave. & Grand Ave.	
		Tue, Jul 20	6	GT	-7" Stop signal Deerfield	
		Thu, Jul 22	35	G	-35" -30" Switch failure Deerfield; -10" Stop signal CN X-ing, cross-traffic	
		Tue, Jul 27	0	XM	Annulled @ Libertyville. Fatality @ mp 36.64, West of Libertyville.	
MD-N	2124 67% OT	Fri, Jul 02	24	E	26" Mechanical problems, quit loading @ Round Lake. Engine #413/Cab Car #8557 MU PINS	
		Wed, Jul 07	11	RA	-4" Departed Fox Lake late due to signal lag Fox Lake West; -2" Bicyclist dropped their helmet under the train @ Morton Grove while boarding; -6" Stop signal CUS waiting on 2226 light engine to depart	
		Tue, Jul 13	12	GT	Departed Fox Lake late due to signal lag	
		Thu, Jul 15	7	GW	-7" Signal problems Libertyville	
		Mon, Jul 19	8	A	-8" Following trains ahead	
		Wed, Jul 21	8	A	-8" Accommodating passengers; Stop signal A-2	
MD-N	2126 80% OT	Thu, Jul 22	17	G1	-17" Stop Deerfield, switch failure, following late 2120	
		Tue, Jul 13	6	GT1	-4" Stop signal Deerfield West DUE TO LAG IN DISPATCH SYSTEM; -2" Meet with Amtrak @ Glenview; -2" A-5	
		Thu, Jul 22	15	G1	-15" -17" Departed Deerfield late due to late arrival/turn of 2105 (-10" waiting on the signal)	
MD-N	2133 81% OT	Fri, Jul 23	32	VE1	33" DEPARTED DEERFIELD LATE DUE TO LATE ARRIVAL/TURN OF #2105; PTC PROBLEMS DEERFIELD TO LAKE COOK RD., WAYSIDE SIGNALS/ACKNOWLEDGE SWITCHED, GRANTED PERMISSION TO C/O PTC	
		Tue, Jul 06	11	E1	11" 3 min CUS waiting on passengers from 2127, 5 min waiting on inbound 2242, 5 min Mayfair, 3 min PTC issues A-20 following 2131.	
		Thu, Jul 08	7	A	7 min late, cross traffic Mayfair.	
		Wed, Jul 21	0	XF	Due to mechanical issues with 2133 at A-2 interlocking train 2133 and its Lake Forest turn 2150 were annulled. DEAD MAN PEDAL SEPARATED	
MD-N	2143 81% OT	Tue, Jul 27	8	G	-8" min late, signal issues	
		Fri, Jul 02	14	H	14 min late, due to swapping equipment with 2141 and tying on protector engine 405 2143 departed CUS 7 min late, 5 min CUS waiting on lineup, 10 min Lake St. CUS a gladhand separated between loco 405 and loco 403.	
		Tue, Jul 06	15	E1	15" min late, following 2139 to Fox Lake.	
		Wed, Jul 21	6	K1	-6" cross traffic CN NCS 115.	
		Tue, Jul 27	21	G	SIGNAL PROBLEMS AT DEERFIELD WEST	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MD-N	2152 81% OT	Tue, Jul 06	12	E1	12" min late, late turn from 2141,	
		Mon, Jul 12	25	E	-25" 28 min crew had to cut-out # 4 traction motor on loco115. BURNED LEAD ON TRACTION MOTOR	
		Mon, Jul 26	10	AM1	-10" min late, late turn (held for Amtrak) from 2141	
		Tue, Jul 27	24	G1	-24" min late, late turn from 2141	
MD-W	2212 81% OT	Thu, Jul 08	6	GM1	6" Following late 2210	
		Wed, Jul 14	10	ZR1	-9" min Follow late 2210	
		Wed, Jul 21	6	U1	-6"Following tardy 2210	
		Thu, Jul 29	8	G	8 MINUTES DELAYED DUE TO GROUND LOADING/UNLOADING ELMWOOD PARK THROUGH GALEWOOD DUE TO TRACK CIRCUIT OUT ON #3MT RAN #2MT.	
MD-W	2233 80% OT	Thu, Jul 22	10	CG	-10" FRANKLIN PARK GRADE CROSSING	
		Mon, Jul 26	15	GT1	14 min stop signal B-17, 10 min following trains ahead.	
		Thu, Jul 29	8	D1	2233 was delayed 15 min at B-12 waiting on eastbound 2244 to clear 1 main- FREIGHT DELAY	
NCS	100 73% OT	Mon, Jul 12	11	ZN	8" Departed Antioch late due to CN PTC initialization issues; Stop Franklin Park for track obstruction (Styrofoam)	
		Fri, Jul 16	0	XE	100 ANNULLED @ Grayslake. Mechanical problems engine #88, quit loading @ Grayslake. NCS 102 tied on and shoved combo train to CUS. Expressed from Mundelein to Buffalo Grove to O'Hare to River Grove to Franklin Park. MB MOTOR CLUTCH FAILURE	
		Tue, Jul 20	28	DE	-33" Freight interference Deval, disabled MCHAL2, expressed from O'Hare to CUS	
		Thu, Jul 29	26	F	15 MINUTES DELAYED DUE TO DOOR PROBLEMS AT BUFFALO GROVE. 14 MINUTES DELAYED RESTRICTED SPEED AT GALEWOOD AND 2208 AHEAD ON #2MT TO GALEWOOD. BAD ROLLER	
NCS	101 27% OT	Mon, Jul 12	12	ZN1	10" Departed CUS late due to CN PTC initialization issues	
		Tue, Jul 13	10	CC	-10" Track construction Foreman Calderon; -6" Stop signal Deval, U.P. X-traffic; -3" PTC disengaged between Prospect Heights & Wheeling	
		Wed, Jul 14	8	CC	-8" Form B calderon and 4 min Deval	
		Fri, Jul 16	35	E1	-35" Mainline meet/swap equipment @ Franklin Park with Elgin crew	
		Tue, Jul 20	33	DE1	-25" Departed CUS late due to late arrival/turn of 100	
		Thu, Jul 22	15	CC	-10" Track construction, Foreman Calderon; Stop signal A-2; Franklin Park meet with 110; -10" Stop signal Deval, waited for 3 U.P. trains	
		Fri, Jul 23	8	G	5" STOP SIGNAL DES PLAINES; 3" STOP SIGNAL DEVAL	
		Mon, Jul 26	18	RF	-18" Stop signal Deval, U.P. cross-traffic	
		Tue, Jul 27	6	A	-6" Stop signal Deval	
		Wed, Jul 28	16	G	-16" Stop signal B-12 signal problems, track circuit	
		Thu, Jul 29	53	F1	25 MINUTES DELAYED DUE TO LATE FLIP OFF 100 AND MECHANICAL WORKING ON STUCK DOOR AT CUS. 10 MINUTES DELAYED ITEM 1 AT OAK PARK AVE. 15 MINUTES DELAYED CROSS TRAFFIC AT DEVAL. 5 MINUTES DELAYED PTC DISENEGAGED AT ROSEMONT.	
NCS	107 80% OT	Tue, Jul 13	10	RF	-10" min late, 3 min PTC issues, 3 min A-5 crossing over from 3-1, 12 min Shiller Pk. waiting on cancellation.	
		Tue, Jul 20	14	RF	-9" 8 min CUS waiting on CN DOB's	
		Fri, Jul 23	11	G	11 min late, switch (11) failure A-5.	
NCS	108 76% OT	Mon, Jul 12	19	ZN	19" CN PTC initialization issues Antioch, Mundelein, B-12	
		Fri, Jul 16	21	E1	-21" Following late 100/102 combo train	
		Mon, Jul 26	7	E	-7" Mechanical problems, lost H.E.P. @ Vernon Hills, loose cable between loco #216/#7262; -2" Stop signal A-2	
		Wed, Jul 28	13	G	-13" -15" Stop signal B-12 signal problems, track circuit	
		Thu, Jul 29	9	GM	9 MINUTES DELAYED ITEM 1 AT OAK PARK AVE.	
NCS	112 47% OT	Mon, Jul 12	19	ZN1	22" Departed Buffalo Grove late due to late arrival/turn of NCS 101; CN PTC initialization issues	
		Wed, Jul 14	13	RF	-13" Held at Deval 15 min	
		Fri, Jul 16	30	E1	-31" Departed Buffalo Grove late due to late arrival/turn of 101	
		Mon, Jul 19	17	D	-13" Accommodating passengers on wrong side platform Buffalo Grove; -8" Freight interference @ Deval	
		Tue, Jul 20	29	DE1	-29" Departed Buffalo Grove late due to late arrival/turn of 101	
		Thu, Jul 22	9	CC1	-8" Departed Buffalo Grove late due to late arrival/turn of 101	
		Mon, Jul 26	11	RF1	-12" Departed Buffalo Grove late due to late arrival/turn of 101	
Thu, Jul 29	54	F1	40 MINUTES DELAYED LATE FLIP FROM 101 AT BUFFALO GROVE. 10 MINUTE DELAYED CROSS TRAFFIC AT DEVAL.			
RI	416 81% OT	Tue, Jul 13	7	E	(LOCOMOTIVE MALFUNCTION) - LOST POWER IN THE LOCOMOTIVE. ENGINEER WENT BACK TO THE ENGINE RESTORED POWER. Cat engine failure	
		Fri, Jul 16	13	CC	(SCHEDULED TRACK WORK) - WAITING ON RI0407 MOKENA DUE TO SINGLE TRACKING FOR WORK.	
		Mon, Jul 19	32	B	(HUMAN ERROR, ENG. DEPT.) - IAIS519 STOPPED AHEAD ACCOUNT EMERGENCY.	
		Tue, Jul 27	25	L	(UNAUTHORIZED PEOPLE ON TRACKS) - 24M DUE TO X-TRAFFIC 16TH ST & TREPASSER ON THE CN TRACKS	
RI	617 52% OT	Thu, Jul 01	11	GM	7" Item 1 at Vincennes 4" ADA Brainard to 98th	
		Tue, Jul 06	6	U	(ACCESSIBILITY RELATED (ADA)) - 4M FOR ADA PASSENGER. 2M 35TH (ON), 2M 99TH (OFF)	
		Tue, Jul 13	11	GM	GATE CROSSING VERMONT ITEM 1 5 MINUTES	
		Thu, Jul 15	6	U	1m waiting on passenger w/ Bike & Luggage/ 4m ADA 99th - 111th/ 1m speed restriction mp 10	
		Mon, Jul 19	10	G	(SIG / SWITCH MALFCN (SIG DEPT)) - 11M WAITING ON SINGLE ACCOUNT TRACKING BETWEEN 16TH AND CP PERSHING DUE TO SIGNAL ISSUES	
		Tue, Jul 20	7	I	(PASSENGER HANDLING, RUNNING TIME) - 7M ENROUTE ACCOUNT HEAVY PASSENGER HANDLING AND 8 CAR CONSIST DOWN BEV SUB	
		Wed, Jul 21	14	K	(OBSTRUCTION ON TRACKS) - BRIDGE STRIKE AT CERMAK	
		Fri, Jul 23	10	CC	(SCHEDULED TRACK WORK) - TRYING TO CONTACT THE B 6193 from out of radio range	
		Mon, Jul 26	6	U	(ACCESSIBILITY RELATED (ADA)) - 3M FOR AN ADA PASSENGER WITH THE LIFT. ON 95TH ST, AND OFF 119TH ST	
		Wed, Jul 28	7	F	DOOR GETTING STUCK AND LOCKING PASSENGERS IN THE TRAIN	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
SWS	815	Thu, Jul 01	52	ZN	18" at CUS PTC system configuration errors with all roads except METX. MTAC unable to trouble shoot permission obtained from AMTK and BRC to run cut out. further delayed 22" at CP 518 NS PTC Help Desk is not answering. This has been escalated to CROC	
		81% OT	Tue, Jul 06	30	DD	Stopped at 518 ns200-3 NS 3628 9200 ft cross traffic
			Thu, Jul 08	7	DD	(FREIGHT DISPATCHER ERROR) - STOPPED 10 MIN WAITING FOR 29Q-08 6000FT TO CLEAR CP518
			Mon, Jul 19	6	GF	(SIG / SWITCH MALFCN (SIG DEPT)) - BELT HAVING SIGNAL ISSUES. WANTED HIM ON METRA 1 INSTEAD OF METRA 2. HE CALLED AFTER MY SIGNAL WAS ALRE
UP-N	325	Wed, Jul 07	32	E	42" Late departure from CPT on acct. of swapped equipment at departure time, due to engine METX150 would not load. CHANGED IBPS AND IBKD	
		81% OT	Mon, Jul 12	7	RF	DEPARTED CPT 7 MINS DOWN WAITED FOR DISPATCHER TO CLEAR TRACK WARRANTS
			Mon, Jul 19	10	RF	-20" Departed CPT late waited for the dispatcher to respond to change track warrants
			Wed, Jul 21	13	CC	-23" Red signal at CY 11:15 to 11:27
UP-N	347	Mon, Jul 12	30	R	DELAYED FOLLOWING TRAINS AHEAD DUE TO NEW SCHEDULE	
		67% OT	Wed, Jul 14	60	DE1	60" Late arrival of equipment from Yard. (residual from west line issue)
			Thu, Jul 15	19	RF1	-17" Delayed following late M343
			Mon, Jul 19	10	RF	-10" 30MPH between MP21.4-MP21.8 & waited for M345 to crossover @WK
			Tue, Jul 20	10	I1	-10" Delayed on acct. of running on M345 signals from Braeside to Highland Park & waited for M345 to crossover @ Highland Park
UP-N	355	Mon, Jul 12	40	R	DEPARTED CPT 30 MINS DOWN LATE ARRIVAL OD EQUIPMENT FROM CAL AVE COACH YARD ALSO DELAYED FOLLOWING TRAINS AHEAD	
		76% OT	Tue, Jul 13	10	I1	-10" Delayed due to new schedule waited for M353, LATE BUT NOT REPORTABLE to crossover @ Highland Park
			Wed, Jul 14	11	DE1	11" Running on signals from Highland Park to Waukegan.
			Thu, Jul 15	15	L	-15" Held at Clybourn for Chicago PD activity at MP 5.03
			Tue, Jul 20	11	D	-11" Delayed @ CPE044 for a freight train (LBU54 20) clearing on the Farm Sub
UP-N	362	Mon, Jul 12	22	R1	LATE TURN FROM M347	
		80% OT	Wed, Jul 14	64	DE1	64" Late arrival of M347 due to late equipment from Yard. Stopped at Waukegan for M366 to depart.
			Thu, Jul 15	16	RF1	-16" Departed Kenosha 17 minutes late due to late arrival of M347
			Mon, Jul 19	16	RF1	-16" Late turn off M347 & 30MPH between MP21.8-MP21.4
UP-NW	626	Wed, Jul 07	33	F	33" Delayed across Lake Street Plant on acct of PTC issues (continuously dropped, causing the train air to dump repeatedly). B/O BATTERY CHARGER	
		71% OT	Mon, Jul 12	20	D	20" Stopped to void XH; restricted signal @ Crystal Lake Junction & cross traffic @ CN @ Barrington & Deval
			Thu, Jul 15	10	KW	-10" Car stuck on tracks at Des Plaines
			Wed, Jul 21	9	A	-9" Stopped at Deval due to cross traffic (NC #101 NB & #110 SB).
			Mon, Jul 26	10	ZT1	-10" Departed late behind a late M624
			Tue, Jul 27	8	R	-8" ENGINEER INDEPENDENT BRAKE SET
UP-NW	632	Fri, Jul 02	11	Q	Departed 11 mins down waiting for dispatcher to issue track warrant	
		67% OT	Tue, Jul 06	12	ZF	12" Delayed @ Mayfair on acct. of PTC completely dropped out & had to be reloaded & dropped again between Bridge B & A CHANGED # 1&2 BRAKE PIPE SENSORS
			Fri, Jul 09	0	E1	Annulled on turn from M603.
			Tue, Jul 20	18	DE1	-18" Late turn of equipment from M603
			Mon, Jul 26	27	ZT1	-27" Delayed @ Crystal Lake JCT waited for M636 to clear then delayed following trains ahead
			Tue, Jul 27	13	RF	-13" Restricted speed from Crystal Lake Junction to MP40.3 (Dispatcher issue)
			Thu, Jul 29	12	RF	-12" Waited for warrants at Mchenry, Waited for signal leaving Mchenry for 7 min
UP-NW	636	Fri, Jul 02	9	Q1	Delayed waiting for M632 to clear @ Crystal Lake Junction	
		81% OT	Mon, Jul 26	20	ZT1	-23" Delayed @ Crystal Lake JCT ran @ restricted speed up to JCT due to a late M626 that delayed M632 causing restricting signals
			Tue, Jul 27	17	RF	-17" Restricting Speed from Crystal Lake Junction to MP40.3 (Dispatcher issue)
			Thu, Jul 29	7	RF1	-7" Delayed 13min from 632 Form B 56598, Form B 56600, Form A 56574 60mph
UP-NW	6444	Mon, Jul 12	12	R	35" Departed Harvard 35 mins down due to 10 mins allowed to turn equipment had to unload passengers upon arrival, crossover, job brief, brake test, load passengers with no brakeman then depart	
		81% OT	Tue, Jul 13	27	R	-50" Departed Harvard 26 mins down due to 10 mins allowed to turn equipment had to unload passengers upon arrival, cross-over, job brief, brake test, load passengers then depart also held @ CN Barrington for freight cross traffic
			Wed, Jul 21	17	RF	-27" 30min leaving HV063, 12min due to single track, 18min at HV063 waiting for signal from dispatcher
			Fri, Jul 30	10	I	-10" Heavy passenger loading en route for Lollapalooza passengers
UP-W	20	Thu, Jul 01	15	D	15" Stopped at Elmhurst waiting for MNPPR to clear into the yard off T1	
		81% OT	Fri, Jul 09	17	DE1	Waited at Peck for IG2NP to clear
			Fri, Jul 16	16	D	-16" Stopped at Elmhurst waiting for INPG2 to clear into Proviso yard
			Thu, Jul 22	13	D	-13" Ran track #3 from 25th to Kedzie due to MNPPR-20 on track #1 at 25th; PTC failed enroute
UP-W	24	Mon, Jul 12	11	ZD	11" Late departure on acct. of PTC login issues DISPATCH ERROR	
		73% OT	Wed, Jul 14	109	DE	109" Delayed due to freight (IFIG4X) on fire.
			Fri, Jul 16	11	D1	-11" Delayed following M20
			Thu, Jul 22	8	D1	-08" Held at Kedzie 6 mins for signal following M20. Held at Western for cross traffic.
UP-W	26	Thu, Jul 01	9	D	9" Delayed following CEYVVV to clear at West Chicago	
		81% OT	Wed, Jul 14	105	DE1	105" Delayed due to freight train fire
			Tue, Jul 27	8	R	-8" Left yard late due to mix up with train 24; heavy loading at Geneva
			Wed, Jul 28	8	R	-8" Late leaving Elburn yard (RADIO WAS NOT TURNED ON) not enough time between train 24 and 26; doors stuck at LaFox 2min delay; no signal at Western

