

On-Time Performance

October 2020



Prepared by the Division of Strategic Planning & Performance

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This report presents an analysis of October 2020 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 shows the total number of scheduled and delayed trains for each line by service period for the current month 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.

Under these alternate schedules, Metra operated 382 scheduled revenue trains each weekday in October, which is a 45 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 181 revenue trains each Saturday in October, 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 43 percent fewer revenue trains in October 2020 than in October 2019. The reduced schedules will remain in effect until health officials deem the crisis has passed and/or ridership begins to return to normal. Metra will continue to monitor ridership and may adjust service levels on a line-by-line basis to meet the ridership demands.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	528	6	98.9%	418	7	98.3%	946	13	98.6%	100	0	100.0%	80	1	98.8%	1,126	14	98.8%
ME-ML	440	7	98.4%	748	25	96.7%	1,188	32	97.3%	100	1	99.0%	80	4	95.0%	1,368	37	97.3%
ME-BI	154	0	100.0%	242	0	100.0%	396	0	100.0%		--			--		396	0	100.0%
ME-SC	<u>242</u>	<u>6</u>	97.5%	<u>594</u>	<u>14</u>	97.6%	<u>836</u>	<u>20</u>	97.6%	<u>100</u>	<u>1</u>	99.0%	<u>80</u>	<u>2</u>	97.5%	<u>1,016</u>	<u>23</u>	97.7%
Subtotal	836	13	98.4%	1,584	39	97.5%	2,420	52	97.9%	200	2	99.0%	160	6	96.3%	2,780	60	97.8%
HC	88	13	85.2%		--		88	13	85.2%		--			--		88	13	85.2%
MD-N	308	11	96.4%	308	13	95.8%	616	24	96.1%	90	3	96.7%	72	2	97.2%	778	29	96.3%
MD-W	<u>286</u>	<u>17</u>	94.1%	<u>418</u>	<u>31</u>	92.6%	<u>704</u>	<u>48</u>	93.2%	<u>90</u>	<u>2</u>	97.8%	<u>72</u>	<u>3</u>	95.8%	<u>866</u>	<u>53</u>	93.9%
Subtotal	594	28	95.3%	726	44	93.9%	1,320	72	94.5%	180	5	97.2%	144	5	96.5%	1,644	82	95.0%
NCS	88	7	92.0%		--		88	7	92.0%		--			--		88	7	92.0%
RI	330	6	98.2%	638	21	96.7%	968	27	97.2%	140	4	97.1%	112	0	100.0%	1,220	31	97.5%
SWS	154	10	93.5%	66	8	87.9%	220	18	91.8%		--			--		220	18	91.8%
UP-N	242	10	95.9%	550	14	97.5%	792	24	97.0%	90	1	98.9%	72	4	94.4%	954	29	97.0%
UP-NW	352	16	95.5%	462	15	96.8%	814	31	96.2%	105	3	97.1%	84	3	96.4%	1,003	37	96.3%
UP-W	<u>264</u>	<u>19</u>	92.8%	<u>484</u>	<u>45</u>	90.7%	<u>748</u>	<u>64</u>	91.4%	<u>90</u>	<u>4</u>	95.6%	<u>72</u>	<u>5</u>	93.1%	<u>910</u>	<u>73</u>	92.0%
Subtotal	858	45	94.8%	1,496	74	95.1%	2,354	119	94.9%	285	8	97.2%	228	12	94.7%	2,867	139	95.2%
System	3,476	128	96.3%	4,928	193	96.1%	8,404	321	96.2%	905	19	97.9%	724	24	96.7%	10,033	364	96.4%

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

Delays data for most recent month is final (11/17/2020) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	6,665	128	98.1%	5,279	112	97.9%	11,944	240	98.0%	1,056	43	95.9%	936	36	96.2%	13,936	319	97.7%
ME-ML	5,161	116	97.8%	7,548	202	97.3%	12,709	318	97.5%	1,378	53	96.2%	938	39	95.8%	15,025	410	97.3%
ME-BI	1,645	44	97.3%	2,310	33	98.6%	3,955	77	98.1%	240	11	95.4%	40	3	92.5%	4,235	91	97.9%
ME-SC	<u>2,265</u>	<u>37</u>	98.4%	<u>5,873</u>	<u>95</u>	98.4%	<u>8,138</u>	<u>132</u>	98.4%	<u>1,178</u>	<u>34</u>	97.1%	<u>938</u>	<u>29</u>	96.9%	<u>10,254</u>	<u>195</u>	98.1%
Subtotal	9,071	197	97.8%	15,731	330	97.9%	24,802	527	97.9%	2,796	98	96.5%	1,916	71	96.3%	29,514	696	97.6%
HC	942	107	88.6%	87	7	92.0%	1,029	114	88.9%	--	--	--	--	--	--	1,029	114	88.9%
MD-N	3,622	144	96.0%	4,273	160	96.3%	7,895	304	96.1%	826	44	94.7%	844	35	95.9%	9,565	383	96.0%
MD-W	<u>3,524</u>	<u>156</u>	95.6%	<u>4,694</u>	<u>251</u>	94.7%	<u>8,218</u>	<u>407</u>	95.0%	<u>898</u>	<u>69</u>	92.3%	<u>844</u>	<u>24</u>	97.2%	<u>9,960</u>	<u>500</u>	95.0%
Subtotal	7,146	300	95.8%	8,967	411	95.4%	16,113	711	95.6%	1,724	113	93.4%	1,688	59	96.5%	19,525	883	95.5%
NCS	1,143	114	90.0%	837	59	93.0%	1,980	173	91.3%	--	--	--	--	--	--	1,980	173	91.3%
RI	4,063	208	94.9%	6,127	260	95.8%	10,190	468	95.4%	1,334	48	96.4%	1,328	56	95.8%	12,852	572	95.5%
SWS	1,589	94	94.1%	1,737	111	93.6%	3,326	205	93.8%	108	6	94.4%	--	--	--	3,434	211	93.9%
UP-N	3,394	56	98.4%	6,116	108	98.2%	9,510	164	98.3%	934	20	97.9%	844	32	96.2%	11,288	216	98.1%
UP-NW	4,328	164	96.2%	5,048	135	97.3%	9,376	299	96.8%	1,156	32	97.2%	985	40	95.9%	11,517	371	96.8%
UP-W	<u>3,372</u>	<u>129</u>	96.2%	<u>5,207</u>	<u>272</u>	94.8%	<u>8,579</u>	<u>401</u>	95.3%	<u>826</u>	<u>24</u>	97.1%	<u>844</u>	<u>44</u>	94.8%	<u>10,249</u>	<u>469</u>	95.4%
Subtotal	11,094	349	96.9%	16,371	515	96.9%	27,465	864	96.9%	2,916	76	97.4%	2,673	116	95.7%	33,054	1,056	96.8%
System	41,713	1,497	96.4%	55,136	1,805	96.7%	96,849	3,302	96.6%	9,934	384	96.1%	8,541	338	96.0%	115,324	4,024	96.5%

