

On-Time Performance

January 2021



Prepared by the Division of Strategic Planning & Performance

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This report presents an analysis of January 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.

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

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

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

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

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

For Tables 5 through 7, delays by cause are separated into *Metra/PSA* and *Foreign* designations, where applicable. *Metra/PSA* refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation. *Foreign* refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. *Foreign* also includes delays attributable to BNSF and Union Pacific freight operations. See Table 4 for a detailed breakdown of delay codes by cause category and carrier designation.

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

Reporting Calculations for Temporary Schedules and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

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

On Monday, March 23, Metra began operating alternate weekday schedules on all lines, except the Heritage Corridor (HC), to adjust for the reduced number of riders due to school closures, work-from-home mandates and other consequences of the coronavirus pandemic. Through the month of April Metra continued to operate regularly scheduled weekday service on the HC Line as well as normal weekend service. On May 4 Metra reduced weekday service on the HC, North Central Service (NCS) and SouthWest Service (SWS) lines, and on May 9 reduced Saturday service to Sunday service levels on all lines except the Metra Electric (ME), thus eliminating all SWS Saturday service. Metra increased weekday service on the ME on May 18 as required for implementation of the Positive Train Control (PTC) safety system on that line. Metra increased weekday service on the RI on June 15 and on the HC, NCS and SWS on June 29. As of July 4, Metra decreased Saturday service on the ME to match Sunday service, thus eliminating Saturday service on the ME Blue Island Branch. Beginning August 3, Metra added two weekday BNSF trains and four weekday RI trains. There was no change in the number of daily scheduled trains in September or October. Metra added four weekday UP-N trains and six weekday UP-NW trains on November 2. There was no change in the number of daily scheduled trains in December. Metra added two weekday MD-N trains and four weekday MD-W trains on January 11.

Under these alternate and modified schedules, Metra operated between 392 and 398 scheduled revenue trains each weekday in January, which is a 42 to 43 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 181 revenue trains each Saturday in January, 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 42 percent fewer revenue trains in January 2021 than in January 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: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January 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	480	6	98.8%	380	4	98.9%	860	10	98.8%	100	1	99.0%	120	0	100.0%	1,080	11	99.0%
ME-ML	400	1	99.8%	680	4	99.4%	1,080	5	99.5%	100	0	100.0%	120	3	97.5%	1,300	8	99.4%
ME-BI	140	1	99.3%	220	4	98.2%	360	5	98.6%		--			--	360	5	98.6%	
ME-SC	<u>220</u>	<u>2</u>	99.1%	<u>540</u>	<u>2</u>	99.6%	<u>760</u>	<u>4</u>	99.5%	<u>100</u>	<u>1</u>	99.0%	<u>120</u>	<u>1</u>	99.2%	<u>980</u>	<u>6</u>	99.4%
Subtotal	760	4	99.5%	1,440	10	99.3%	2,200	14	99.4%	200	1	99.5%	240	4	98.3%	2,640	19	99.3%
HC	80	8	90.0%		--		80	8	90.0%		--			--	80	8	90.0%	
MD-N	280	27	90.4%	310	30	90.3%	590	57	90.3%	90	3	96.7%	108	5	95.4%	788	65	91.8%
MD-W	<u>305</u>	<u>34</u>	88.9%	<u>395</u>	<u>16</u>	95.9%	<u>700</u>	<u>50</u>	92.9%	<u>90</u>	<u>5</u>	94.4%	<u>108</u>	<u>8</u>	92.6%	<u>898</u>	<u>63</u>	93.0%
Subtotal	585	61	89.6%	705	46	93.5%	1,290	107	91.7%	180	8	95.6%	216	13	94.0%	1,686	128	92.4%
NCS	80	9	88.8%		--		80	9	88.8%		--			--	80	9	88.8%	
RI	300	5	98.3%	580	15	97.4%	880	20	97.7%	140	2	98.6%	168	5	97.0%	1,188	27	97.7%
SWS	140	5	96.4%	60	2	96.7%	200	7	96.5%		--			--	200	7	96.5%	
UP-N	240	3	98.8%	560	8	98.6%	800	11	98.6%	90	0	100.0%	108	5	95.4%	998	16	98.4%
UP-NW	380	8	97.9%	480	12	97.5%	860	20	97.7%	105	2	98.1%	126	3	97.6%	1,091	25	97.7%
UP-W	<u>240</u>	<u>14</u>	94.2%	<u>440</u>	<u>30</u>	93.2%	<u>680</u>	<u>44</u>	93.5%	<u>90</u>	<u>0</u>	100.0%	<u>108</u>	<u>12</u>	88.9%	<u>878</u>	<u>56</u>	93.6%
Subtotal	860	25	97.1%	1,480	50	96.6%	2,340	75	96.8%	285	2	99.3%	342	20	94.2%	2,967	97	96.7%
System	3,285	123	96.3%	4,645	127	97.3%	7,930	250	96.8%	905	14	98.5%	1,086	42	96.1%	9,921	306	96.9%

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

Delays data for most recent month is final (02/16/2021) 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-Jan	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	93.2%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.9%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	89.6%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	92.7%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.3%	97.9%
	2021	99.0												99.0%	99.0%
	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	93.8%	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	98.0%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	95.6%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	97.7%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	96.4%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.5%	97.7%
	2021	99.3												99.3%	99.3%
	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	97.0%	98.0%
HC	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	90.0%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.9%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	86.4%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	81.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	90.9%	89.6%
	2021	90.0												90.0%	90.0%
	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	88.5%	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	95.3%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.3%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	91.8%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	88.4%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	93.3%	95.8%
	2021	91.8												91.8%	91.8%
	2016-2020 average	92.8	92.1	95.8	95.0	94.0	93.4	92.5	93.7	93.3	94.4	92.5	94.0	92.8%	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	94.0%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.9%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	94.7%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	92.3%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.8%	94.7%
	2021	93.0												93.0%	93.0%
	2016-2020 average	94.8	93.1	95.7	96.4	96.0	95.8	95.5	95.6	96.4	95.9	94.2	93.4	94.8%	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	92.3%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	92.6%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.2%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	87.6%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	92.7%	91.7%
	2021	88.8												88.8%	88.8%
	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	91.7%	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-Jan	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	92.6%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	95.2%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	92.2%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	89.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	92.0%	95.8%
	2021	97.7												97.7%	97.7%
	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	92.4%	94.8%
SWS	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.6%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	96.2%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	93.9%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	90.4%	93.0%
	2020	95.6	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												96.5%	96.5%
	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	94.3%	94.0%
UP-N	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	96.9%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	95.6%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.6%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	90.7%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.5%	98.1%
	2021	98.4												98.4%	98.4%
	2016-2020 average	95.9	96.0	97.5	97.7	97.7	97.2	96.5	96.4	97.4	97.3	96.1	97.3	95.9%	96.9%
UP-NW	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.0%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.7%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	90.3%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.3%	96.7%
	2021	97.7												97.7%	97.7%
	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	95.1%	95.1%
UP-W	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	97.8%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	95.0%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	92.3%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	90.4%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	94.9%	94.9%
	2021	93.6												93.6%	93.6%
	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	94.0%	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	95.8%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	95.6%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.2%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	91.8%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	95.9%	96.5%
	2021	96.9												96.9%	96.9%
	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	94.7%	95.5%