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	27 73% OT	Mon, Jul 12	7	CC	7" Delayed on acct. of Form B #47940	
		Tue, Jul 13	7	RF	-7" 12 minute delay by dispatcher at park waiting for 42	
		Wed, Jul 14	0	DE1	Annulled due to freight train (IFIG4X) was on fire	
		Thu, Jul 22	17	K	-17" Ran track #1 @ Kedzie due to MOW track permit Halsted to Kedzie on trk #4 TIE FIRE	
UP-W	44 62% OT	Fri, Jul 02	8	J	Stopped @ W. Chgo to request police for 2 intoxicated males on the platform	
		Fri, Jul 09	34	DE1	Departed Elburn late due to late arrival of M25	
		Tue, Jul 20	15	R	-15" Departed Elburn 15 mins late could due to air issues after trouble shooting issue was resolved (BOTH ENDS CUT IN)	
		Wed, Jul 21	12	D	-12" Stopped at 25th for MASPR getting switch in Yard for 6 Main	
		Thu, Jul 22	13	D1	-13" Departed Elburn 18 mins late due to turn from M25 and setting up PTC	
		Mon, Jul 26	15	D	-13" Delayed following the MCBCH-25 Geneva to Winfield	
		Tue, Jul 27	15	GT	-15" Departed Elburn late due to dispatcher having Cad issues	
		Thu, Jul 29	14	DD	-6" Late Departing Elburn, red signal at Berkley	
UP-W	46 73% OT	Tue, Jul 13	6	D	Departed Elburn 5 minutes down (late arrival as 27) approach signals Geneva-W C (following freight train) College 9 minutes down Oak Park 11 down CPT 6 minutes down	
		Wed, Jul 14	0	DE1	Annulled due to freight train (IFIG4X) was on fire	
		Thu, Jul 15	40	KW	-40" Constant wheel slip causing PTC to cut out over and over again forcing restricted speed, finally cut out PTC and ran on ATC, restricted speed form Kedzie to CPT	
		Thu, Jul 22	39	K1	-39" Departed Elburn 22 minutes late due to late turn of M27, also stopped at River Forest waiting for tracks to be inspected at MP8.12 for reported tie fire	
UP-W	52 71% OT	Thu, Jul 08	13	D	Freight train interference (CBTMQ9/8 min delay) & red signal @ CPY011 (-7) on acct. of a report of a fire on track 3 @ MP8 (had to change route to operate trk 1, instead of 3	
		Mon, Jul 19	8	D	-8" Freight train interference @ CPY032 & people on the wrong side (operated trk 3)	
		Tue, Jul 20	17	G	-10" Delayed @ Bridge A on acct. of track circuit on T58 puzzle, which shunted the 36 switch preventing the train from getting a line-up on track	
		Thu, Jul 22	11	RF	-11" No signal at CN Washington St	
		Fri, Jul 23	10	D1	Late arriving equipment at NZ044 8min delay	
UP-W	55 71% OT	Mon, Jul 26	18	I1	-18" Late turn off M33	
		Thu, Jul 08	14	U	Two slow orders & two ADA lifts	
		Mon, Jul 12	14	R	Departed CPT 14 mins down due to late arrival of equipment from Cal Ave coach yard	
		Wed, Jul 14	7	VE	07" Engine would not load at Villa Park. Engineer cut out door light switch. Slow loading. Slow order MP 30.5 - MP 31.5.	
		Mon, Jul 19	11	D	-11" Delayed on acct. of waited for M56 to clear Kedzie (-9), due to freight IG3AH on trk 1 & 2 ADA lifts (-2)	
UP-W	57 71% OT	Wed, Jul 28	44	KP1	-44" Delayed behind M555 (-46) on acct. of police activity @ MP10.75 & followed M555 to Elburn, once on the move	
		Fri, Jul 30	10	R	-10" 12min delay in route locomotive loading issues at Villa Park, stop from 1758-1810 (ENGINEER ERROR ON INDEPENDENT)	
		Fri, Jul 02	15	ZT	PTC issues @ cpy015	
		Mon, Jul 12	8	R1	Delayed following trains ahead	
		Tue, Jul 13	14	R	Departed CPT 17 mins down due to late arrival of equipment from Cal Ave coach yard	
UP-W	64 67% OT	Thu, Jul 15	17	RF	-17" Departed CPT 17" late waiting for crew and equipment to arrive from yard (LATE WARRANTS)	
		Mon, Jul 19	11	R	-11" Late departure from CPT on acct. of loading issues on METX90 going to Cal Ave coach yard (ENGINEER TRIED TO TROUBLESHOOT RATHER THAN NOTIFYING MECHANICAL)	
		Wed, Jul 28	32	KP1	-32" Stopped @ Oak Park on acct. of police activity (-24) @ MP10.75	
		Fri, Jul 02	9	ZT1	Delayed due to late arrival of M57	
		Tue, Jul 06	15	E	15" Late departure from M57 due to equipment swap at Elburn. M57 had METX 82 - while in idle it would show 300amps then no blended brakes. Swapped equipment at Elburn with Emergency set on W5. CONTROLLER FAILURE	
UP-W	277 80% OT	Tue, Jul 13	12	D	-12" Waited for freight train to go onto the rockwell subdivision	
		Wed, Jul 14	0	DE1	Annulled due to freight train (IFIG4X) was on fire	
		Mon, Jul 26	17	ZT	-13" Delayed @ Kedzie PTC caused restricted speed - had to contact the dispatcher and cut out the PTC and run on ATC	
		Tue, Jul 13	10	D	Held @ 25th Ave waited for the MASPR to clear	
		Mon, Jul 26	13	D	-13" Late turn from M277 also delayed behind MNPAH-25 clearing into Proviso	
UP-W	444 73% OT	Wed, Jul 14	0	DE1	Annulled due to freight train (IFIG4X) was on fire	
		Fri, Jul 23	10	D	Held @ 25th Ave waited for the MASPR to clear	
		Wed, Jul 28	15	D	-15" Follow freight train from Oak Park to Kedzie	