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

Delays data for most recent month is final (11/17/2020) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
BNSF	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.2%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	93.9%	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	95.0%	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	91.9%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	94.7%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8			97.7%	97.7%
	2015-2019 average	92.4	92.0	95.9	96.0	94.2	93.3	93.5	94.0	93.7	94.3	93.8	95.1	94.0%	94.0%
ME	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.5%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.2%	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	98.1%	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	97.9%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8			97.6%	97.6%
	2015-2019 average	96.8	96.3	98.8	98.9	98.8	97.6	97.7	98.5	98.1	98.4	97.9	97.9	98.0%	98.0%
HC	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.6%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.4%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.9%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.5%	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	86.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2			88.9%	88.9%
	2015-2019 average	88.6	89.9	93.7	93.1	86.7	90.5	90.8	92.3	91.3	93.0	89.4	92.1	91.0%	91.0%
MD-N	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	94.5%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.7%	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	93.9%	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	92.8%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.9%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3			96.0%	96.0%
	2015-2019 average	92.5	90.5	95.0	94.8	94.1	93.4	93.0	93.5	93.5	94.9	93.2	94.5	93.6%	93.6%
MD-W	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	96.2%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	95.0%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	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	95.9%	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	95.4%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9			95.0%	95.0%
	2015-2019 average	94.3	93.4	95.4	96.6	96.2	95.6	95.8	96.2	96.7	96.8	95.0	94.2	95.7%	95.5%
NCS	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.6%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.6%	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	93.6%	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	94.3%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0			91.3%	91.3%
	2015-2019 average	92.0	89.6	94.0	94.8	94.1	95.4	95.9	95.2	94.6	95.1	93.1	92.7	94.1%	93.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
RI	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.0%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.9%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.1%	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	94.9%	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	91.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5			95.5%	95.5%
	2015-2019 average	93.4	93.2	97.0	97.1	94.7	95.8	93.5	95.2	94.8	96.7	94.8	95.0	95.2%	95.1%
SWS	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.4%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.0%	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	95.5%	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	92.4%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	92.8%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8			93.9%	93.9%
	2015-2019 average	94.1	92.6	95.1	95.7	93.7	92.5	93.4	93.8	94.5	94.7	94.0	94.8	94.0%	94.1%
UP-N	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.4%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	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	97.3%	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	95.0%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0			98.1%	98.1%
	2015-2019 average	95.9	95.4	97.6	97.5	97.7	97.3	96.4	96.2	97.6	97.3	96.2	97.3	96.9%	96.9%
UP-NW	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	96.0%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	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	95.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.2%	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	93.2%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3			96.8%	96.8%
	2015-2019 average	95.0	93.6	96.9	95.9	96.3	94.6	93.4	95.4	95.7	95.7	93.2	95.2	95.3%	95.1%
UP-W	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	95.1%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.4%	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	94.3%	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	91.8%	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	91.9%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0			95.4%	95.4%
	2015-2019 average	93.8	89.4	94.9	94.6	92.6	94.1	93.6	94.2	95.0	94.4	93.9	93.0	93.7%	93.7%
System excluding South Shore	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	96.0%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	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	96.1%	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	95.0%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	94.4%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4			96.5%	96.5%
	2015-2019 average	94.5	93.4	96.7	96.7	95.9	95.4	95.0	95.7	95.8	96.3	95.1	95.6	95.5%	95.5%

Delays data for most recent month is final (11/17/2020) version from TOPS.

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

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	917	Tue, Oct 06	9	ZT	(PTC BACK OFFICE/SOFTWARE) - PTC ISSUES PENALTY APPLICATIONS AND RESTRICTED SPEED BETWEEN CORWITH AND ROMEOVILLE.
	82% OT	Wed, Oct 21	17	D	(GENERAL FREIGHT INTERFERENCE) - STOPPED 20 MIN AT CORWITH WAITING FOR THE QALTCHI119V 6417FT TO CLEAR THE PLANT.
		Mon, Oct 26	6	D	(GENERAL FREIGHT INTERFERENCE) - FREIGHT TRAIN ACROSS PLANT
		Tue, Oct 27	6	D	8m STOPPED AT BRIGHTON ACCT. STOPPED TRAIN. 4M PTC LOCKPORT.
HC	919	Wed, Oct 14	31	DR	(FREIGHT-HUMAN ERROR) - STOPPED 42 MIN DUE TO FRIEGHT (QSBDCI-61 81 CARS 7891 FT) LINED INTO THE WRONG TRACK STRUNG OUT THROUGH THE PLANT.
	82% OT	Wed, Oct 21	13	D	(GENERAL FREIGHT INTERFERENCE) - STOPPED FOR 18 MIN DUE TO 23M/20 12,264FT GOING THROUGH THE PLANT.
		Fri, Oct 23	18	D	(GENERAL FREIGHT INTERFERENCE) - 21MIN AT BRIGHTON FOR FREIGHT 23M NS3632 77L 4421FT
		Wed, Oct 28	60	E	HAD ENGINE PROBLEMS AND HAD TO SWAP EQUIPMENT. HEP contactor was burned out.
MD-W	2203	Thu, Oct 08	7	CC	3" Late departure CUS; -4" Automatic Grade Crossing Malfunction Item #1 @ Galewood Pedestrian Crosswalk (WIRE WAS CUT BY RAIL GRINDER); -3" Emergency double stop @ River Grove to let Metra P.D. Officers off to respond to an emergency unrelated call; Track
	82% OT	Mon, Oct 12	16	UF1	2203 (-16) ARRIVED BIG TIMBER @ 8:04. -22" STOPPED @ ROSELLE WEST WAITING ON TARDY 2216
		Thu, Oct 15	14	ZT1	8" Departed CUS late due to late arrival/turn of 2202
		Fri, Oct 23	17	I	3" Departed CUS late due to late arrival/turn of 2202; -3" PTC issues Itasca; -3" PTC issues Medinah, wheel slip, restricted speed; -8" Roselle to Big Timber slow loading
MD-W	2222	Wed, Oct 14	9	GM	10" Automatic Grade Crossing Malfunction Scott St.
	77% OT	Thu, Oct 22	18	E1	18" Following tardy 2216
		Fri, Oct 23	33	ZT1	24" Waiting on tardy 2216; -3" PTC issues (CONSIST ENTRY DUE TO CAD SYSTEM DEFECT), shutdown & rebooted @ A-4
		Mon, Oct 26	7	ZG	7" DELAY, PTC STATED THEY HAD A STOP WHEN THEY HAD A CLEAR, RESTRICTED SPEED. Bad ethernet cable in the wayside signal
		Wed, Oct 28	11	VG	11" DELAY, COMPUTER DROPPED AT ROSELLE WEST, B17 GAVE PERMISSION BY THE SIGNAL, RESTRICTED SPEED. Nothing found.
MD-W	2236	Thu, Oct 01	15	D	25 min freight interference B-17.
	82% OT	Wed, Oct 07	7	RA	Waiting for lineup at Amtrak CUS-N
		Thu, Oct 08	23	CG	15" Stop signal B-17, freight interference; Track construction; -10" Six Automatic Grade Crossing Malfunctions Item #2's Franklin Park area; -3" ADA Franklin Park
		Thu, Oct 22	20	J	30 min delay at Franklin Pk. male passenger was removed by law enforcement after he assaulted crew member.
MD-W	2242	Thu, Oct 08	16	ZR	19 min Big T. with PTC issues. Wrong consist entered.
	82% OT	Mon, Oct 19	30	DM1	30 min late, following 2240.
		Tue, Oct 20	20	ZF	22 min Big Timber PTC issues. Bad axle drive
		Thu, Oct 29	17	D	20 min CP cross traffic at B-17.
RI	605	Mon, Oct 12	7	KW	WHEEL SLIP. RESTRICTED SPEED PTC PENALTIES
	82% OT	Mon, Oct 19	6	I	35TH STREET PASSENGER LOADING; 2min. 35th passenger loading, 2 min Morgan St 10 mph, 2 min calling Form Bs
		Thu, Oct 22	6	U	ADA unloading 99TH STREET
		Fri, Oct 30	8	I	2" 16th street cross traffic 2" 91st kid and mom unloading 1" 95th passenger asking questions 1" 111th passenger unloading.
SWS	815	Wed, Oct 14	14	CC	(SCHEDULED TRACK WORK) - STOPPED 10 MIN AT THE BELT WAITING FOR TRACK EQUIPMENT TO CLEAR THE BELT AND RELEASE TRACK AND TIME WITH THE BELT.
	77% OT	Thu, Oct 15	10	CC	3 ITEM 1 S ENROUTE TO 179TH TOTALING 6 MIN - from construction
		Mon, Oct 19	22	GF	17 MIN DUE TO BEING TALKED PAST SIGNAL AT ASHBURN AND RESTRICTED SPEED FROM ASHBURN TO DUFFY.
		Tue, Oct 20	14	AM	(AMTRAK CAUSED DELAY) - HELD FOR AMTRAK 390
		Wed, Oct 28	7	RA	AMTRAK TOOK THE SIGNAL AWAY FROM 815 AND HAD TO WAIT FOR IT TO TIME OUT.
UP-N	319	Thu, Oct 08	10	R	M319 DELAYED DUE TO SINGLE TRACKING AND SLOW LOADING EQUIPMENT. Engineer unfamiliar with equipment
	82% OT	Tue, Oct 20	19	KW	WHEEL SLIP ON METX142 & FORM B BETWEEN MP5.2-7.27 (50MPH)
		Mon, Oct 26	10	KW	WHEEL SLIP EN ROUTE & FORM B'S @ MP3-5.2 & MP6-7.27 (50 MPH)
		Tue, Oct 27	18	KW	DELAYED DUE TO WHEEL SLIP
UP-NW	653	Thu, Oct 01	15	KP	HELD SOUTH OF IRVING PARK FOR POLICE ACTIVITY MP6.5-7.0
	77% OT	Tue, Oct 13	25	ZT	PTC issues between Woodstock & Harvard
		Mon, Oct 19	10	KW	DELAYED COULD NOT GET UP TO TRACK SPEED WITH WHEELS SLIPPING DUE TO RAIL CONDITIONS SLIPPERY RAIL CAUSED BY THE WEATHER
		Tue, Oct 20	120	KW1	DELAYED COULD NOT GET UP TO TRACK SPEED WITH WHEELS SLIPPING DUE TO RAIL CONDITIONS SLIPPERY RAIL CAUSED BY THE WEATHER ALSO DELAYED HAD TO TIE ONTO M647 EQUIPMENT AND SHOVE THE EQUIPMENT INTO HARVARD AFTER M647 STALLED DUE TO SLIPPERY WHEELS BETWEEN WOOD
		Wed, Oct 21	30	KW	VERY SLIPPERY RAIL ENROUTE (RAIN & LOTS OF LEAVES); PTC DELAYS OCCURRED ENROUTE
UP-NW	662	Tue, Oct 13	17	ZT1	Late turn off M653 on acct. of PTC issues
	77% OT	Fri, Oct 16	68	KW	Had to yard equipment at Harvard due to flat spots on whole train set, and METX 90 getting constant wheel slip, swapped equipment
		Mon, Oct 19	20	KW1	LATE TURN FROM M653 (16 MINUTES); WAITED FOR A SIGNAL AT CN BARRINGTON (4 MINUTES)
		Tue, Oct 20	120	KW1	LATE TURN OF EQUIPMENT FROM M653
		Wed, Oct 21	37	KW1	LATE DEPARTURE OUT OF HARVARD DUE TO LATE ARRIVAL OF M653 CREW & EQUIPMENT