Delays data for most recent month is final (02/16/2021) 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
January 2021**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
MD-N	2102 75% OT	Fri, Jan 15	7	GT	10" Stop signal Rondout. Lag in system communication to MLPS
		Thu, Jan 21	8	D	8" Freight interference A-6
		Fri, Jan 22	21	E	7" Departed Fox Lake late due to mechanical problems engine #417 (abnormal shutdown) suppression diode. -17" Stopped at Ingleside waiting for extra engineer/mechanical personnel from Fox Lake. Flagged station stops
		Mon, Jan 25	7	CW1	2102 (-7) ARRIVED CUS @ 06:26. -7" STOP SIGNAL MAYFAIR, CROSS-TRAFFIC
		Tue, Jan 26	7	E	7" lost HEP early enroute. Manually operated doors. Delayed 7 min total; swapped equipment when arriving CUS. Equipment was from 2106
MD-N	2103 80% OT	Mon, Jan 04	7	GT	-10 min waiting for inbound Metra at Rondout. Lag in system communication to MLPS
		Mon, Jan 11	12	GT1	17" Stop signal Rondout waiting on tardy 2124, which was delayed due to signal lag in system communication to MLPS
		Tue, Jan 12	18	GT1	23 min stopped at Rondout waiting for 2124 to clear the J-Line, which was delayed due to lag in system communication to MLPS
		Tue, Jan 26	10	E1	2103 departed 6 min late due to late arrival of equipment; then had restricted speed to western ave. Delayed in the block western to Healy. This affected their turn in Fox lake
MD-N	2124 70% OT	Mon, Jan 04	8	GT	-5" Departed Fox Lake late due to waiting on the line-up Fox Lake West; -5" Stop signal Liberty West. Lag in communication to MLPS
		Mon, Jan 11	9	GT	12" Departed Fox Lake late due to signal problems. Lag in system communication to MLPS
		Tue, Jan 12	21	GT	24" Departed Fox Lake late due to signal problems Fox Lake West. Lag in system communication to MLPS
		Wed, Jan 20	11	GW	13" Stop A-20, frozen/icy switch (#7 switch) crew chiseled out switch; -1" Stop signal A-2
		Wed, Jan 27	8	I	3" Slow passenger loading; -2" Stop signal Mayfair; -2" WACY pick-up
		Fri, Jan 29	7	KW	-2" Departed Fox Lake late waiting on the signal; -2" Slow passenger loading; -4" Slow loading engine #85; WHEEL SLIP
MD-N	2128 75% OT	Tue, Jan 12	14	GT	14 min signal issues at Fox Lake during morning rush. Lag in system communication to MLPS
		Thu, Jan 14	12	GT	17" Signal problems Rondout. TMDS Minneapolis work station crashed
		Tue, Jan 19	6	GT	RED SIGNAL AT GRAYLAND - Lag in system communication to MLPS (Wabtec software issue)
		Tue, Jan 26	14	E1	14 min late due to late arrival of equipment/quick turn.
		Wed, Jan 27	8	E	12" Mechanical problems engine #413 (traction motor) difficulties maintaining track speed, ground relay, C/O #4 traction motor
MD-N	2148 80% OT	Mon, Jan 11	19	ZT	17 min PTC problems at Rondout (no soft key to acknowledge track or authorize past signal. Finally given permission to cut out PTC); -5 min reinitialize PTC, then restricted speed.
		Thu, Jan 14	14	VE1	10 late turn from 2127; -2 min slippery rail conditions.
		Mon, Jan 25	20	ZG	2148 ARRIVED CUS AT 18:54 6:54 16 MIN LATE, TRACK CIRCUIT 2 MT MAYFAIR CROSSED OVER 2-1 PTC ISSUES RESTRICTED SPEED TO A-6.
MD-N	2156 60% OT	Mon, Jan 11	8	D	5 min stopped at CN crossing; -3 min stopped at Mayfair.
		Thu, Jan 14	7	KW1	5 min waiting for a train to pass at Liberty siding; -2 min stopped at Mayfair. wheel slip on 2151
		Fri, Jan 15	25	L	27 min stopped near Glenview for person on the tracks. Waited for police to remove the individual. WESTBOUND
		Mon, Jan 18	8	ZP	10 min Fox Lake loading PTC. DISPATCH CONSIST ERROR
		Tue, Jan 19	7	A1	10 min Libertyville siding waiting on westbound. Waiting on 2151 which was held at Mayfair for cross traffic
		Thu, Jan 21	10	U	10" DELAY, delay handling wheel chair user
		Mon, Jan 25	10	A1	2156 ARRIVED CUS AT 22:08 10:08 10 MIN LATE, LIBERTYVILLE WAITING ON 2151.
		Thu, Jan 28	12	D	12 min late, 5 min Libertyville waiting on westbound 2151, 7 min following CP freight to A-20.
MD-W	2216 65% OT	Fri, Jan 08	18	D	14" Departed Elgin late due to freight interference (472-07); -4" Two ADA's
		Mon, Jan 11	19	D1	19" Following tardy 2212
		Wed, Jan 13	9	J	19" Police activity Itasca, passenger removed for theft of service
		Tue, Jan 19	6	ZT	10" PTC issues Big Timber (Main Track) restricted speed
		Wed, Jan 27	8	U	10" Three ADA's Schaumburg, Roselle, Western Ave.
		Thu, Jan 28	6	ZT	-6 " PTC issues Big Timber
		Fri, Jan 29	10	E	10" Mechanical problems engine #421, unable to C/O locomotive (Epic Brake - b/o cable); Used 2222's equipment & crew
MD-W	2222 75% OT	Fri, Jan 08	9	D1	9" Late departure out of Elgin Coachyard resulting in late turn/departure out of Big Timber
		Mon, Jan 11	13	D1	Departed Elgin coachyard late due to signal problems
		Wed, Jan 13	8	J1	10" Following tardy 2216
		Mon, Jan 18	13	DD	16" Freight interference B-17 (470 16)
		Fri, Jan 29	7	E1	-7" Restricting signal A-5 to A-2
MD-W	2235 80% OT	Thu, Jan 07	7	H	-10 min meeting mechanical at WACY to check an inoperative speedometer on Loco 81; -3 min re-initialize PTC at Franklin Park. electrician failed to reattach wires after test
		Mon, Jan 11	15	ZG	20 min freight cross traffic at B-17. Itasca signal issue
		Wed, Jan 20	9	D	16 min cross (CP 286) traffic B-17
		Thu, Jan 21	0	XE	Annulled at CUS, due to a mechanical failure with loco 401
NCS	108 75% OT	Fri, Jan 15	9	D	9" Freight interference/meet @ Ram
		Mon, Jan 18	6	RF1	6" Stop signal Deval - FROM UPNW CN DELAY
		Wed, Jan 20	17	E	17" Mechanical problems, lost H.E.P. @ Lake Villa, engine room filled with smoke. Instructed to continue and to manually operate doors
		Thu, Jan 21	6	GA	6" PTC issues Western Ave., (restriction entering the station); Stop signal CUS, station congestion
		Fri, Jan 22	11	D	8" Freight interference B-12; -3" Stop signal CUS, station congestion