Data is final (08/16/2021) 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
July 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	9	-	-	-	7	2	14	4	2	8	5	11	58	120
Freight Interference - Peak	3	-	-	-	4	-	4	1	1	4	3	8	14	42
Primary	3	-	-	-	4	-	3	1	1	3	1	7	8	31
Secondary	-	-	-	-	-	-	1	-	-	1	2	1	6	11
Freight Interference - Off-Peak	6	-	-	-	3	2	10	3	1	4	2	3	44	78
Primary	6	-	-	-	3	1	9	1	1	3	1	3	26	54
Secondary	-	-	-	-	-	1	1	2	-	1	1	-	18	24
Signal/Switch Failure - Total	3	4	-	8	3	29	17	5	38	3	-	-	7	117
Signal/Switch Failure - Metra/PSA	3	4	-	8	-	27	17	5	37	-	-	-	7	108
Primary	3	1	-	2	-	18	12	5	32	-	-	-	7	80
Secondary	-	3	-	6	-	9	5	-	5	-	-	-	-	28
Signal/Switch Failure - Foreign	-	-	-	-	3	2	-	-	1	3	-	-	-	9
Primary	-	-	-	-	3	1	-	-	1	3	-	-	-	8
Secondary	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Mechanical Failure - Total	11	-	1	-	-	17	5	11	9	-	12	5	4	75
Mechanical Failure - Metra/PSA	11	-	1	-	-	17	5	11	9	-	12	5	4	75
Non-Locomotive Equipment Issue - Metra/PSA	5	-	1	-	-	2	1	4	1	-	1	1	1	17
Primary	2	-	1	-	-	1	1	1	1	-	1	1	1	10
Secondary	3	-	-	-	-	1	-	3	-	-	-	-	-	7
Locomotive Issue - Metra/PSA	6	-	-	-	-	15	4	7	8	-	11	4	3	58
Primary	1	-	-	-	-	6	4	2	5	-	5	2	3	28
Secondary	5	-	-	-	-	9	-	5	3	-	6	2	-	30
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	6	-	-	-	-	4	1	3	1	-	-	-	1	16
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	1	3	1	-	-	1	-	9
Passenger Train Interference - Foreign	6	-	-	-	-	1	-	-	-	-	-	-	-	7
Accident - Total	-	-	-	-	-	2	-	-	3	-	-	-	-	5
Accident - Metra/PSA	-	-	-	-	-	2	-	-	3	-	-	-	-	5
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	10	14	-	15	-	1	3	4	6	-	11	11	1	76
Track Work - Metra/PSA	10	14	-	15	-	1	3	4	6	-	11	8	1	73
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	3	-	3
Human Error - Total	7	5	3	1	2	5	1	8	16	-	24	15	21	108
Human Error - Metra/PSA	4	5	3	1	1	1	1	2	16	-	12	9	16	71
Human Error - Foreign	3	-	-	-	1	4	-	6	-	-	12	6	5	37
PTC Related - Total	-	-	2	1	2	6	5	5	6	3	5	6	9	50
PTC Related - Metra/PSA	-	-	2	1	1	5	5	-	6	-	5	6	8	39
PTC Related - Foreign	-	-	-	-	1	1	-	5	-	3	-	-	1	11
Weather - Total	-	4	-	1	-	9	-	-	4	-	2	6	1	27
Weather - Metra/PSA	-	4	-	1	-	9	-	-	4	-	2	6	1	27
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	3	10	3	3	-	7	10	-	19	-	12	4	18	89
Obstruction/Debris - Total	4	6	4	11	-	5	1	1	20	2	8	1	9	72
Catenary Failure - Total	-	1	-	1	-	-	-	-	-	-	-	-	-	2
Other - Total	-	-	-	-	-	-	2	-	-	-	-	-	-	2
Total Trains Delayed	53	44	13	41	14	87	59	41	124	16	79	60	128	759
Total Metra/PSA Delays	35	44	13	41	2	77	45	26	121	2	62	40	64	572
Total Foreign Carrier Delays	18	0	0	0	12	10	14	15	3	14	17	20	64	187