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W 82% OT	48	Thu, Oct 01	22	RF1	M48 DELAYED DUE TO LATE ARRIVAL OF EQUIPMENT/RUNNING ATC DUE TO PTC ISSUES
		Tue, Oct 06	18	CC	DELAYED 15 MINUTES OUT OF WEST CHICAGO CLEARING FORM B'S WAITED FOR PASSENGERS ON THE WRONG SIDE WINFIELD AND WHEATON
		Thu, Oct 08	13	G	M48 DELAYED DUE TO SIGNAL ISSUES
		Fri, Oct 09	12	D	M48 DELAYED @ UNIVERSITY WAITED FOR THE IG2LA TO CLEAR ON TRK 3 IN ORDER TO RUN TRK 3 FROM UNIVERSITY TO GRACE
UP-W 77% OT	66	Fri, Oct 09	20	J	WAITED FOR POLICE AT BERKELEY TO REMOVE AN UNRULY FEMALE PASSENGER
		Mon, Oct 19	16	J	LATE TURN OF CREW AND EQUIPMENT FROM M63 ALSO DELAYED @ GENEVA DUE TO METRA POLICE REPORTING SOMEONE WITH DRUGS ON THE TRAIN, WAITED FOR GENEVA POLICE TO SEARCH THE TRAIN
		Tue, Oct 20	18	KW	DELAYED COULD NOT GET UP TO TRACK SPEED WITH WHEELS SLIPPING DUE TO RAIL CONDITIONS SLIPPERY RAIL CAUSED BY THE WEATHER
		Wed, Oct 21	9	J	DELAYED @ VILLA PARK WAITED FOR POLICE TO ARRIVE & REMOVE A PERSON THAT WAS RIDING ON THE OUTSIDE OF THE COACH CAR 6182 (POLICE ARRIVED & REMOVED THE PERSON FROM THE TRAIN)
		Fri, Oct 23	0	M1	ANNULLED DUE TO M58 PEDESTRIAN STRIKE AT MP 22.15

Data is final (11/17/2020) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective January 1, 2020

'Metra/PSA' refers to delays that either directly affect or are directly attributable to Metra or its Purchase of Service Agreement partners (BNSF and Union Pacific) on Metra or PSA-controlled rail lines or trains in commuter operation.

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

The delay codes listed above are used for primary delayed trains; primary annulled trains (trains that fail to reach their scheduled destination station) use a primary delay code preceded by an "X" (e.g., XE, XGA, etc.);

All secondary trains, including annulled, use primary delay code followed by a "1" (e.g., E1, GA1, etc.); secondary annulled trains do not use a delay code preceded by an "X".