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS	115	Mon, Jan 11	12	D	2 min stopped at Western; -2 min Elgin passengers inadvertently got on at Western Ave.; -3 min approach at A-4 (no trains ahead); -10 min stopped at Deval for freight cross traffic (the dispatcher claims no one informed them of the schedule change); -4 mi
		Tue, Jan 12	11	DE	11 min "CUS – Wheeling poor schedule;" -5 min passing train in emergency between Wheeling and Buffalo Grove; -3 min 528 at Aptikisic Rd.
		Wed, Jan 20	7	GM	6 min passenger loading, 7 min enroute 2 529 A's Butterfield and Townline Rd.
UP-W	36	Thu, Jan 14	7	G	DELAYED DUE TO NO SIGNAL AT KRESS
		Tue, Jan 26	54	K1	LATE TURN OFF M13 ON ACCT. OF A VEHICLE ON THE TRACKS @ MP9.6 & STOPPED @ ELMHURST FROM 09:09-09:17 DUE TO ILAG2 GOING INTO THE YARD @ PROVISO
		Thu, Jan 28	21	D1	LATE DEPARTURE DUE TO LATE ARRIVAL OF M13
		Fri, Jan 29	9	D	Waited for M21 to clear @ Park due to freight traffic also waited for cross traffic to clear @ Western

Data is final (02/16/2021) 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
January 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	-	-	-	-	2	6	23	4	1	3	-	3	23	65
Freight Interference - Peak	-	-	-	-	2	2	13	4	-	2	-	2	6	31
Primary	-	-	-	-	2	2	10	4	-	2	-	2	4	26
Secondary	-	-	-	-	-	-	3	-	-	-	-	-	2	5
Freight Interference - Off-Peak	-	-	-	-	-	4	10	-	1	1	-	1	17	34
Primary	-	-	-	-	-	4	10	-	1	1	-	1	7	24
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	10	10
Signal/Switch Failure - Total	1	-	2	1	1	17	6	3	8	-	1	3	3	46
Signal/Switch Failure - Metra/PSA	1	-	2	1	-	17	5	2	7	-	1	-	1	37
Primary	1	-	2	-	-	14	5	2	6	-	1	-	1	32
Secondary	-	-	-	1	-	3	-	-	1	-	-	-	-	5
Signal/Switch Failure - Foreign	-	-	-	-	1	-	1	1	1	-	-	3	2	9
Primary	-	-	-	-	1	-	1	1	1	-	-	2	2	8
Secondary	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Mechanical Failure - Total	-	-	-	-	-	10	10	1	3	1	-	-	-	25
Mechanical Failure - Metra/PSA	-	-	-	-	-	10	10	1	3	1	-	-	-	25
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	2	1	-	1	-	-	-	-	4
Primary	-	-	-	-	-	1	1	-	1	-	-	-	-	3
Secondary	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Locomotive Issue - Metra/PSA	-	-	-	-	-	8	9	1	2	1	-	-	-	21
Primary	-	-	-	-	-	5	3	1	1	1	-	-	-	11
Secondary	-	-	-	-	-	3	6	-	1	-	-	-	-	10
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	7	-	1	-	-	1	3	-	-	-	2	10	6	30
Accident - Metra/PSA	-	-	1	-	-	1	3	-	-	-	2	10	6	23
Accident - Foreign	7	-	-	-	-	-	-	-	-	-	-	-	-	7
Track Work - Total	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Track Work - Metra/PSA	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	-	-	-	1	1	5	5	1	3	1	5	2	1	25
Human Error - Metra/PSA	-	-	-	1	-	3	4	-	3	1	5	1	1	19
Human Error - Foreign	-	-	-	-	1	2	1	1	-	-	-	1	-	6
PTC Related - Total	1	-	-	2	3	14	7	-	1	-	2	-	3	33
PTC Related - Metra/PSA	1	-	-	2	1	14	5	-	-	-	2	-	3	28
PTC Related - Foreign	-	-	-	-	2	-	2	-	1	-	-	-	-	5
Weather - Total	2	4	-	1	-	5	2	-	3	-	2	2	2	23
Weather - Metra/PSA	2	4	-	1	-	5	2	-	3	-	2	2	2	23
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	-	-	1	-	3	4	-	4	-	2	4	2	20
Obstruction/Debris - Total	-	4	2	-	-	2	3	-	4	2	2	1	16	36
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Trains Delayed	11	8	5	6	8	65	63	9	27	7	16	25	56	306
Total Metra/PSA Delays	4	8	5	6	2	57	36	3	24	4	16	18	31	214
Total Foreign Carrier Delays	7	0	0	0	6	8	27	6	3	3	0	7	25	92