Data for current month is final (08/16/2021) version of TOPS

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Table 5.b: Train Delays by Cause and Line
Average July 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	15	-	-	-	4	11	12	4	4	9	1	7	21	89
Freight Interference - Peak	5	-	-	-	4	3	3	2	1	3	-	4	8	32
Primary	2	-	-	-	3	1	1	1	0	2	-	2	5	19
Secondary	3	-	-	-	0	2	1	0	1	1	-	2	3	13
Freight Interference - Off-Peak	10	-	-	-	1	8	10	2	3	6	1	3	13	57
Primary	8	-	-	-	0	5	6	2	2	4	1	2	9	40
Secondary	1	-	-	-	0	4	4	-	1	2	0	1	4	17
Signal/Switch Failure - Total	21	7	4	2	2	18	6	3	10	13	1	6	6	99
Signal/Switch Failure - Metra/PSA	9	7	4	2	0	16	5	1	9	6	1	5	6	73
Primary	8	6	3	2	0	10	5	1	9	3	1	3	3	54
Secondary	1	1	1	0	-	6	0	0	0	3	0	2	2	18
Signal/Switch Failure - Foreign	11	-	-	-	2	2	0	2	0	7	-	1	1	27
Primary	8	-	-	-	1	1	0	1	0	5	-	1	1	19
Secondary	3	-	-	-	1	1	-	0	-	2	-	-	0	8
Mechanical Failure - Total	14	0	0	-	1	11	7	2	22	2	9	8	8	85
Mechanical Failure - Metra/PSA	14	0	0	-	1	9	7	2	22	2	9	8	8	84
Non-Locomotive Equipment Issue - Metra/PSA	6	0	0	-	-	1	2	0	2	2	1	1	5	21
Primary	3	0	0	-	-	1	1	0	1	1	1	1	3	13
Secondary	3	0	-	-	-	-	1	-	1	1	-	-	2	8
Locomotive Issue - Metra/PSA	9	-	-	-	1	9	6	1	20	0	8	7	3	63
Primary	4	-	-	-	1	3	2	1	5	0	3	3	2	25
Secondary	5	-	-	-	0	5	3	1	14	-	4	4	1	38
Mechanical Failure - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	5	-	-	-	1	2	1	1	0	3	-	0	0	14
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	0	1	0	-	-	0	-	4
Passenger Train Interference - Foreign	5	-	-	-	1	0	0	-	-	3	-	-	0	10
Accident - Total	3	3	-	0	-	2	1	-	4	-	3	7	10	34
Accident - Metra/PSA	2	3	-	0	-	1	1	-	3	-	3	7	4	25
Accident - Foreign	1	-	-	-	-	1	-	-	1	-	-	-	5	9
Track Work - Total	11	11	1	3	0	13	3	1	18	2	4	12	5	84
Track Work - Metra/PSA	10	11	1	3	0	13	3	1	18	2	4	12	5	83
Track Work - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0
Human Error - Total	17	2	1	1	3	10	3	1	6	3	7	9	6	69
Human Error - Metra/PSA	10	2	1	1	0	6	3	0	6	1	6	5	3	44
Human Error - Foreign	7	0	-	0	2	4	0	1	-	2	1	4	3	25
PTC Related - Total	4	0	1	0	0	2	0	0	7	2	2	5	5	29
PTC Related - Metra/PSA	4	0	1	0	0	2	0	-	7	1	2	5	4	27
PTC Related - Foreign	-	-	-	-	-	-	-	0	-	1	-	0	0	2
Weather - Total	11	10	3	3	0	13	6	1	3	1	5	4	0	61
Weather - Metra/PSA	11	10	3	3	0	13	6	1	3	1	5	4	0	61
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	13	12	2	2	0	14	14	1	14	0	15	23	20	129
Obstruction/Debris - Total	6	4	1	4	1	3	3	1	9	3	5	8	6	54
Catenary Failure - Total	-	1	0	2	-	-	-	-	-	-	-	-	-	3
Other - Total	-	0	-	0	-	1	1	0	1	-	0	2	1	7
Total Trains Delayed	119	51	14	18	13	101	59	16	98	37	53	91	88	757
Total Metra/PSA Delays	80	50	14	17	4	81	45	9	92	15	51	78	58	595
Total Foreign Carrier Delays	39	0	0	0	9	19	14	6	6	22	2	12	31	162