Table 5.a: Train Delays by Cause and Line
October 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	-	-	-	-	9	7	9	-	3	5	-	-	11	44
Freight Interference - Peak	-	-	-	-	9	3	1	-	-	4	-	-	2	19
Primary	-	-	-	-	9	2	1	-	-	4	-	-	2	18
Secondary	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Freight Interference - Off-Peak	-	-	-	-	-	4	8	-	3	1	-	-	9	25
Primary	-	-	-	-	-	4	7	-	3	1	-	-	8	23
Secondary	-	-	-	-	-	-	1	-	-	-	-	-	1	2
Signal/Switch Failure - Total	-	6	-	1	-	6	3	1	1	5	-	1	12	36
Signal/Switch Failure - Metra/PSA	-	6	-	1	-	6	3	1	1	3	-	-	10	31
Primary	-	4	-	1	-	4	3	1	1	1	-	-	8	23
Secondary	-	2	-	-	-	2	-	-	-	2	-	-	2	8
Signal/Switch Failure - Foreign	-	-	-	-	-	-	-	-	-	2	-	1	2	5
Primary	-	-	-	-	-	-	-	-	-	2	-	1	1	4
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Mechanical Failure - Total	4	-	-	-	1	3	7	1	3	3	3	2	5	32
Mechanical Failure - Metra/PSA	4	-	-	-	1	3	7	1	3	3	3	2	5	32
Non-Locomotive Equipment Issue - Metra/PSA	2	-	-	-	-	2	2	1	1	2	3	-	4	17
Primary	2	-	-	-	-	1	1	-	1	2	3	-	3	13
Secondary	-	-	-	-	-	1	1	1	-	-	-	-	1	4
Locomotive Issue - Metra/PSA	2	-	-	-	1	1	5	-	2	1	-	2	1	15
Primary	2	-	-	-	1	1	4	-	2	1	-	2	1	14
Secondary	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	1	-	-	-	-	1	-	-	-	2
Passenger Train Interference - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Foreign	-	-	-	-	1	-	-	-	-	1	-	-	-	2
Accident - Total	-	-	-	-	-	-	5	-	-	-	-	-	10	15
Accident - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	-	10	10
Accident - Foreign	-	-	-	-	-	-	5	-	-	-	-	-	-	5
Track Work - Total	2	2	-	6	-	1	4	-	3	2	3	-	5	28
Track Work - Metra/PSA	2	2	-	6	-	1	4	-	2	2	3	-	5	27
Track Work - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	-	1
Human Error - Total	2	7	-	3	-	1	5	-	2	1	4	4	7	36
Human Error - Metra/PSA	2	7	-	3	-	-	2	-	2	-	4	3	2	25
Human Error - Foreign	-	-	-	-	-	1	3	-	-	1	-	1	5	11
PTC Related - Total	1	1	-	-	2	7	12	2	2	1	1	4	4	37
PTC Related - Metra/PSA	1	1	-	-	2	7	12	1	2	-	1	4	4	35
PTC Related - Foreign	-	-	-	-	-	-	-	1	-	1	-	-	-	2
Weather - Total	1	17	-	2	-	2	-	3	7	-	15	23	10	80
Weather - Metra/PSA	1	17	-	2	-	2	-	3	7	-	15	23	10	80
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	3	-	-	-	2	6	-	7	-	2	-	6	26
Obstruction/Debris - Total	4	1	-	8	-	-	-	-	3	-	1	2	3	22
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	3	-	-	2	-	-	-	-	1	-	6
Total Trains Delayed	14	37	0	23	13	29	53	7	31	18	29	37	73	364
Total Metra/PSA Delays	14	37	0	23	3	21	36	6	27	8	29	35	55	294
Total Foreign Carrier Delays	0	0	0	0	10	8	17	1	4	10	0	2	18	70

Data for current month is final (11/17/2020) version of TOPS

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

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

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

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	-	-	-	4	9	9	7	3	13	2	5	28	89
Freight Interference - Peak	1	-	-	-	3	1	2	2	0	4	-	3	13	31
Primary	1	-	-	-	3	1	2	2	0	4	-	2	5	20
Secondary	-	-	-	-	0	0	1	1	-	1	-	1	7	10
Freight Interference - Off-Peak	9	-	-	-	0	8	7	5	3	8	2	2	15	59
Primary	8	-	-	-	0	5	4	5	2	7	1	1	11	45
Secondary	2	-	-	-	0	3	3	0	2	2	0	0	4	14
Signal/Switch Failure - Total	12	7	3	3	2	11	7	5	7	9	2	7	5	80
Signal/Switch Failure - Metra/PSA	9	7	3	3	0	7	6	4	7	4	2	6	5	63
Primary	7	3	2	2	0	5	4	4	5	3	1	3	2	41
Secondary	2	4	1	1	-	2	2	0	1	1	1	3	3	23
Signal/Switch Failure - Foreign	3	-	-	-	2	4	2	1	-	5	-	1	-	16
Primary	3	-	-	-	2	1	1	0	-	4	-	0	-	11
Secondary	-	-	-	-	1	3	0	0	-	1	-	0	-	5
Mechanical Failure - Total	21	2	0	-	0	16	10	4	14	4	8	10	10	100
Mechanical Failure - Metra/PSA	21	2	-	-	0	15	10	4	14	4	8	10	10	99
Non-Locomotive Equipment Issue - Metra/PSA	7	2	-	-	0	1	1	1	1	1	5	4	3	24
Primary	3	0	-	-	0	1	1	0	1	0	2	1	1	11
Secondary	4	2	-	-	-	0	0	0	0	0	3	2	1	13
Locomotive Issue - Metra/PSA	14	-	-	-	-	14	9	3	13	4	3	6	7	74
Primary	5	-	-	-	-	4	3	1	4	2	2	2	2	26
Secondary	9	-	-	-	-	10	5	2	9	2	2	4	5	48
Mechanical Failure - Foreign	-	0	0	-	-	1	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	2	2	-	0	1	3	1	1	0	1	-	0	0	12
Passenger Train Interference - Metra/PSA	0	2	-	0	-	2	1	1	0	-	-	0	0	7
Passenger Train Interference - Foreign	2	-	-	0	1	1	-	-	0	1	-	-	-	5
Accident - Total	12	-	-	1	-	5	1	0	1	2	6	7	7	41
Accident - Metra/PSA	12	-	-	1	-	5	-	0	1	2	6	7	7	40
Accident - Foreign	-	-	-	-	-	-	1	-	-	-	-	-	0	1
Track Work - Total	24	13	3	6	0	5	3	0	9	3	5	5	7	84
Track Work - Metra/PSA	24	13	3	6	0	5	3	0	9	3	5	5	7	83
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
Human Error - Total	15	3	1	1	2	10	6	2	5	3	4	3	7	63
Human Error - Metra/PSA	8	3	1	1	0	4	5	1	5	1	3	2	6	40
Human Error - Foreign	7	-	-	-	2	6	2	1	0	2	0	1	2	22
PTC Related - Total	2	-	0	-	-	0	-	-	4	0	2	2	1	11
PTC Related - Metra/PSA	2	-	0	-	-	0	-	-	4	0	2	2	1	11
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	5	0	0	1	-	2	0	1	4	-	11	16	2	43
Weather - Metra/PSA	5	0	0	1	-	2	0	1	4	-	11	16	2	43
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	10	8	1	2	-	12	7	1	6	-	8	7	7	68
Obstruction/Debris - Total	17	1	0	1	1	5	3	1	6	2	1	8	9	55
Catenary Failure - Total	-	3	0	2	-	-	-	-	-	-	-	-	-	6
Other - Total	1	-	-	0	-	0	1	0	0	-	-	-	0	3
Total Trains Delayed	132	41	8	17	11	78	48	23	59	37	48	70	83	654
Total Metra/PSA Delays	109	40	8	17	2	58	35	14	56	17	46	63	53	518
Total Foreign Carrier Delays	23	0	0	0	9	21	13	9	3	20	2	6	30	136