Data for current month is final (02/16/2021) version of TOPS

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

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Table 5.b: Train Delays by Cause and Line
Average January 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	8	10	4	8	10	1	5	19	85
Freight Interference - Peak	9	-	-	-	3	2	3	2	2	2	0	3	7	35
Primary	5	-	-	-	3	2	2	2	2	1	0	2	4	23
Secondary	4	-	-	-	1	-	1	1	0	1	-	1	4	12
Freight Interference - Off-Peak	6	-	-	-	0	7	7	2	6	8	0	3	11	50
Primary	3	-	-	-	0	4	4	2	4	4	0	1	9	32
Secondary	2	-	-	-	-	3	3	0	2	3	0	1	3	18
Signal/Switch Failure - Total	20	9	3	7	5	18	18	11	17	11	1	4	5	129
Signal/Switch Failure - Metra/PSA	8	9	3	7	1	10	14	4	16	5	1	3	4	84
Primary	5	6	3	6	1	7	10	3	11	3	1	3	3	59
Secondary	3	3	1	1	-	3	4	1	5	1	0	-	1	25
Signal/Switch Failure - Foreign	12	-	-	-	4	8	4	6	1	6	0	1	2	45
Primary	8	-	-	-	3	4	3	4	1	5	-	1	1	28
Secondary	4	-	-	-	1	4	1	3	-	2	0	0	1	16
Mechanical Failure - Total	31	1	2	1	1	21	16	4	19	3	14	12	8	134
Mechanical Failure - Metra/PSA	31	1	1	1	1	19	16	4	19	3	14	12	8	131
Non-Locomotive Equipment Issue - Metra/PSA	9	1	1	1	0	3	1	0	0	2	3	5	5	31
Primary	4	0	1	0	0	1	1	0	0	1	1	2	2	14
Secondary	5	0	1	0	-	2	1	-	0	1	2	2	3	17
Locomotive Issue - Metra/PSA	22	-	-	-	1	16	15	4	19	1	12	7	3	100
Primary	5	-	-	-	1	3	4	1	5	1	3	2	2	25
Secondary	17	-	-	-	0	13	11	3	14	1	9	5	2	76
Mechanical Failure - Foreign	0	0	0	0	0	1	-	-	-	-	-	-	-	3
Passenger Train Interference - Total	1	1	1	1	1	4	0	2	1	2	-	-	0	16
Passenger Train Interference - Metra/PSA	-	1	1	0	-	3	0	2	1	-	-	-	0	8
Passenger Train Interference - Foreign	1	1	0	1	1	2	-	-	-	2	-	-	-	8
Accident - Total	3	2	0	1	2	6	2	2	7	4	2	11	11	52
Accident - Metra/PSA	3	2	0	1	0	4	1	2	6	1	2	11	7	41
Accident - Foreign	0	-	-	-	1	2	0	0	1	2	-	-	4	11
Track Work - Total	6	7	1	3	1	2	1	0	6	2	2	2	3	35
Track Work - Metra/PSA	6	7	1	3	1	2	1	0	6	2	2	2	3	35
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
Human Error - Total	12	7	2	3	2	17	5	3	10	2	7	7	7	83
Human Error - Metra/PSA	10	7	2	3	1	15	5	2	10	0	6	6	7	73
Human Error - Foreign	2	-	-	-	1	2	0	1	-	2	1	2	-	10
PTC Related - Total	2	1	0	1	1	1	-	-	3	-	8	3	7	26
PTC Related - Metra/PSA	1	1	0	1	0	1	-	-	3	-	8	3	7	25
PTC Related - Foreign	1	-	-	-	1	-	-	-	-	-	-	-	-	1
Weather - Total	34	19	6	13	1	21	13	6	40	3	22	18	9	204
Weather - Metra/PSA	34	19	6	13	1	21	13	6	40	2	22	18	9	203
Weather - Foreign	0	-	-	-	-	0	-	-	-	1	-	-	-	1
Passenger Related - Total	5	7	2	2	-	5	4	1	9	-	8	6	9	58
Obstruction/Debris - Total	10	4	1	4	-	3	5	4	12	1	3	9	7	63
Catenary Failure - Total	-	5	1	1	-	-	-	-	-	-	-	-	-	7
Other - Total	1	-	1	0	-	0	1	0	3	-	1	-	0	7
Total Trains Delayed	139	62	21	36	17	106	75	37	134	38	70	78	86	899
Total Metra/PSA Delays	108	61	20	35	5	83	60	26	124	14	68	69	62	735
Total Foreign Carrier Delays	31	1	1	1	12	24	15	12	10	24	2	8	24	164