Data for current month is final (08/18/2020) 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
July 2021 Compared to Average July 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	(6)	-	-	-	3	(9)	2	0	(2)	(1)	4	4	37	31
Freight Interference - Peak	(2)	-	-	-	0	(3)	1	(1)	-	1	3	4	6	10
Primary	1	-	-	-	1	(1)	2	(0)	1	1	1	5	3	12
Secondary	(3)	-	-	-	(0)	(2)	(0)	(0)	(1)	0	2	(1)	3	(2)
Freight Interference - Off-Peak	(4)	-	-	-	2	(6)	0	1	(2)	(2)	1	-	31	21
Primary	(2)	-	-	-	3	(4)	3	(1)	(1)	(1)	0	1	17	14
Secondary	(1)	-	-	-	(0)	(3)	(3)	2	(1)	(1)	1	(1)	14	7
Signal/Switch Failure - Total	(18)	(3)	(4)	6	1	11	11	2	28	(10)	(1)	(6)	1	18
Signal/Switch Failure - Metra/PSA	(6)	(3)	(4)	6	(0)	11	12	4	28	(6)	(1)	(5)	1	35
Primary	(5)	(5)	(3)	0	(0)	8	7	4	23	(3)	(1)	(3)	4	26
Secondary	(1)	2	(1)	6	-	3	5	(0)	5	(2)	(0)	(2)	(2)	10
Signal/Switch Failure - Foreign	(11)	-	-	-	1	-	(0)	(2)	1	(4)	-	(1)	(1)	(18)
Primary	(8)	-	-	-	2	(0)	(0)	(1)	1	(2)	-	(1)	(1)	(11)
Secondary	(3)	-	-	-	(1)	0	-	(0)	-	(3)	-	-	(0)	(7)
Mechanical Failure - Total	(3)	(0)	1	-	(1)	6	(2)	9	(13)	(2)	3	(3)	(4)	(10)
Mechanical Failure - Metra/PSA	(3)	(0)	1	-	(1)	8	(2)	9	(13)	(2)	3	(3)	(4)	(9)
Non-Locomotive Equipment Issue - Metra/PSA	(1)	(0)	1	-	-	1	(1)	4	(1)	(2)	(0)	(0)	(4)	(4)
Primary	(1)	(0)	1	-	-	0	-	1	-	(1)	(0)	(0)	(2)	(3)
Secondary	-	(0)	-	-	-	1	(1)	3	(1)	(1)	-	-	(2)	(1)
Locomotive Issue - Metra/PSA	(3)	-	-	-	(1)	6	(2)	6	(12)	(0)	3	(3)	(0)	(5)
Primary	(3)	-	-	-	(1)	3	2	1	(0)	(0)	2	(1)	1	3
Secondary	0	-	-	-	(0)	4	(3)	4	(11)	-	2	(2)	(1)	(8)
Mechanical Failure - Foreign	-	-	-	-	-	(1)	-	-	-	-	-	-	-	(1)
Passenger Train Interference - Total	1	-	-	-	(1)	2	0	2	1	(3)	-	1	(0)	2
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	1	2	1	-	-	1	-	5
Passenger Train Interference - Foreign	1	-	-	-	(1)	1	(0)	-	-	(3)	-	-	(0)	(3)
Accident - Total	(3)	(3)	-	(0)	-	(0)	(1)	-	(1)	-	(3)	(7)	(10)	(29)
Accident - Metra/PSA	(2)	(3)	-	(0)	-	1	(1)	-	-	-	(3)	(7)	(4)	(20)
Accident - Foreign	(1)	-	-	-	-	(1)	-	-	(1)	-	-	-	(5)	(9)
Track Work - Total	(1)	3	(1)	12	(0)	(12)	(0)	3	(12)	(2)	7	(1)	(4)	(8)
Track Work - Metra/PSA	(0)	3	(1)	12	(0)	(12)	(0)	3	(12)	(2)	7	(4)	(4)	(10)
Track Work - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	3	-	3
Human Error - Total	(10)	3	2	-	(1)	(5)	(2)	7	10	(3)	17	6	15	39
Human Error - Metra/PSA	(6)	3	2	0	1	(5)	(2)	2	10	(1)	6	4	13	27
Human Error - Foreign	(4)	(0)	-	(0)	(1)	0	(0)	5	-	(2)	11	2	2	12
PTC Related - Total	(4)	(0)	1	1	2	4	5	5	(1)	1	3	1	4	21
PTC Related - Metra/PSA	(4)	(0)	1	1	1	3	5	-	(1)	(1)	3	1	4	12
PTC Related - Foreign	-	-	-	-	1	1	-	5	-	2	-	(0)	1	9
Weather - Total	(11)	(6)	(3)	(2)	(0)	(4)	(6)	(1)	1	(1)	(3)	2	1	(34)
Weather - Metra/PSA	(11)	(6)	(3)	(2)	(0)	(4)	(6)	(1)	1	(1)	(3)	2	1	(34)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(10)	(2)	1	1	(0)	(7)	(4)	(1)	5	(0)	(3)	(19)	(2)	(40)
Obstruction/Debris - Total	(2)	2	3	7	(1)	2	(2)	0	11	(1)	3	(7)	3	18
Catenary Failure - Total	-	0	(0)	(1)	-	-	-	-	-	-	-	-	-	(1)
Other - Total	-	(0)	-	(0)	-	(1)	1	(0)	(1)	-	(0)	(2)	(1)	(5)
Total Trains Delayed	(66)	(7)	(1)	23	1	(14)	0	25	26	(21)	26	(31)	40	2
Total Metra/PSA Delays	-45	-6	-1	24	-2	-4	0	17	29	-13	11	-38	6	-23
Total Foreign Carrier Delays	-21	0	0	0	3	-9	0	9	-3	-8	15	8	33	25