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

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	(2)	-	(7)	-	(8)	(2)	(5)	(17)	(45)
Freight Interference - Peak	(1)	-	-	-	6	2	(1)	(2)	(0)	(0)	-	(3)	(11)	(12)
Primary	(1)	-	-	-	6	1	(1)	(2)	(0)	0	-	(2)	(3)	(2)
Secondary	-	-	-	-	(0)	1	(1)	(1)	-	(1)	-	(1)	(7)	(9)
Freight Interference - Off-Peak	(9)	-	-	-	(0)	(4)	1	(5)	0	(7)	(2)	(2)	(6)	(34)
Primary	(8)	-	-	-	(0)	(1)	3	(5)	1	(6)	(1)	(1)	(3)	(22)
Secondary	(2)	-	-	-	(0)	(3)	(2)	-	(0)	(2)	(0)	(0)	(3)	(12)
Signal/Switch Failure - Total	(12)	(1)	(3)	(2)	(2)	(5)	(4)	(4)	(6)	(4)	(2)	(6)	7	(44)
Signal/Switch Failure - Metra/PSA	(9)	(1)	(3)	(2)	(0)	(1)	(3)	(3)	(6)	(1)	(2)	(6)	5	(32)
Primary	(7)	1	(2)	(1)	(0)	(1)	(1)	(3)	(4)	(2)	(1)	(3)	6	(18)
Secondary	(2)	(2)	(1)	(1)	-	(0)	(2)	(0)	(1)	1	(1)	(3)	(1)	(15)
Signal/Switch Failure - Foreign	(3)	-	-	-	(2)	(4)	(2)	(1)	-	(3)	-	0	2	(11)
Primary	(3)	-	-	-	(2)	(1)	(1)	(0)	-	(2)	-	1	1	(7)
Secondary	-	-	-	-	(1)	(3)	(0)	(0)	-	(1)	-	(0)	1	(4)
Mechanical Failure - Total	(17)	(2)	(0)	-	1	(13)	(3)	(3)	(11)	(1)	(5)	(8)	(5)	(68)
Mechanical Failure - Metra/PSA	(17)	(2)	-	-	1	(12)	(3)	(3)	(11)	(1)	(5)	(8)	(5)	(67)
Non-Locomotive Equipment Issue - Metra/PSA	(5)	(2)	-	-	(0)	1	1	0	-	1	(2)	(4)	1	(7)
Primary	(1)	(0)	-	-	(0)	0	0	0	0	2	1	(1)	2	2
Secondary	(4)	(2)	-	-	-	1	1	1	(0)	(0)	(3)	(2)	(0)	(9)
Locomotive Issue - Metra/PSA	(12)	-	-	-	1	(13)	(4)	(3)	(11)	(3)	(3)	(4)	(6)	(59)
Primary	(3)	-	-	-	1	(3)	1	(1)	(2)	(1)	(2)	(0)	(1)	(12)
Secondary	(9)	-	-	-	-	(10)	(4)	(2)	(9)	(2)	(2)	(4)	(5)	(47)
Mechanical Failure - Foreign	-	(0)	(0)	-	-	(1)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	(2)	(2)	-	(0)	0	(3)	(1)	(1)	(0)	-	-	(0)	(0)	(10)
Passenger Train Interference - Metra/PSA	(0)	(2)	-	(0)	-	(2)	(1)	(1)	(0)	-	-	(0)	(0)	(7)
Passenger Train Interference - Foreign	(2)	-	-	(0)	0	(1)	-	-	(0)	-	-	-	-	(3)
Accident - Total	(12)	-	-	(1)	-	(5)	4	(0)	(1)	(2)	(6)	(7)	3	(26)
Accident - Metra/PSA	(12)	-	-	(1)	-	(5)	-	(0)	(1)	(2)	(6)	(7)	3	(30)
Accident - Foreign	-	-	-	-	-	-	4	-	-	-	-	-	(0)	4
Track Work - Total	(22)	(11)	(3)	(0)	(0)	(4)	1	(0)	(6)	(1)	(2)	(5)	(2)	(56)
Track Work - Metra/PSA	(22)	(11)	(3)	(0)	(0)	(4)	1	(0)	(7)	(1)	(2)	(5)	(2)	(56)
Track Work - Foreign	-	-	-	-	-	-	-	-	1	(0)	-	-	-	1
Human Error - Total	(13)	4	(1)	2	(2)	(9)	(1)	(2)	(3)	(2)	0	1	(0)	(27)
Human Error - Metra/PSA	(6)	4	(1)	2	(0)	(4)	(3)	(1)	(3)	(1)	1	1	(4)	(15)
Human Error - Foreign	(7)	-	-	-	(2)	(5)	1	(1)	(0)	(1)	(0)	-	3	(11)
PTC Related - Total	(1)	1	(0)	-	2	7	12	2	(2)	1	(1)	2	3	26
PTC Related - Metra/PSA	(1)	1	(0)	-	2	7	12	1	(2)	(0)	(1)	2	3	24
PTC Related - Foreign	-	-	-	-	-	-	-	1	-	1	-	-	-	2
Weather - Total	(4)	17	(0)	1	-	0	(0)	2	3	-	4	7	8	37
Weather - Metra/PSA	(4)	17	(0)	1	-	0	(0)	2	3	-	4	7	8	37
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(10)	(5)	(1)	(2)	-	(10)	(1)	(1)	1	-	(6)	(7)	(1)	(42)
Obstruction/Debris - Total	(13)	(0)	(0)	7	(1)	(5)	(3)	(1)	(3)	(2)	0	(6)	(6)	(33)
Catenary Failure - Total	-	(3)	(0)	(2)	-	-	-	-	-	-	-	-	-	(6)
Other - Total	(1)	-	-	3	-	(0)	1	(0)	(0)	-	-	1	(0)	3
Total Trains Delayed	(118)	(4)	(8)	6	2	(49)	5	(16)	(28)	(19)	(19)	(33)	(10)	(290)
Total Metra/PSA Delays	-95	-3	-8	6	1	-37	1	-8	-29	-9	-17	-28	2	-224
Total Foreign Carrier Delays	-23	0	0	0	1	-13	4	-8	1	-10	-2	-4	-12	-66