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

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

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

Table 5.c: Train Delays by Cause and Line
January 2021 Compared to Average January 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	(15)	-	-	-	(2)	(2)	13	(0)	(7)	(7)	(1)	(2)	4	(20)
Freight Interference - Peak	(9)	-	-	-	(1)	0	10	2	(2)	(0)	(0)	(1)	(1)	(4)
Primary	(5)	-	-	-	(1)	0	8	2	(2)	1	(0)	-	0	3
Secondary	(4)	-	-	-	(1)	-	2	(1)	(0)	(1)	-	(1)	(2)	(7)
Freight Interference - Off-Peak	(6)	-	-	-	(0)	(3)	3	(2)	(5)	(7)	(0)	(2)	6	(16)
Primary	(3)	-	-	-	(0)	0	6	(2)	(3)	(3)	(0)	(0)	(2)	(8)
Secondary	(2)	-	-	-	-	(3)	(3)	(0)	(2)	(3)	(0)	(1)	7	(8)
Signal/Switch Failure - Total	(19)	(9)	(1)	(6)	(4)	(1)	(12)	(8)	(9)	(11)	-	(1)	(2)	(83)
Signal/Switch Failure - Metra/PSA	(7)	(9)	(1)	(6)	(1)	7	(9)	(2)	(9)	(5)	0	(3)	(3)	(47)
Primary	(4)	(6)	(1)	(6)	(1)	7	(5)	(1)	(5)	(3)	0	(3)	(2)	(27)
Secondary	(3)	(3)	(1)	-	-	-	(4)	(1)	(4)	(1)	(0)	-	(1)	(20)
Signal/Switch Failure - Foreign	(12)	-	-	-	(3)	(8)	(3)	(5)	0	(6)	(0)	2	0	(36)
Primary	(8)	-	-	-	(2)	(4)	(2)	(3)	0	(5)	-	1	1	(20)
Secondary	(4)	-	-	-	(1)	(4)	(1)	(3)	-	(2)	(0)	1	(1)	(15)
Mechanical Failure - Total	(31)	(1)	(2)	(1)	(1)	(11)	(6)	(3)	(16)	(2)	(14)	(12)	(8)	(109)
Mechanical Failure - Metra/PSA	(31)	(1)	(1)	(1)	(1)	(9)	(6)	(3)	(16)	(2)	(14)	(12)	(8)	(106)
Non-Locomotive Equipment Issue - Metra/PSA	(9)	(1)	(1)	(1)	(0)	(1)	(0)	(0)	1	(2)	(3)	(5)	(5)	(27)
Primary	(4)	(0)	(1)	(0)	(0)	(0)	0	(0)	1	(1)	(1)	(2)	(2)	(11)
Secondary	(5)	(0)	(1)	(0)	-	(1)	(1)	-	(0)	(1)	(2)	(2)	(3)	(16)
Locomotive Issue - Metra/PSA	(22)	-	-	-	(1)	(8)	(6)	(3)	(17)	(0)	(12)	(7)	(3)	(79)
Primary	(5)	-	-	-	(1)	2	(1)	0	(4)	0	(3)	(2)	(2)	(14)
Secondary	(17)	-	-	-	(0)	(10)	(5)	(3)	(13)	(1)	(9)	(5)	(2)	(66)
Mechanical Failure - Foreign	(0)	(0)	(0)	(0)	(0)	(1)	-	-	-	-	-	-	-	(3)
Passenger Train Interference - Total	(1)	(1)	(1)	(1)	(1)	(2)	(0)	(2)	(1)	(2)	-	-	(0)	(14)
Passenger Train Interference - Metra/PSA	-	(1)	(1)	(0)	-	(1)	(0)	(2)	(1)	-	-	-	(0)	(6)
Passenger Train Interference - Foreign	(1)	(1)	(0)	(1)	(1)	(2)	-	-	-	(2)	-	-	-	(8)
Accident - Total	4	(2)	1	(1)	(2)	(5)	1	(2)	(7)	(4)	0	(1)	(5)	(22)
Accident - Metra/PSA	(3)	(2)	1	(1)	(0)	(3)	2	(2)	(6)	(1)	0	(1)	(1)	(18)
Accident - Foreign	7	-	-	-	(1)	(2)	(0)	(0)	(1)	(2)	-	-	(4)	(4)
Track Work - Total	(6)	(7)	(1)	(3)	0	(2)	(1)	(0)	(6)	(2)	(2)	(2)	(3)	(34)
Track Work - Metra/PSA	(6)	(7)	(1)	(3)	0	(2)	(1)	(0)	(6)	(2)	(2)	(2)	(3)	(34)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
Human Error - Total	(12)	(7)	(2)	(2)	(1)	(12)	-	(2)	(7)	(1)	(2)	(5)	(6)	(58)
Human Error - Metra/PSA	(10)	(7)	(2)	(2)	(1)	(12)	(1)	(2)	(7)	1	(1)	(5)	(6)	(54)
Human Error - Foreign	(2)	-	-	-	-	0	1	0	-	(2)	(1)	(1)	-	(4)
PTC Related - Total	(1)	(1)	(0)	1	2	13	7	-	(2)	-	(6)	(3)	(4)	7
PTC Related - Metra/PSA	-	(1)	(0)	1	1	13	5	-	(3)	-	(6)	(3)	(4)	3
PTC Related - Foreign	(1)	-	-	-	1	-	2	-	1	-	-	-	-	4
Weather - Total	(32)	(15)	(6)	(12)	(1)	(16)	(11)	(6)	(37)	(3)	(20)	(16)	(7)	(181)
Weather - Metra/PSA	(32)	(15)	(6)	(12)	(1)	(16)	(11)	(6)	(37)	(2)	(20)	(16)	(7)	(180)
Weather - Foreign	(0)	-	-	-	-	(0)	-	-	-	(1)	-	-	-	(1)
Passenger Related - Total	(5)	(7)	(2)	(1)	-	(2)	(0)	(1)	(5)	-	(6)	(2)	(7)	(38)
Obstruction/Debris - Total	(10)	(0)	1	(4)	-	(1)	(2)	(4)	(8)	1	(1)	(8)	9	(27)
Catenary Failure - Total	-	(5)	(1)	(1)	-	-	-	-	-	-	-	-	-	(7)
Other - Total	(1)	-	(1)	(0)	-	(0)	(1)	(0)	(3)	-	(1)	-	(0)	(7)
Total Trains Delayed	(128)	(54)	(16)	(30)	(9)	(41)	(12)	(28)	(107)	(31)	(54)	(53)	(30)	(593)
Total Metra/PSA Delays	-104	-53	-15	-29	-3	-26	-24	-23	-100	-10	-52	-51	-31	-521
Total Foreign Carrier Delays	-24	-1	-1	-1	-6	-16	12	-6	-7	-21	-2	-1	1	-72

Data for current month is final (02/16/2021) version of TOPS

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

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

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

Table 6.a: Train Delays by Cause and Line - YTD
January - January 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	-	-	-	-	2	6	23	4	1	3	-	3	23	65
Freight Interference - Peak	-	-	-	-	2	2	13	4	-	2	-	2	6	31
Primary	-	-	-	-	2	2	10	4	-	2	-	2	4	26
Secondary	-	-	-	-	-	-	3	-	-	-	-	-	2	5
Freight Interference - Off-Peak	-	-	-	-	-	4	10	-	1	1	-	1	17	34
Primary	-	-	-	-	-	4	10	-	1	1	-	1	7	24
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	10	10
Signal/Switch Failure - Total	1	-	2	1	1	17	6	3	8	-	1	3	3	46
Signal/Switch Failure - Metra/PSA	1	-	2	1	-	17	5	2	7	-	1	-	1	37
Primary	1	-	2	-	-	14	5	2	6	-	1	-	1	32
Secondary	-	-	-	1	-	3	-	-	1	-	-	-	-	5
Signal/Switch Failure - Foreign	-	-	-	-	1	-	1	1	1	-	-	3	2	9
Primary	-	-	-	-	1	-	1	1	1	-	-	2	2	8
Secondary	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Mechanical Failure - Total	-	-	-	-	-	10	10	1	3	1	-	-	-	25
Mechanical Failure - Metra/PSA	-	-	-	-	-	10	10	1	3	1	-	-	-	25
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	2	1	-	1	-	-	-	-	4
Primary	-	-	-	-	-	1	1	-	1	-	-	-	-	3
Secondary	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Locomotive Issue - Metra/PSA	-	-	-	-	-	8	9	1	2	1	-	-	-	21
Primary	-	-	-	-	-	5	3	1	1	1	-	-	-	11
Secondary	-	-	-	-	-	3	6	-	1	-	-	-	-	10
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	7	-	1	-	-	1	3	-	-	-	2	10	6	30
Accident - Metra/PSA	-	-	1	-	-	1	3	-	-	-	2	10	6	23
Accident - Foreign	7	-	-	-	-	-	-	-	-	-	-	-	-	7
Track Work - Total	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Track Work - Metra/PSA	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	-	-	-	1	1	5	5	1	3	1	5	2	1	25
Human Error - Metra/PSA	-	-	-	1	-	3	4	-	3	1	5	1	1	19
Human Error - Foreign	-	-	-	-	1	2	1	1	-	-	-	1	-	6
PTC Related - Total	1	-	-	2	3	14	7	-	1	-	2	-	3	33
PTC Related - Metra/PSA	1	-	-	2	1	14	5	-	-	-	2	-	3	28
PTC Related - Foreign	-	-	-	-	2	-	2	-	1	-	-	-	-	5
Weather - Total	2	4	-	1	-	5	2	-	3	-	2	2	2	23
Weather - Metra/PSA	2	4	-	1	-	5	2	-	3	-	2	2	2	23
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	-	-	1	-	3	4	-	4	-	2	4	2	20
Obstruction/Debris - Total	-	4	2	-	-	2	3	-	4	2	2	1	16	36
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Trains Delayed	11	8	5	6	8	65	63	9	27	7	16	25	56	306
Total Metra/PSA Delays	4	8	5	6	2	57	36	3	24	4	16	18	31	214
Total Foreign Carrier Delays	7	0	0	0	6	8	27	6	3	3	0	7	25	92