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

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

Table 6.a: Train Delays by Cause and Line - YTD
January - July 2021

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	29	-	-	-	33	35	103	20	18	35	8	27	208	516
Freight Interference - Peak	9	-	-	-	30	12	41	17	6	20	3	14	60	212
Primary	9	-	-	-	29	11	36	16	4	15	1	13	42	176
Secondary	-	-	-	-	1	1	5	1	2	5	2	1	18	36
Freight Interference - Off-Peak	20	-	-	-	3	23	62	3	12	15	5	13	148	304
Primary	18	-	-	-	3	22	56	1	11	12	4	13	103	243
Secondary	2	-	-	-	-	1	6	2	1	3	1	-	45	61
Signal/Switch Failure - Total	14	26	8	17	22	116	60	19	99	29	8	22	30	470
Signal/Switch Failure - Metra/PSA	6	26	8	17	-	100	56	14	96	6	8	7	21	365
Primary	6	16	6	7	-	78	47	14	89	5	5	7	16	296
Secondary	-	10	2	10	-	22	9	-	7	1	3	-	5	69
Signal/Switch Failure - Foreign	8	-	-	-	22	16	4	5	3	23	-	15	9	105
Primary	7	-	-	-	22	12	3	5	3	20	-	14	9	95
Secondary	1	-	-	-	-	4	1	-	-	3	-	1	-	10
Mechanical Failure - Total	26	1	1	2	2	53	36	22	41	4	30	19	41	278
Mechanical Failure - Metra/PSA	26	1	1	2	2	53	36	22	41	4	30	19	41	278
Non-Locomotive Equipment Issue - Metra/PSA	8	1	1	2	2	6	9	4	9	-	9	6	20	77
Primary	4	1	1	-	2	4	7	1	8	-	8	5	9	50
Secondary	4	-	-	2	-	2	2	3	1	-	1	1	11	27
Locomotive Issue - Metra/PSA	18	-	-	-	-	47	27	18	32	4	21	13	21	201
Primary	9	-	-	-	-	20	13	8	22	3	11	9	12	107
Secondary	9	-	-	-	-	27	14	10	10	1	10	4	9	94
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	7	-	-	1	-	18	1	8	1	-	-	1	-	37
Passenger Train Interference - Metra/PSA	-	-	-	1	-	14	1	8	1	-	-	1	-	26
Passenger Train Interference - Foreign	7	-	-	-	-	4	-	-	-	-	-	-	-	11
Accident - Total	27	11	3	-	2	7	10	2	33	-	17	50	25	187
Accident - Metra/PSA	14	11	3	-	-	6	7	2	33	-	17	50	6	149
Accident - Foreign	13	-	-	-	2	1	3	-	-	-	-	-	19	38
Track Work - Total	13	26	1	23	1	17	30	4	37	5	28	26	7	218
Track Work - Metra/PSA	13	25	1	23	1	17	28	4	37	3	28	23	7	210
Track Work - Foreign	-	1	-	-	-	-	2	-	-	2	-	3	-	8
Human Error - Total	15	15	8	11	6	45	48	17	47	5	37	34	33	321
Human Error - Metra/PSA	10	15	8	11	4	19	39	8	47	4	23	18	25	231
Human Error - Foreign	5	-	-	-	2	26	9	9	-	1	14	16	8	90
PTC Related - Total	4	10	4	10	14	55	31	10	29	25	16	15	50	273
PTC Related - Metra/PSA	4	8	4	8	5	48	28	3	27	9	16	15	48	223
PTC Related - Foreign	-	2	-	2	9	7	3	7	2	16	-	-	2	50
Weather - Total	56	35	11	13	6	92	64	8	66	8	45	79	46	529
Weather - Metra/PSA	43	35	11	13	4	89	61	8	66	6	45	75	40	496
Weather - Foreign	13	-	-	-	2	3	3	-	-	2	-	4	6	33
Passenger Related - Total	14	26	6	7	-	18	35	-	53	-	29	28	65	281
Obstruction/Debris - Total	18	25	13	29	-	17	27	2	46	6	33	16	54	286
Catenary Failure - Total	-	4	3	8	-	-	-	-	-	-	-	-	-	15
Other - Total	-	1	-	-	1	-	2	-	-	5	2	-	1	12
Total Trains Delayed	223	180	58	121	87	473	447	112	470	122	253	317	560	3,423
Total Metra/PSA Delays	148	177	58	119	17	381	320	71	447	43	231	252	308	2,572
Total Foreign Carrier Delays	75	3	0	2	70	92	127	41	23	79	22	65	252	851

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

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

Table 6.b: Train Delays by Cause and Line - YTD
January - July 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	83	-	0	-	30	65	68	38	36	69	7	40	131	566
Freight Interference - Peak	30	-	0	-	25	14	17	13	9	23	2	22	46	202
Primary	18	-	-	-	21	8	12	10	6	17	2	10	21	124
Secondary	12	-	0	-	5	6	5	3	3	6	1	12	25	78
Freight Interference - Off-Peak	53	-	-	-	4	51	51	25	27	46	5	17	85	364
Primary	42	-	-	-	4	32	35	22	20	32	2	12	63	264
Secondary	11	-	-	-	0	20	16	3	7	14	2	6	22	100
Signal/Switch Failure - Total	139	50	26	25	19	117	78	48	80	68	18	45	65	777
Signal/Switch Failure - Metra/PSA	68	50	26	25	2	92	64	18	78	25	18	30	54	550
Primary	46	35	19	20	2	57	48	13	58	17	11	17	25	369
Secondary	22	15	7	5	0	35	16	5	20	9	7	12	29	181
Signal/Switch Failure - Foreign	71	-	-	-	17	25	14	30	2	43	0	15	11	227
Primary	56	-	-	-	13	13	9	23	2	27	-	9	8	159
Secondary	15	-	-	-	3	12	5	7	0	16	0	6	3	68
Mechanical Failure - Total	114	10	4	3	4	100	65	22	115	19	63	59	71	649
Mechanical Failure - Metra/PSA	113	6	3	2	4	92	65	22	115	19	63	59	71	634
Non-Locomotive Equipment Issue - Metra/PSA	42	6	3	2	1	12	6	4	13	10	21	22	33	174
Primary	18	3	2	1	0	6	4	2	6	5	11	12	16	87
Secondary	24	3	2	1	0	6	2	2	7	4	9	10	17	88
Locomotive Issue - Metra/PSA	71	-	-	-	3	80	58	18	102	10	43	37	38	460
Primary	24	-	-	-	2	24	21	6	32	5	14	12	14	153
Secondary	47	-	-	-	1	56	37	12	71	5	29	24	24	307
Mechanical Failure - Foreign	1	4	1	0	0	8	0	1	-	-	-	-	-	15
Passenger Train Interference - Total	16	3	1	3	7	19	3	7	2	23	-	1	2	85
Passenger Train Interference - Metra/PSA	2	1	1	0	0	14	1	6	2	0	-	1	1	29
Passenger Train Interference - Foreign	14	2	1	2	6	6	1	0	0	23	-	-	0	56
Accident - Total	45	27	6	9	2	21	29	11	24	8	25	46	37	289
Accident - Metra/PSA	41	14	4	9	1	17	28	9	20	4	25	45	20	236
Accident - Foreign	4	13	2	-	1	3	2	2	4	4	-	2	17	54
Track Work - Total	72	38	9	17	8	63	19	7	66	9	39	35	46	429
Track Work - Metra/PSA	71	38	9	17	8	61	17	6	66	6	39	35	46	420
Track Work - Foreign	1	-	-	-	0	2	2	0	-	3	-	0	-	9
Human Error - Total	112	23	10	11	12	71	38	17	50	19	36	45	46	489
Human Error - Metra/PSA	60	22	10	11	2	43	23	8	49	4	33	33	33	332
Human Error - Foreign	51	1	-	0	10	28	14	9	0	15	4	12	13	157
PTC Related - Total	21	9	3	5	5	4	3	4	30	3	29	18	35	170
PTC Related - Metra/PSA	20	9	3	5	2	4	3	3	29	2	29	17	34	159
PTC Related - Foreign	1	-	-	-	3	0	-	1	1	1	-	1	1	11
Weather - Total	101	62	21	31	3	64	43	12	88	8	39	45	27	545
Weather - Metra/PSA	101	62	21	31	3	64	43	12	87	7	39	45	27	542
Weather - Foreign	0	-	-	-	-	0	-	-	1	1	-	0	0	3
Passenger Related - Total	54	48	10	10	1	59	63	6	78	4	62	93	92	579
Obstruction/Debris - Total	51	28	8	21	4	26	29	11	57	15	22	60	59	391
Catenary Failure - Total	-	12	3	6	-	-	-	-	-	-	-	-	-	22
Other - Total	1	1	2	2	0	4	5	1	5	1	2	6	4	33
Total Trains Delayed	808	311	103	142	93	614	443	183	629	249	343	492	615	5,025
Total Metra/PSA Delays	579	291	99	139	25	478	341	102	585	90	332	422	442	3,926
Total Foreign Carrier Delays	229	20	4	3	68	137	102	81	44	159	11	70	173	1,099