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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 - October 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	21	-	-	-	40	35	114	18	21	67	9	19	109	453
Freight Interference - Peak	2	-	-	-	40	8	19	13	3	36	6	6	36	169
Primary	2	-	-	-	38	7	19	9	3	28	4	6	27	143
Secondary	-	-	-	-	2	1	-	4	-	8	2	-	9	26
Freight Interference - Off-Peak	19	-	-	-	-	27	95	5	18	31	3	13	73	284
Primary	18	-	-	-	-	24	78	4	16	22	1	9	53	225
Secondary	1	-	-	-	-	3	17	1	2	9	2	4	20	59
Signal/Switch Failure - Total	32	33	27	26	15	81	55	68	87	40	10	29	35	538
Signal/Switch Failure - Metra/PSA	21	33	27	26	2	70	54	12	81	17	9	18	33	403
Primary	15	25	18	22	2	52	47	9	60	11	9	11	25	306
Secondary	6	8	9	4	-	18	7	3	21	6	-	7	8	97
Signal/Switch Failure - Foreign	11	-	-	-	13	11	1	56	6	23	1	11	2	135
Primary	11	-	-	-	13	8	1	54	5	16	-	11	1	120
Secondary	-	-	-	-	-	3	-	2	1	7	1	-	1	15
Mechanical Failure - Total	64	14	5	2	3	59	62	12	48	16	28	31	46	390
Mechanical Failure - Metra/PSA	64	3	3	1	3	52	62	12	48	16	28	31	46	369
Non-Locomotive Equipment Issue - Metra/PSA	30	3	3	1	-	16	10	4	10	14	20	10	19	140
Primary	13	2	2	1	-	5	5	3	3	10	13	6	16	79
Secondary	17	1	1	-	-	11	5	1	7	4	7	4	3	61
Locomotive Issue - Metra/PSA	34	-	-	-	3	36	52	8	38	2	8	21	27	229
Primary	15	-	-	-	3	14	22	2	23	2	6	7	15	109
Secondary	19	-	-	-	-	22	30	6	15	-	2	14	12	120
Mechanical Failure - Foreign	-	11	2	1	-	7	-	-	-	-	-	-	-	21
Passenger Train Interference - Total	-	1	-	1	3	9	2	4	1	4	-	8	1	34
Passenger Train Interference - Metra/PSA	-	-	-	-	-	7	2	4	-	1	-	8	1	23
Passenger Train Interference - Foreign	-	1	-	1	3	2	-	-	1	3	-	-	-	11
Accident - Total	20	1	-	11	-	24	23	-	7	7	2	30	53	178
Accident - Metra/PSA	17	-	-	11	-	20	14	-	6	7	2	27	46	150
Accident - Foreign	3	1	-	-	-	4	9	-	1	-	-	3	7	28
Track Work - Total	58	65	4	24	5	27	23	1	65	32	27	11	27	369
Track Work - Metra/PSA	58	65	4	24	1	25	23	1	64	14	27	10	27	343
Track Work - Foreign	-	-	-	-	4	2	-	-	1	18	-	1	-	26
Human Error - Total	53	38	8	14	11	63	44	18	58	12	34	48	28	429
Human Error - Metra/PSA	40	38	8	14	4	50	34	13	58	5	34	33	20	351
Human Error - Foreign	13	-	-	-	7	13	10	5	-	7	-	15	8	78
PTC Related - Total	4	37	6	20	26	18	42	22	45	20	22	19	41	322
PTC Related - Metra/PSA	3	37	6	20	10	17	42	13	41	11	22	18	41	281
PTC Related - Foreign	1	-	-	-	16	1	-	9	4	9	-	1	-	41
Weather - Total	17	66	17	26	5	23	55	13	78	7	34	58	33	432
Weather - Metra/PSA	17	66	17	26	5	23	55	13	77	6	34	57	33	429
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	1	-	3
Passenger Related - Total	18	67	7	1	2	18	36	-	59	1	15	36	54	314
Obstruction/Debris - Total	30	55	8	49	4	22	40	15	97	4	35	75	42	476
Catenary Failure - Total	-	28	8	11	-	-	-	-	-	-	-	-	-	47
Other - Total	2	5	1	10	-	4	4	2	6	1	-	7	-	42
Total Trains Delayed	319	410	91	195	114	383	500	173	572	211	216	371	469	4,024
Total Metra/PSA Delays	270	397	89	193	31	308	366	85	537	83	206	320	343	3,228
Total Foreign Carrier Delays	49	13	2	2	83	75	134	88	35	128	10	51	126	796

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

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	145	-	0	-	44	116	83	73	53	124	11	59	218	926
Freight Interference - Peak	51	-	0	-	38	24	24	25	13	42	3	33	76	330
Primary	29	-	-	-	32	16	15	19	8	31	2	16	35	202
Secondary	22	-	0	-	6	9	9	6	5	12	1	17	41	128
Freight Interference - Off-Peak	94	-	-	-	6	92	59	48	40	82	8	25	142	596
Primary	74	-	-	-	5	57	39	42	32	60	5	19	108	442
Secondary	20	-	-	-	1	35	20	5	8	22	3	6	34	154
Signal/Switch Failure - Total	200	78	31	30	26	171	110	62	103	94	27	64	92	1,088
Signal/Switch Failure - Metra/PSA	115	78	31	30	3	135	91	35	102	35	27	48	79	809
Primary	82	50	23	22	3	78	64	26	78	23	15	24	36	522
Secondary	34	28	8	8	0	57	27	9	24	12	13	24	43	287
Signal/Switch Failure - Foreign	84	-	-	-	23	36	20	26	1	59	-	16	13	278
Primary	65	-	-	-	19	18	14	17	1	39	-	9	9	191
Secondary	20	-	-	-	4	18	6	10	-	20	-	7	4	88
Mechanical Failure - Total	185	29	7	4	6	148	88	31	181	35	93	102	109	1,016
Mechanical Failure - Metra/PSA	183	25	5	4	6	136	88	31	181	35	93	102	109	996
Non-Locomotive Equipment Issue - Metra/PSA	61	25	5	4	1	20	14	5	20	11	29	34	45	274
Primary	26	7	2	1	1	11	7	3	11	6	16	18	21	130
Secondary	35	18	3	3	0	9	7	2	9	4	13	17	24	144
Locomotive Issue - Metra/PSA	121	-	-	-	4	116	74	26	161	25	63	67	64	722
Primary	37	-	-	-	3	34	28	9	50	12	22	21	21	237
Secondary	85	-	-	-	1	82	46	17	111	13	41	46	43	485
Mechanical Failure - Foreign	2	3	1	1	0	12	1	1	-	-	-	-	-	20
Passenger Train Interference - Total	25	8	2	3	11	30	4	10	4	30	0	1	4	133
Passenger Train Interference - Metra/PSA	2	5	1	1	0	21	2	9	3	2	0	1	3	52
Passenger Train Interference - Foreign	23	2	1	2	10	9	2	1	1	29	-	-	1	80
Accident - Total	77	37	8	10	3	43	42	14	29	14	50	77	47	451
Accident - Metra/PSA	73	24	6	10	1	34	39	11	25	9	49	70	30	382
Accident - Foreign	4	13	2	-	1	8	3	3	4	5	1	7	17	69
Track Work - Total	176	65	13	33	11	87	36	11	95	14	56	53	63	712
Track Work - Metra/PSA	159	65	13	33	11	86	34	10	95	11	56	53	63	689
Track Work - Foreign	17	-	-	-	-	1	2	0	-	3	-	-	-	23
Human Error - Total	166	30	12	17	20	103	57	24	71	32	58	60	69	719
Human Error - Metra/PSA	98	29	12	16	3	61	38	12	69	11	46	41	48	485
Human Error - Foreign	68	1	-	1	17	42	19	13	1	21	12	19	21	234
PTC Related - Total	32	3	2	2	0	3	1	1	31	3	27	22	34	161
PTC Related - Metra/PSA	30	3	2	2	-	3	1	1	31	1	27	22	33	155
PTC Related - Foreign	2	-	-	-	0	-	-	-	-	1	-	1	1	6
Weather - Total	142	90	29	37	3	80	53	17	100	12	66	84	47	760
Weather - Metra/PSA	142	90	29	37	3	77	53	17	99	11	66	84	47	754
Weather - Foreign	0	-	-	-	0	2	0	-	0	1	-	-	1	6
Passenger Related - Total	99	84	14	17	1	122	94	9	116	7	109	141	137	949
Obstruction/Debris - Total	97	28	11	28	4	47	39	15	59	30	27	75	78	539
Catenary Failure - Total	-	31	7	18	-	-	-	-	-	-	-	-	-	56
Other - Total	7	1	3	3	0	6	6	2	5	2	4	6	5	49
Total Trains Delayed	1,351	482	138	203	130	955	613	267	846	398	528	745	904	7,559
Total Metra/PSA Delays	1,003	462	134	199	33	728	484	152	786	155	503	643	632	5,914
Total Foreign Carrier Delays	348	20	4	3	97	226	129	116	60	243	24	102	272	1,645

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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 - October 2020 Compared to Average January - October Average Over Previous Five Years: 2015-2019