Data for current month is final (02/16/2021) version of TOPS

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

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

Table 6.b: Train Delays by Cause and Line - YTD
January - January 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	15	-	-	-	4	8	10	4	8	10	1	5	19	85
Freight Interference - Peak	9	-	-	-	3	2	3	2	2	2	0	3	7	35
Primary	5	-	-	-	3	2	2	2	2	1	0	2	4	23
Secondary	4	-	-	-	1	-	1	1	0	1	-	1	4	12
Freight Interference - Off-Peak	6	-	-	-	0	7	7	2	6	8	0	3	11	50
Primary	3	-	-	-	0	4	4	2	4	4	0	1	9	32
Secondary	2	-	-	-	-	3	3	0	2	3	0	1	3	18
Signal/Switch Failure - Total	20	9	3	7	5	18	18	11	17	11	1	4	5	129
Signal/Switch Failure - Metra/PSA	8	9	3	7	1	10	14	4	16	5	1	3	4	84
Primary	5	6	3	6	1	7	10	3	11	3	1	3	3	59
Secondary	3	3	1	1	-	3	4	1	5	2	0	-	1	25
Signal/Switch Failure - Foreign	12	-	-	-	4	8	4	6	1	6	0	1	2	45
Primary	8	-	-	-	3	4	3	4	1	5	-	1	1	28
Secondary	4	-	-	-	1	4	1	3	-	2	0	0	1	16
Mechanical Failure - Total	31	1	2	1	1	21	16	4	19	3	14	12	8	134
Mechanical Failure - Metra/PSA	31	1	1	1	1	19	16	4	19	3	14	12	8	131
Non-Locomotive Equipment Issue - Metra/PSA	9	1	1	1	0	3	1	0	0	2	3	5	5	31
Primary	4	0	1	0	0	1	1	0	0	1	1	2	2	14
Secondary	5	0	1	0	-	2	1	-	0	1	2	2	3	17
Locomotive Issue - Metra/PSA	22	-	-	-	1	16	15	4	19	1	12	7	3	100
Primary	5	-	-	-	0	3	4	1	5	1	3	2	2	25
Secondary	17	-	-	-	1	13	11	3	14	1	9	5	2	76
Mechanical Failure - Foreign	0	0	0	0	0	1	-	-	-	-	-	-	-	3
Passenger Train Interference - Total	1	1	1	1	1	4	0	2	1	2	-	-	0	16
Passenger Train Interference - Metra/PSA	-	1	1	0	-	3	0	2	1	-	-	-	0	8
Passenger Train Interference - Foreign	1	1	0	1	1	2	-	-	-	2	-	-	-	8
Accident - Total	3	2	0	1	2	6	2	2	7	4	2	11	11	52
Accident - Metra/PSA	3	2	0	1	0	4	1	2	6	1	2	11	7	41
Accident - Foreign	0	-	-	-	1	2	0	0	1	2	-	-	4	11
Track Work - Total	6	7	1	3	1	2	1	0	6	2	2	2	3	35
Track Work - Metra/PSA	6	7	1	3	1	2	1	0	6	2	2	2	3	35
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
Human Error - Total	12	7	2	3	2	17	5	3	10	2	7	7	7	83
Human Error - Metra/PSA	10	7	2	3	1	15	5	2	10	0	6	6	7	73
Human Error - Foreign	2	-	-	-	1	2	0	1	-	2	1	2	-	10
PTC Related - Total	2	1	0	1	1	1	-	-	3	-	8	3	7	26
PTC Related - Metra/PSA	1	1	0	1	0	1	-	-	3	-	8	3	7	25
PTC Related - Foreign	1	-	-	-	1	-	-	-	-	-	-	-	-	1
Weather - Total	34	19	6	13	1	21	13	6	40	3	22	18	9	204
Weather - Metra/PSA	34	19	6	13	1	21	13	6	40	2	22	18	9	203
Weather - Foreign	0	-	-	-	-	0	-	-	-	1	-	-	-	1
Passenger Related - Total	5	7	2	2	-	5	4	1	9	-	8	6	9	58
Obstruction/Debris - Total	10	4	1	4	-	3	5	4	12	1	3	9	7	63
Catenary Failure - Total	-	5	1	1	-	-	-	-	-	-	-	-	-	7
Other - Total	1	-	1	0	-	0	1	0	3	-	1	-	0	7
Total Trains Delayed	139	62	21	36	17	106	75	37	134	38	70	78	86	899
Total Metra/PSA Delays	108	61	20	35	5	83	60	26	124	14	68	69	62	735
Total Foreign Carrier Delays	31	1	1	1	12	24	15	12	10	24	2	8	24	164