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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.c: Train Delays by Cause and Line - YTD
January - July 2021 Compared to Average January - July 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	(54)	-	(0)	-	3	(30)	35	(18)	(18)	(34)	1	(13)	77	(50)
Freight Interference - Peak	(21)	-	(0)	-	5	(2)	24	4	(3)	(3)	1	(8)	14	10
Primary	(9)	-	-	-	8	3	24	6	(2)	(2)	(1)	3	21	52
Secondary	(12)	-	(0)	-	(4)	(5)	(0)	(2)	(1)	(1)	1	(11)	(7)	(42)
Freight Interference - Off-Peak	(33)	-	-	-	(1)	(28)	11	(22)	(15)	(31)	0	(4)	63	(60)
Primary	(24)	-	-	-	(1)	(10)	21	(21)	(9)	(20)	2	1	40	(21)
Secondary	(9)	-	-	-	(0)	(19)	(10)	(1)	(6)	(11)	(1)	(6)	23	(39)
Signal/Switch Failure - Total	(125)	(24)	(18)	(8)	3	(1)	(18)	(29)	19	(39)	(10)	(23)	(35)	(307)
Signal/Switch Failure - Metra/PSA	(62)	(24)	(18)	(8)	(2)	8	(8)	(4)	18	(19)	(10)	(23)	(33)	(185)
Primary	(40)	(19)	(13)	(13)	(2)	21	(1)	1	31	(12)	(6)	(10)	(9)	(73)
Secondary	(22)	(5)	(5)	5	(0)	(13)	(7)	(5)	(13)	(8)	(4)	(12)	(24)	(112)
Signal/Switch Failure - Foreign	(63)	-	-	-	5	(9)	(10)	(25)	1	(20)	(0)	(0)	(2)	(122)
Primary	(49)	-	-	-	9	(1)	(6)	(18)	1	(7)	-	5	1	(64)
Secondary	(14)	-	-	-	(3)	(8)	(4)	(7)	(0)	(13)	(0)	(5)	(3)	(58)
Mechanical Failure - Total	(88)	(9)	(3)	(1)	(2)	(47)	(29)	(0)	(74)	(15)	(33)	(40)	(30)	(371)
Mechanical Failure - Metra/PSA	(87)	(5)	(2)	(0)	(2)	(39)	(29)	0	(74)	(15)	(33)	(40)	(30)	(356)
Non-Locomotive Equipment Issue - Metra/PSA	(34)	(5)	(2)	(0)	1	(6)	3	0	(4)	(10)	(12)	(16)	(13)	(97)
Primary	(14)	(2)	(1)	(1)	2	(2)	3	(1)	2	(5)	(3)	(7)	(7)	(37)
Secondary	(20)	(3)	(2)	1	(0)	(4)	(0)	1	(6)	(4)	(8)	(9)	(6)	(61)
Locomotive Issue - Metra/PSA	(53)	-	-	-	(3)	(33)	(31)	0	(70)	(6)	(22)	(24)	(17)	(259)
Primary	(15)	-	-	-	(2)	(4)	(8)	2	(10)	(2)	(3)	(3)	(2)	(46)
Secondary	(38)	-	-	-	(1)	(29)	(23)	(2)	(61)	(4)	(19)	(20)	(15)	(213)
Mechanical Failure - Foreign	(1)	(4)	(1)	(0)	(0)	(8)	(0)	(1)	-	-	-	-	-	(15)
Passenger Train Interference - Total	(9)	(3)	(1)	(2)	(7)	(1)	(2)	1	(1)	(23)	-	0	(2)	(48)
Passenger Train Interference - Metra/PSA	(2)	(1)	(1)	1	(0)	0	(0)	2	(1)	(0)	-	0	(1)	(3)
Passenger Train Interference - Foreign	(7)	(2)	(1)	(2)	(6)	(2)	(1)	(0)	(0)	(23)	-	-	(0)	(45)
Accident - Total	(18)	(16)	(3)	(9)	-	(14)	(19)	(9)	9	(8)	(8)	4	(12)	(102)
Accident - Metra/PSA	(27)	(3)	(1)	(9)	(1)	(11)	(21)	(7)	13	(4)	(8)	5	(14)	(87)
Accident - Foreign	9	(13)	(2)	-	1	(2)	1	(2)	(4)	(4)	-	(2)	2	(16)
Track Work - Total	(59)	(12)	(8)	6	(7)	(46)	11	(3)	(29)	(4)	(11)	(9)	(39)	(211)
Track Work - Metra/PSA	(58)	(13)	(8)	6	(7)	(44)	11	(2)	(29)	(3)	(11)	(12)	(39)	(210)
Track Work - Foreign	(1)	1	-	-	(0)	(2)	-	(0)	-	(1)	-	3	-	(1)
Human Error - Total	(97)	(8)	(2)	(0)	(6)	(26)	10	(0)	(3)	(14)	1	(11)	(13)	(168)
Human Error - Metra/PSA	(50)	(7)	(2)	(0)	2	(24)	16	(0)	(2)	(0)	(10)	(15)	(8)	(101)
Human Error - Foreign	(46)	(1)	-	(0)	(8)	(2)	(5)	(0)	(0)	(14)	10	4	(5)	(67)
PTC Related - Total	(17)	1	1	5	9	51	28	6	(1)	22	(13)	(3)	15	103
PTC Related - Metra/PSA	(16)	(1)	1	3	3	44	25	0	(2)	7	(13)	(2)	14	64
PTC Related - Foreign	(1)	2	-	2	6	7	3	6	1	15	-	(1)	1	39
Weather - Total	(45)	(27)	(10)	(18)	3	28	21	(4)	(22)	(0)	6	34	19	(16)
Weather - Metra/PSA	(58)	(27)	(10)	(18)	1	25	18	(4)	(21)	(1)	6	30	13	(46)
Weather - Foreign	13	-	-	-	2	3	3	-	(1)	1	-	4	6	30
Passenger Related - Total	(40)	(22)	(4)	(3)	(1)	(41)	(28)	(6)	(25)	(4)	(33)	(65)	(27)	(298)
Obstruction/Debris - Total	(33)	(3)	5	8	(4)	(9)	(2)	(9)	(11)	(9)	11	(44)	(5)	(105)
Catenary Failure - Total	-	(8)	(0)	2	-	-	-	-	-	-	-	-	-	(7)
Other - Total	(1)	0	(2)	(2)	1	(4)	(3)	(1)	(5)	4	0	(6)	(3)	(21)
Total Trains Delayed	(585)	(131)	(45)	(21)	(6)	(141)	4	(71)	(159)	(127)	(90)	(175)	(55)	(1,602)
Total Metra/PSA Delays	-431	-114	-41	-20	-8	-97	-21	-31	-138	-47	-101	-170	-134	-1,354
Total Foreign Carrier Delays	-154	-17	-4	-1	2	-45	25	-40	-21	-80	11	-5	79	-248