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	(124)	-	(0)	-	(4)	(81)	31	(55)	(32)	(57)	(2)	(40)	(109)	(473)
Freight Interference - Peak	(49)	-	(0)	-	2	(16)	(5)	(12)	(10)	(6)	3	(27)	(40)	(161)
Primary	(27)	-	-	-	6	(9)	4	(10)	(5)	(3)	2	(10)	(8)	(59)
Secondary	(22)	-	(0)	-	(4)	(8)	(9)	(2)	(5)	(4)	1	(17)	(32)	(102)
Freight Interference - Off-Peak	(75)	-	-	-	(6)	(65)	36	(43)	(22)	(51)	(5)	(12)	(69)	(312)
Primary	(56)	-	-	-	(5)	(33)	39	(38)	(16)	(38)	(4)	(10)	(55)	(217)
Secondary	(19)	-	-	-	(1)	(32)	(3)	(4)	(6)	(13)	(1)	(2)	(14)	(95)
Signal/Switch Failure - Total	(168)	(45)	(4)	(4)	(11)	(90)	(55)	6	(16)	(54)	(17)	(35)	(57)	(550)
Signal/Switch Failure - Metra/PSA	(94)	(45)	(4)	(4)	(1)	(65)	(37)	(23)	(21)	(18)	(18)	(30)	(46)	(406)
Primary	(67)	(25)	(5)	0	(1)	(26)	(17)	(17)	(18)	(12)	(6)	(13)	(11)	(216)
Secondary	(28)	(20)	1	(4)	(0)	(39)	(20)	(6)	(3)	(5)	(13)	(17)	(35)	(190)
Signal/Switch Failure - Foreign	(73)	-	-	-	(10)	(25)	(19)	30	5	(36)	1	(5)	(11)	(143)
Primary	(54)	-	-	-	(6)	(10)	(13)	37	4	(23)	-	2	(8)	(71)
Secondary	(20)	-	-	-	(4)	(15)	(6)	(8)	1	(13)	1	(7)	(3)	(73)
Mechanical Failure - Total	(121)	(15)	(2)	(2)	(3)	(89)	(26)	(19)	(133)	(19)	(65)	(71)	(63)	(626)
Mechanical Failure - Metra/PSA	(119)	(22)	(2)	(3)	(3)	(84)	(26)	(19)	(133)	(19)	(65)	(71)	(63)	(627)
Non-Locomotive Equipment Issue - Metra/PSA	(31)	(22)	(2)	(3)	(1)	(4)	(4)	(1)	(10)	3	(9)	(24)	(26)	(134)
Primary	(13)	(5)	(0)	-	(1)	(6)	(2)	0	(8)	4	(3)	(12)	(5)	(51)
Secondary	(18)	(17)	(2)	(3)	(0)	2	(2)	(1)	(2)	(0)	(6)	(13)	(21)	(83)
Locomotive Issue - Metra/PSA	(87)	-	-	-	(1)	(80)	(22)	(18)	(123)	(23)	(55)	(46)	(37)	(493)
Primary	(22)	-	-	-	-	(20)	(6)	(7)	(27)	(10)	(16)	(14)	(6)	(128)
Secondary	(66)	-	-	-	(1)	(60)	(16)	(11)	(96)	(13)	(39)	(32)	(31)	(365)
Mechanical Failure - Foreign	(2)	8	1	0	(0)	(5)	(1)	(1)	-	-	-	-	-	1
Passenger Train Interference - Total	(25)	(7)	(2)	(2)	(8)	(21)	(2)	(6)	(3)	(26)	(0)	7	(3)	(99)
Passenger Train Interference - Metra/PSA	(2)	(5)	(1)	(1)	(0)	(14)	(0)	(5)	(3)	(1)	(0)	7	(2)	(29)
Passenger Train Interference - Foreign	(23)	(1)	(1)	(1)	(7)	(7)	(2)	(1)	0	(26)	-	-	(1)	(69)
Accident - Total	(57)	(36)	(8)	1	(3)	(19)	(19)	(14)	(22)	(7)	(48)	(47)	6	(273)
Accident - Metra/PSA	(56)	(24)	(6)	1	(1)	(14)	(25)	(11)	(19)	(2)	(47)	(43)	16	(232)
Accident - Foreign	(1)	(12)	(2)	-	(1)	(4)	6	(3)	(3)	(5)	(1)	(4)	(10)	(41)
Track Work - Total	(118)	0	(9)	(9)	(6)	(60)	(13)	(10)	(30)	18	(29)	(42)	(36)	(343)
Track Work - Metra/PSA	(101)	0	(9)	(9)	(10)	(61)	(11)	(9)	(31)	3	(29)	(43)	(36)	(346)
Track Work - Foreign	(17)	-	-	-	4	1	(2)	(0)	1	15	-	1	-	3
Human Error - Total	(113)	8	(4)	(3)	(9)	(40)	(13)	(6)	(13)	(20)	(24)	(12)	(41)	(290)
Human Error - Metra/PSA	(58)	9	(4)	(2)	1	(11)	(4)	1	(11)	(6)	(12)	(8)	(28)	(134)
Human Error - Foreign	(55)	(1)	-	(1)	(10)	(29)	(9)	(8)	(1)	(14)	(12)	(4)	(13)	(156)
PTC Related - Total	(28)	34	4	18	26	15	41	21	14	17	(5)	(3)	7	161
PTC Related - Metra/PSA	(27)	34	4	18	10	14	41	12	10	10	(5)	(4)	8	126
PTC Related - Foreign	(1)	-	-	-	16	1	-	9	4	8	-	0	(1)	35
Weather - Total	(125)	(24)	(12)	(11)	2	(57)	2	(4)	(22)	(5)	(32)	(26)	(14)	(328)
Weather - Metra/PSA	(125)	(24)	(12)	(11)	2	(54)	2	(4)	(22)	(5)	(32)	(27)	(14)	(325)
Weather - Foreign	(0)	-	-	-	(0)	(2)	(0)	-	1	(0)	-	1	(1)	(3)
Passenger Related - Total	(81)	(17)	(7)	(16)	1	(104)	(58)	(9)	(57)	(6)	(94)	(105)	(83)	(635)
Obstruction/Debris - Total	(67)	27	(3)	21	(0)	(25)	1	(0)	38	(26)	8	0	(36)	(63)
Catenary Failure - Total	-	(3)	1	(7)	-	-	-	-	-	-	-	-	-	(9)
Other - Total	(5)	4	(2)	7	(0)	(2)	(2)	0	1	(1)	(4)	1	(5)	(7)
Total Trains Delayed	(1,032)	(72)	(47)	(8)	(16)	(572)	(113)	(94)	(274)	(187)	(312)	(374)	(435)	(3,535)
Total Metra/PSA Delays	-733	-65	-45	-6	-2	-420	-118	-67	-249	-72	-297	-323	-289	-2,686
Total Foreign Carrier Delays	-299	-7	-2	-1	-14	-151	5	-28	-25	-115	-14	-51	-146	-849

Data for current month is final (11/17/2020) 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 7.a: Train Delays by Cause and Month
2020**