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

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

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

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

Table 6.c: Train Delays by Cause and Line - YTD
January - January 2021 Compared to Average January - January 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	(15)	-	-	-	(2)	(2)	13	(0)	(7)	(7)	(1)	(2)	4	(20)
Freight Interference - Peak	(9)	-	-	-	(1)	0	10	2	(2)	(0)	(0)	(1)	(1)	(4)
Primary	(5)	-	-	-	(1)	0	8	2	(2)	1	(0)	-	0	3
Secondary	(4)	-	-	-	(1)	-	2	(1)	(0)	(1)	-	(1)	(2)	(7)
Freight Interference - Off-Peak	(6)	-	-	-	(0)	(3)	3	(2)	(5)	(7)	(0)	(2)	6	(16)
Primary	(3)	-	-	-	(0)	0	6	(2)	(3)	(3)	(0)	(0)	(2)	(8)
Secondary	(2)	-	-	-	-	(3)	(3)	(0)	(2)	(3)	(0)	(1)	7	(8)
Signal/Switch Failure - Total	(19)	(9)	(1)	(6)	(4)	(1)	(12)	(8)	(9)	(11)	-	(1)	(2)	(83)
Signal/Switch Failure - Metra/PSA	(7)	(9)	(1)	(6)	(1)	7	(9)	(2)	(9)	(5)	0	(3)	(3)	(47)
Primary	(4)	(6)	(1)	(6)	(1)	7	(5)	(1)	(5)	(3)	0	(3)	(2)	(27)
Secondary	(3)	(3)	(1)	-	-	-	(4)	(1)	(4)	(1)	(0)	-	(1)	(20)
Signal/Switch Failure - Foreign	(12)	-	-	-	(3)	(8)	(3)	(5)	0	(6)	(0)	2	0	(36)
Primary	(8)	-	-	-	(2)	(4)	(2)	(3)	0	(5)	-	1	1	(20)
Secondary	(4)	-	-	-	(1)	(4)	(1)	(3)	-	(2)	(0)	1	(1)	(15)
Mechanical Failure - Total	(31)	(1)	(2)	(1)	(1)	(11)	(6)	(3)	(16)	(2)	(14)	(12)	(8)	(109)
Mechanical Failure - Metra/PSA	(31)	(1)	(1)	(1)	(1)	(9)	(6)	(3)	(16)	(2)	(14)	(12)	(8)	(106)
Non-Locomotive Equipment Issue - Metra/PSA	(9)	(1)	(1)	(1)	(0)	(1)	(0)	(0)	1	(2)	(3)	(5)	(5)	(27)
Primary	(4)	(0)	(1)	(0)	(0)	(0)	0	(0)	1	(1)	(1)	(2)	(2)	(11)
Secondary	(5)	(0)	(1)	(0)	-	(1)	(1)	-	(0)	(1)	(2)	(2)	(3)	(16)
Locomotive Issue - Metra/PSA	(22)	-	-	-	(1)	(8)	(6)	(3)	(17)	(0)	(12)	(7)	(3)	(79)
Primary	(5)	-	-	-	(1)	2	(1)	0	(4)	0	(3)	(2)	(2)	(14)
Secondary	(17)	-	-	-	(0)	(10)	(5)	(3)	(13)	(1)	(9)	(5)	(2)	(66)
Mechanical Failure - Foreign	(0)	(0)	(0)	(0)	(0)	(1)	-	-	-	-	-	-	-	(3)
Passenger Train Interference - Total	(1)	(1)	(1)	(1)	(1)	(2)	(0)	(2)	(1)	(2)	-	-	(0)	(14)
Passenger Train Interference - Metra/PSA	-	(1)	(1)	(0)	-	(1)	(0)	(2)	(1)	-	-	-	(0)	(6)
Passenger Train Interference - Foreign	(1)	(1)	(0)	(1)	(1)	(2)	-	-	-	(2)	-	-	-	(8)
Accident - Total	4	(2)	1	(1)	(2)	(5)	1	(2)	(7)	(4)	0	(1)	(5)	(22)
Accident - Metra/PSA	(3)	(2)	1	(1)	(0)	(3)	2	(2)	(6)	(1)	0	(1)	(1)	(18)
Accident - Foreign	7	-	-	-	(1)	(2)	(0)	(0)	(1)	(2)	-	-	(4)	(4)
Track Work - Total	(6)	(7)	(1)	(3)	0	(2)	(1)	(0)	(6)	(2)	(2)	(2)	(3)	(34)
Track Work - Metra/PSA	(6)	(7)	(1)	(3)	0	(2)	(1)	(0)	(6)	(2)	(2)	(2)	(3)	(34)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
Human Error - Total	(12)	(7)	(2)	(2)	(1)	(12)	-	(2)	(7)	(1)	(2)	(5)	(6)	(58)
Human Error - Metra/PSA	(10)	(7)	(2)	(2)	(1)	(12)	(1)	(2)	(7)	1	(1)	(5)	(6)	(54)
Human Error - Foreign	(2)	-	-	-	-	0	1	0	-	(2)	(1)	(1)	-	(4)
PTC Related - Total	(1)	(1)	(0)	1	2	13	7	-	(2)	-	(6)	(3)	(4)	7
PTC Related - Metra/PSA	-	(1)	(0)	1	1	13	5	-	(3)	-	(6)	(3)	(4)	3
PTC Related - Foreign	(1)	-	-	-	1	-	2	-	1	-	-	-	-	4
Weather - Total	(32)	(15)	(6)	(12)	(1)	(16)	(11)	(6)	(37)	(3)	(20)	(16)	(7)	(181)
Weather - Metra/PSA	(32)	(15)	(6)	(12)	(1)	(16)	(11)	(6)	(37)	(2)	(20)	(16)	(7)	(180)
Weather - Foreign	(0)	-	-	-	-	(0)	-	-	-	(1)	-	-	-	(1)
Passenger Related - Total	(5)	(7)	(2)	(1)	-	(2)	(0)	(1)	(5)	-	(6)	(2)	(7)	(38)
Obstruction/Debris - Total	(10)	(0)	1	(4)	-	(1)	(2)	(4)	(8)	1	(1)	(8)	9	(27)
Catenary Failure - Total	-	(5)	(1)	(1)	-	-	-	-	-	-	-	-	-	(7)
Other - Total	(1)	-	(1)	(0)	-	(0)	(1)	(0)	(3)	-	(1)	-	(0)	(7)
Total Trains Delayed	(128)	(54)	(16)	(30)	(9)	(41)	(12)	(28)	(107)	(31)	(54)	(53)	(30)	(593)
Total Metra/PSA Delays	-104	-53	-15	-29	-3	-26	-24	-23	-100	-10	-52	-51	-31	-521
Total Foreign Carrier Delays	-24	-1	-1	-1	-6	-16	12	-6	-7	-21	-2	-1	1	-72

Data for current month is final (02/16/2021) 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 - Jan	
Freight Interference - Total	65												65	21.2%
Freight Interference - Peak	31												31	10.1%
Primary	26												26	8.5%
Secondary	5												5	1.6%
Freight Interference - Off-Peak	34												34	11.1%
Primary	24												24	7.8%
Secondary	10												10	3.3%
Signal/Switch Failure - Total	46												46	15.0%
Signal/Switch Failure - Metra/PSA	37												37	12.1%
Primary	32												32	10.5%
Secondary	5												5	1.6%
Signal/Switch Failure - Foreign	9												9	2.9%
Primary	8												8	2.6%
Secondary	1												1	0.3%
Mechanical Failure - Total	25												25	8.2%
Mechanical Failure - Metra/PSA	25												25	8.2%
Non-Locomotive Equipment Issue - Metra/PSA	4												4	1.3%
Primary	3												3	1.0%
Secondary	1												1	0.3%
Locomotive Issue - Metra/PSA	21												21	6.9%
Primary	11												11	3.6%
Secondary	10												10	3.3%
Mechanical Failure - Foreign	-												-	0.0%
Passenger Train Interference - Total	2												2	0.7%
Passenger Train Interference - Metra/PSA	2												2	0.7%
Passenger Train Interference - Foreign	-												-	0.0%
Accident - Total	30												30	9.8%
Accident - Metra/PSA	23												23	7.5%
Accident - Foreign	7												7	2.3%
Track Work - Total	1												1	0.3%
Track Work - Metra/PSA	1												1	0.3%
Track Work - Foreign	-												-	0.0%
Human Error - Total	25												25	8.2%
Human Error - Metra/PSA	19												19	6.2%
Human Error - Foreign	6												6	2.0%
PTC Related - Total	33												33	10.8%
PTC Related - Metra/PSA	28												28	9.2%
PTC Related - Foreign	5												5	1.6%
Weather - Total	23												23	7.5%
Weather - Metra/PSA	23												23	7.5%
Weather - Foreign	-												-	0.0%
Passenger Related - Total	20												20	6.5%
Obstruction/Debris - Total	36												36	11.8%
Catenary Failure - Total	-												-	0.0%
Other - Total	-												-	0.0%
Total Trains Delayed	306												306	100.0%
Total Metra/PSA Delays	214												214	69.9%
Total Foreign Carrier Delays	92												92	30.1%