Data for current month is final (08/16/2021) 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 - Jul
Freight Interference - Total	65	109	39	44	60	79	120						516 15.1%
Freight Interference - Peak	31	52	21	17	23	26	42						212 6.2%
Primary	26	43	17	16	21	22	31						176 5.1%
Secondary	5	9	4	1	2	4	11						36 1.1%
Freight Interference - Off-Peak	34	57	18	27	37	53	78						304 8.9%
Primary	24	47	16	26	32	44	54						243 7.1%
Secondary	10	10	2	1	5	9	24						61 1.8%
Signal/Switch Failure - Total	46	93	43	37	50	84	117						470 13.7%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108						365 10.7%
Primary	32	51	29	26	27	51	80						296 8.6%
Secondary	5	14	8	2	3	9	28						69 2.0%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9						105 3.1%
Primary	8	25	6	7	18	23	8						95 2.8%
Secondary	1	3	-	2	2	1	1						10 0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75						278 8.1%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75						278 8.1%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17						77 2.2%
Primary	3	8	6	3	7	13	10						50 1.5%
Secondary	1	6	3	-	3	7	7						27 0.8%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58						201 5.9%
Primary	11	19	11	14	10	14	28						107 3.1%
Secondary	10	10	3	20	12	9	30						94 2.7%
Mechanical Failure - Foreign	-	-	-	-	-	-	-						- 0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16						37 1.1%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9						26 0.8%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7						11 0.3%
Accident - Total	30	35	24	40	17	36	5						187 5.5%
Accident - Metra/PSA	23	21	24	39	14	23	5						149 4.4%
Accident - Foreign	7	14	-	1	3	13	-						38 1.1%
Track Work - Total	1	18	40	17	28	38	76						218 6.4%
Track Work - Metra/PSA	1	18	38	16	27	37	73						210 6.1%
Track Work - Foreign	-	-	2	1	1	1	3						8 0.2%
Human Error - Total	25	62	27	23	47	29	108						321 9.4%
Human Error - Metra/PSA	19	52	19	16	34	20	71						231 6.7%
Human Error - Foreign	6	10	8	7	13	9	37						90 2.6%
PTC Related - Total	33	32	35	26	37	60	50						273 8.0%
PTC Related - Metra/PSA	28	26	29	16	31	54	39						223 6.5%
PTC Related - Foreign	5	6	6	10	6	6	11						50 1.5%
Weather - Total	23	430	5	1	12	31	27						529 15.5%
Weather - Metra/PSA	23	397	5	1	12	31	27						496 14.5%
Weather - Foreign	-	33	-	-	-	-	-						33 1.0%
Passenger Related - Total	20	37	23	18	27	67	89						281 8.2%
Obstruction/Debris - Total	36	36	21	26	50	45	72						286 8.4%
Catenary Failure - Total	-	-	-	2	11	-	2						15 0.4%
Other - Total	-	-	1	4	4	1	2						12 0.4%
Total Trains Delayed	306	904	284	276	376	518	759						3,423 100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572						2,572 75.1%
Total Foreign Carrier Delays	92	202	61	72	104	133	187						851 24.9%

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**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 - Jul	
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51	51	295	10.1%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	97	3.3%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	79	2.7%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	18	0.6%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	198	6.8%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	150	5.2%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	48	1.6%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	433	14.9%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	313	10.7%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	232	8.0%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	81	2.8%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	120	4.1%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	107	3.7%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	13	0.4%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	305	10.5%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	284	9.8%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	109	3.7%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	53	1.8%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	56	1.9%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	175	6.0%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	77	2.6%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	98	3.4%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	21	0.7%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	22	0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	14	0.5%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	8	0.3%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	134	4.6%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	111	3.8%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	23	0.8%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	283	9.7%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	266	9.1%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	17	0.6%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	329	11.3%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	281	9.6%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	48	1.6%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	210	7.2%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	175	6.0%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	35	1.2%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	194	6.7%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	191	6.6%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	3	0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	237	8.1%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	392	13.5%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	47	1.6%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	31	1.1%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	2,912	100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	2,342	80.4%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	570	19.6%

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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
July 2021**

<i>Minutes</i>	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	6	4	2	4	6	17	15	6	21	4	10	7	10	112
11-15	5	1	0	2	3	10	4	4	10	1	6	7	14	67
16-20	1	1	0	2	1	1	0	2	3	1	2	7	5	26
21+	2	1	0	2	0	4	3	4	6	0	12	5	9	48
Annulled	<u>4</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>13</u>
Sub-Total	18	7	3	11	10	35	22	18	41	6	30	27	38	266
Weekday Off-Peak **														
6-10	7	13	2	8	1	15	9	6	40	5	15	7	24	152
11-15	10	6	1	4	1	7	6	7	10	2	7	2	21	84
16-20	1	1	0	0	0	4	1	4	3	0	9	3	5	31
21+	3	1	1	0	2	7	4	6	11	3	9	4	11	62
Annulled	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>19</u>
Sub-Total	23	22	6	14	4	37	20	23	64	10	40	18	67	348
Saturday														
6-10	6	3	0	7	0	3	3	0	2	0	2	6	5	37
11-15	3	2	0	3	0	5	2	0	4	0	3	3	3	28
16-20	1	3	0	0	0	1	0	0	1	0	0	1	2	9
21+	1	2	1	2	0	1	0	0	4	0	1	2	2	16
Annulled	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>
Sub-Total	11	10	2	12	0	10	5	0	13	0	6	12	13	94
Sunday-Holiday														
6-10	1	3	0	3	0	1	4	0	6	0	2	1	6	27
11-15	0	2	0	1	0	2	5	0	0	0	0	1	1	12
16-20	0	0	1	0	0	0	3	0	0	0	1	0	2	7
21+	0	0	1	0	0	2	0	0	0	0	0	1	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>0</u>	<u>0</u>	<u>0</u>
Sub-Total	1	5	2	4	0	5	12	0	6	0	3	3	10	51
July 2021 Total														
6-10	20	23	4	22	7	36	31	12	69	9	29	21	45	328
11-15	18	11	1	10	4	24	17	11	24	3	16	13	39	191
16-20	3	5	1	2	1	6	4	6	7	1	12	11	14	73
21+	6	4	3	4	2	14	7	10	21	3	22	12	23	131
Annulled	<u>6</u>	<u>1</u>	<u>4</u>	<u>3</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>7</u>	<u>36</u>
TOTAL	53	44	13	41	14	87	59	41	124	16	79	60	128	759
2021 Year-to-Date														
6-10	84	82	18	53	40	214	200	49	256	44	72	89	173	1,374
11-15	44	43	5	21	20	127	114	23	85	24	46	55	134	741
16-20	21	16	12	13	7	48	56	13	42	17	33	40	71	389
21+	47	28	14	23	19	68	67	22	73	37	95	104	162	759
Annulled	<u>27</u>	<u>11</u>	<u>9</u>	<u>11</u>	<u>1</u>	<u>16</u>	<u>10</u>	<u>5</u>	<u>14</u>	<u>0</u>	<u>7</u>	<u>29</u>	<u>20</u>	<u>160</u>
TOTAL	223	180	58	121	87	473	447	112	470	122	253	317	560	3,423
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
July 2021 Total														
6-10	37.7%	52.3%	30.8%	53.7%	50.0%	41.4%	52.5%	29.3%	55.6%	56.3%	36.7%	35.0%	35.2%	43.2%
11-15	34.0%	25.0%	7.7%	24.4%	28.6%	27.6%	28.8%	26.8%	19.4%	18.8%	20.3%	21.7%	30.5%	25.2%
16-20	5.7%	11.4%	7.7%	4.9%	7.1%	6.9%	6.8%	14.6%	5.6%	6.3%	15.2%	18.3%	10.9%	9.6%
21+	11.3%	9.1%	23.1%	9.8%	14.3%	16.1%	11.9%	24.4%	16.9%	18.8%	27.8%	20.0%	18.0%	17.3%
Annulled	<u>11.3%</u>	<u>2.3%</u>	<u>30.8%</u>	<u>7.3%</u>	<u>0.0%</u>	<u>8.0%</u>	<u>0.0%</u>	<u>4.9%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.0%</u>	<u>5.5%</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%
2021 Year-to-Date Delays By Duration														
6-10	37.7%	45.6%	31.0%	43.8%	46.0%	45.2%	44.7%	43.8%	54.5%	36.1%	28.5%	28.1%	30.9%	40.1%
11-15	19.7%	23.9%	8.6%	17.4%	23.0%	26.8%	25.5%	20.5%	18.1%	19.7%	18.2%	17.4%	23.9%	21.6%
16-20	9.4%	8.9%	20.7%	10.7%	8.0%	10.1%	12.5%	11.6%	8.9%	13.9%	13.0%	12.6%	12.7%	11.4%
21+	21.1%	15.6%	24.1%	19.0%	21.8%	14.4%	15.0%	19.6%	15.5%	30.3%	37.5%	32.8%	28.9%	22.2%
Annulled	<u>12.1%</u>	<u>6.1%</u>	<u>15.5%</u>	<u>9.1%</u>	<u>1.1%</u>	<u>3.4%</u>	<u>2.2%</u>	<u>4.5%</u>	<u>3.0%</u>	<u>0.0%</u>	<u>2.8%</u>	<u>9.1%</u>	<u>3.6%</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 (08/16/2021) version from TOPS.