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44			453	11.3%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19			169	4.2%
Primary	13	10	13	6	3	12	22	27	19	18			143	3.6%
Secondary	6	3	7	-	-	-	2	6	1	1			26	0.6%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25			284	7.1%
Primary	26	31	26	11	8	18	30	28	24	23			225	5.6%
Secondary	10	8	12	1	1	7	9	7	2	2			59	1.5%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36			538	13.4%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31			403	10.0%
Primary	52	46	28	18	20	29	39	28	23	23			306	7.6%
Secondary	18	31	8	2	4	6	12	1	7	8			97	2.4%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5			135	3.4%
Primary	15	61	10	2	6	9	4	3	6	4			120	3.0%
Secondary	2	8	1	-	1	-	1	-	1	1			15	0.4%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32			390	9.7%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32			369	9.2%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17			140	3.5%
Primary	12	16	5	4	3	3	10	4	9	13			79	2.0%
Secondary	17	29	6	2	1	-	1	-	1	4			61	1.5%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15			229	5.7%
Primary	16	18	15	5	7	6	10	10	8	14			109	2.7%
Secondary	48	29	11	4	2	2	2	7	14	1			120	3.0%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-			21	0.5%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2			34	0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-			23	0.6%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2			11	0.3%
Accident - Total	57	18	20	4	5	5	25	19	10	15			178	4.4%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10			150	3.7%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5			28	0.7%
Track Work - Total	41	46	38	18	41	59	40	30	28	28			369	9.2%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27			343	8.5%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1			26	0.6%
Human Error - Total	103	99	42	14	17	18	36	36	28	36			429	10.7%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25			351	8.7%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11			78	1.9%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37			322	8.0%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35			281	7.0%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2			41	1.0%
Weather - Total	33	89	4	7	24	11	26	148	10	80			432	10.7%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80			429	10.7%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-			3	0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26			314	7.8%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22			476	11.8%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-			47	1.2%
Other - Total	11	8	3	3	1	-	5	2	3	6			42	1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364			4,024	100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294			3,228	80.2%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70			796	19.8%

Data for current month is final (11/17/2020) 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.

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

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	931	10.0%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	334	3.6%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	208	2.2%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	126	1.4%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	597	6.4%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	403	4.3%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	194	2.1%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	1,314	14.1%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	979	10.5%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	679	7.3%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	300	3.2%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	335	3.6%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	240	2.6%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	95	1.0%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	1,100	11.8%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	1,081	11.6%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	316	3.4%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	144	1.5%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	172	1.8%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	765	8.2%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	236	2.5%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	529	5.7%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	19	0.2%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	128	1.4%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	33	0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	95	1.0%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	561	6.0%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	369	4.0%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	192	2.1%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	702	7.5%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	687	7.4%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	15	0.2%
Human Error - Total	99	249	60	52	92	57	108	88	81	71	66	45	957	10.3%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	598	6.4%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	359	3.9%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	608	6.5%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	586	6.3%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	22	0.2%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	1,413	15.2%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,407	15.1%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	923	9.9%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	641	6.9%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	8	0.1%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	33	0.4%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	9,319	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	7,340	78.8%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	1,979	21.2%

Data for current month is final (11/20/2019) 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
October 2020

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	6	0	2	6	6	8	4	5	7	8	3	11	68
11-15	2	1	0	1	2	3	3	0	0	2	1	4	2	21
16-20	1	0	0	0	3	1	2	1	0	1	1	1	0	11
21+	0	0	0	1	2	0	3	2	1	0	0	8	5	22
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>
Sub-Total	6	7	0	6	13	11	17	7	6	10	10	16	19	128
Weekday Off-Peak **														
6-10	3	10	0	8	0	5	9	0	13	2	7	4	10	71
11-15	1	3	0	1	0	5	7	0	3	4	4	1	13	42
16-20	2	3	0	0	0	2	9	0	4	1	2	3	9	35
21+	0	6	0	5	0	1	5	0	1	1	1	7	9	36
Annulled	<u>1</u>	<u>3</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>0</u>	<u>0</u>	<u>4</u>	<u>9</u>
Sub-Total	7	25	0	14	0	13	31	0	21	8	14	15	45	193
Saturday														
6-10	0	0	0	0	0	2	1	0	1	0	1	1	2	8
11-15	0	0	0	0	0	1	0	0	3	0	0	0	1	5
16-20	0	0	0	1	0	0	1	0	0	0	0	0	1	3
21+	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	0	1	0	1	0	3	2	0	4	0	1	3	4	19
Sunday-Holiday														
6-10	0	4	0	1	0	0	2	0	0	0	2	2	2	13
11-15	0	0	0	1	0	1	1	0	0	0	1	0	2	6
16-20	1	0	0	0	0	0	0	0	0	0	0	0	1	2
21+	0	0	0	0	0	1	0	0	0	0	1	1	0	3
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	4	0	2	0	2	3	0	0	0	4	3	5	24
October 2020 Total														
6-10	5	20	0	11	6	13	20	4	19	9	18	10	25	160
11-15	3	4	0	3	2	10	11	0	6	6	6	5	18	74
16-20	4	3	0	1	3	3	12	1	4	2	3	4	11	51
21+	0	6	0	6	2	2	8	2	2	1	2	18	14	63
Annulled	<u>2</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>16</u>
TOTAL	14	37	0	23	13	29	53	7	31	18	29	37	73	364
2020 Year-to-Date														
6-10	116	195	49	74	50	170	210	79	311	92	75	128	140	1,689
11-15	65	52	11	19	26	69	114	36	105	47	46	64	109	763
16-20	40	41	5	14	18	34	59	20	52	18	20	36	62	419
21+	41	69	14	38	20	72	87	37	72	43	37	109	120	759
Annulled	<u>57</u>	<u>53</u>	<u>12</u>	<u>50</u>	<u>0</u>	<u>38</u>	<u>30</u>	<u>1</u>	<u>32</u>	<u>11</u>	<u>38</u>	<u>34</u>	<u>38</u>	<u>394</u>
TOTAL	319	410	91	195	114	383	500	173	572	211	216	371	469	4,024
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
October 2020 Total														
6-10	35.7%	54.1%	-	47.8%	46.2%	44.8%	37.7%	57.1%	61.3%	50.0%	62.1%	27.0%	34.2%	44.0%
11-15	21.4%	10.8%	-	13.0%	15.4%	34.5%	20.8%	0.0%	19.4%	33.3%	20.7%	13.5%	24.7%	20.3%
16-20	28.6%	8.1%	-	4.3%	23.1%	10.3%	22.6%	14.3%	12.9%	11.1%	10.3%	10.8%	15.1%	14.0%
21+	0.0%	16.2%	-	26.1%	15.4%	6.9%	15.1%	28.6%	6.5%	5.6%	6.9%	48.6%	19.2%	17.3%
Annulled	<u>14.3%</u>	<u>10.8%</u>	-	<u>8.7%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>3.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>6.8%</u>	<u>4.4%</u>
TOTAL	100.0%	100.0%	n/a	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2020 Year-to-Date Delays By Duration														
6-10	36.4%	47.6%	53.8%	37.9%	43.9%	44.4%	42.0%	45.7%	54.4%	43.6%	34.7%	34.5%	29.9%	42.0%
11-15	20.4%	12.7%	12.1%	9.7%	22.8%	18.0%	22.8%	20.8%	18.4%	22.3%	21.3%	17.3%	23.2%	19.0%
16-20	12.5%	10.0%	5.5%	7.2%	15.8%	8.9%	11.8%	11.6%	9.1%	8.5%	9.3%	9.7%	13.2%	10.4%
21+	12.9%	16.8%	15.4%	19.5%	17.5%	18.8%	17.4%	21.4%	12.6%	20.4%	17.1%	29.4%	25.6%	18.9%
Annulled	<u>17.9%</u>	<u>12.9%</u>	<u>13.2%</u>	<u>25.6%</u>	<u>0.0%</u>	<u>9.9%</u>	<u>6.0%</u>	<u>0.6%</u>	<u>5.6%</u>	<u>5.2%</u>	<u>17.6%</u>	<u>9.2%</u>	<u>8.1%</u>	<u>9.8%</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 (11/17/2020) version from TOPS.