Data for current month is final (02/16/2021) version of TOPS

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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 - Jan
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51	51	55 7.8%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	19 2.7%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	13 1.8%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	6 0.8%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	36 5.1%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	26 3.7%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	10 1.4%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	87 12.3%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	70 9.9%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	52 7.3%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	18 2.5%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	17 2.4%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	15 2.1%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	2 0.3%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	99 14.0%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	93 13.1%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	29 4.1%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	12 1.7%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	17 2.4%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	64 9.0%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	16 2.3%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	48 6.8%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	6 0.8%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	5 0.7%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	3 0.4%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	2 0.3%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	57 8.0%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	57 8.0%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	- 0.0%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	41 5.8%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	40 5.6%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	1 0.1%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	103 14.5%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	97 13.7%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	6 0.8%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	43 6.1%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	39 5.5%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	4 0.6%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	33 4.7%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	32 4.5%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	1 0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	57 8.0%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	97 13.7%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	21 3.0%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	11 1.6%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	709 100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	617 87.0%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	92 13.0%

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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
January 2021

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	0	0	0	2	3	12	17	5	3	1	1	3	5	52
11-15	0	0	1	0	4	6	5	3	2	1	0	0	4	26
16-20	0	0	0	0	1	2	6	1	0	1	1	2	0	14
21+	5	0	0	0	0	6	3	0	0	2	1	3	5	25
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
Sub-Total	6	1	1	2	8	27	34	9	5	5	3	8	14	123
Weekday Off-Peak **														
6-10	2	1	2	1	0	15	7	0	10	2	2	1	6	49
11-15	1	1	0	0	0	8	3	0	2	0	2	0	9	26
16-20	0	0	0	1	0	5	2	0	1	0	0	3	4	16
21+	1	2	2	0	0	2	4	0	2	0	4	8	11	36
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	4	4	4	2	0	30	16	0	15	2	8	12	30	127
Saturday														
6-10	0	0	0	1	0	2	1	0	1	0	0	1	0	6
11-15	0	0	0	0	0	0	1	0	1	0	0	1	0	3
16-20	1	0	0	0	0	0	3	0	0	0	0	0	0	4
21+	0	0	0	0	0	1	0	0	0	0	0	0	0	1
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	0	0	1	0	3	5	0	2	0	0	2	0	14
Sunday-Holiday														
6-10	0	0	0	0	0	2	0	0	0	0	2	2	3	9
11-15	0	0	0	1	0	1	1	0	1	0	2	0	1	7
16-20	0	0	0	0	0	1	0	0	1	0	1	1	1	5
21+	0	0	0	0	0	0	7	0	3	0	0	0	5	15
Annulled	<u>0</u>	<u>3</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>0</u>	<u>2</u>	<u>6</u>
Sub-Total	0	3	0	1	0	5	8	0	5	0	5	3	12	42
January 2021 Total														
6-10	2	1	2	4	3	31	25	5	14	3	5	7	14	116
11-15	1	1	1	1	4	15	10	3	6	1	4	1	14	62
16-20	1	0	0	1	1	8	11	1	2	1	2	6	5	39
21+	6	2	2	0	0	9	14	0	5	2	5	11	21	77
Annulled	<u>1</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>12</u>
TOTAL	11	8	5	6	8	65	63	9	27	7	16	25	56	306
2021 Year-to-Date														
6-10	2	1	2	4	3	31	25	5	14	3	5	7	14	116
11-15	1	1	1	1	4	15	10	3	6	1	4	1	14	62
16-20	1	0	0	1	1	8	11	1	2	1	2	6	5	39
21+	6	2	2	0	0	9	14	0	5	2	5	11	21	77
Annulled	<u>1</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>12</u>
TOTAL	11	8	5	6	8	65	63	9	27	7	16	25	56	306
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
January 2021 Total														
6-10	18.2%	12.5%	40.0%	66.7%	37.5%	47.7%	39.7%	55.6%	51.9%	42.9%	31.3%	28.0%	25.0%	37.9%
11-15	9.1%	12.5%	20.0%	16.7%	50.0%	23.1%	15.9%	33.3%	22.2%	14.3%	25.0%	4.0%	25.0%	20.3%
16-20	9.1%	0.0%	0.0%	16.7%	12.5%	12.3%	17.5%	11.1%	7.4%	14.3%	12.5%	24.0%	8.9%	12.7%
21+	54.5%	25.0%	40.0%	0.0%	0.0%	13.8%	22.2%	0.0%	18.5%	28.6%	31.3%	44.0%	37.5%	25.2%
Annulled	<u>9.1%</u>	<u>50.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.1%</u>	<u>4.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.6%</u>	<u>3.9%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2021 Year-to-Date Delays By Duration														
6-10	18.2%	12.5%	40.0%	66.7%	37.5%	47.7%	39.7%	55.6%	51.9%	42.9%	31.3%	28.0%	25.0%	37.9%
11-15	9.1%	12.5%	20.0%	16.7%	50.0%	23.1%	15.9%	33.3%	22.2%	14.3%	25.0%	4.0%	25.0%	20.3%
16-20	9.1%	0.0%	0.0%	16.7%	12.5%	12.3%	17.5%	11.1%	7.4%	14.3%	12.5%	24.0%	8.9%	12.7%
21+	54.5%	25.0%	40.0%	0.0%	0.0%	13.8%	22.2%	0.0%	18.5%	28.6%	31.3%	44.0%	37.5%	25.2%
Annulled	<u>9.1%</u>	<u>50.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.1%</u>	<u>4.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.6%</u>	<u>3.9%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (02/16/2021) version from TOPS.