

On-Time Performance

August 2021



Prepared by the Division of Strategic Planning & Performance

On-Time Performance August 2021

This report presents an analysis of August 2021 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

On Monday, March 23, 2020, Metra began operating alternate weekday schedules on all lines, except the Heritage Corridor (HC), to adjust for the reduced number of riders due to school closures, work-from-home mandates and other consequences of the coronavirus pandemic. Through the month of April Metra continued to operate regularly scheduled weekday service on the HC Line as well as normal weekend service. On May 4 Metra reduced weekday service on the HC, North Central Service (NCS) and SouthWest Service (SWS) lines, and on May 9 reduced Saturday service to Sunday service levels on all lines except the Metra Electric (ME), thus eliminating all SWS Saturday service. Metra increased weekday service on the ME on May 18 as required for implementation of the Positive Train Control (PTC) safety system on that line. Metra increased weekday service on the RI on June 15 and on the HC, NCS and SWS on June 29. As of July 4, Metra decreased Saturday service on the ME to match Sunday service, thus eliminating Saturday service on the ME Blue Island Branch. Beginning August 3, Metra added two weekday BNSF trains and four weekday RI trains. Metra added four weekday UP-N trains and six weekday UP-NW trains on November 2.

On January 11, 2021, Metra added two weekday MD-N trains and four weekday MD-W trains, and on February 1 added 10 weekday RI trains. Metra added four weekday BNSF and MD-N trains and two NCS trains on April 12. Metra added four weekday ME trains on May 10, four Saturday ME trains on May 15 and four Sunday ME trains on May 16. On May 29 Metra restored Saturday service on the BNSF, MD-N, MD-W, RI, UP-N, UP-NW, and UP-W lines, resulting in an increase of 46 Saturday revenue trains systemwide.

In July, Metra launched pilot schedules on the BNSF, ME and UP-N (July 12), and the RI (July 19) that added off-peak options to meet post-COVID needs for riders. Metra also implemented minor weekday peak-period service increases on all other lines and restored ME Saturday service effective July 12. These changes resulted in an increase of 148 weekday trains and 38 Saturday trains systemwide in July. There was no change in the number of daily scheduled trains in August.

Under these pilot and alternate schedules Metra operated between 570 regularly scheduled revenue trains each weekday in August, which is an 18 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated between 269 regularly scheduled revenue trains each Saturday in August, which is a one percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 Sunday regularly scheduled revenue trains in August, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of these changes under the alternative schedules, Metra operated about 17 percent fewer revenue trains in August 2021 than in August 2019, but about 48 percent more revenue trains than in August 2020.

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

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,012	43	95.8%	1,056	32	97.0%	2,068	75	96.4%	120	1	99.2%	107	5	95.3%	2,295	81	96.5%
ME-ML	506	2	99.6%	924	10	98.9%	1,430	12	99.2%	168	2	98.8%	120	4	96.7%	1,718	18	99.0%
ME-BI	154	3	98.1%	242	8	96.7%	396	11	97.2%	32	1	96.9%	--	--	--	428	12	97.2%
ME-SC	<u>242</u>	<u>8</u>	96.7%	<u>682</u>	<u>10</u>	98.5%	<u>924</u>	<u>18</u>	98.1%	<u>128</u>	<u>6</u>	95.3%	<u>100</u>	<u>4</u>	96.0%	<u>1,152</u>	<u>28</u>	97.6%
Subtotal	902	13	98.6%	1,848	28	98.5%	2,750	41	98.5%	328	9	97.3%	220	8	96.4%	3,298	58	98.2%
HC	110	16	85.5%	22	3	86.4%	132	19	85.6%	--	--	--	--	--	--	132	19	85.6%
MD-N	396	20	94.9%	440	17	96.1%	836	37	95.6%	80	3	96.3%	93	3	96.8%	1,009	43	95.7%
MD-W	<u>418</u>	<u>26</u>	93.8%	<u>462</u>	<u>16</u>	96.5%	<u>880</u>	<u>42</u>	95.2%	<u>96</u>	<u>1</u>	99.0%	<u>92</u>	<u>3</u>	96.7%	<u>1,068</u>	<u>46</u>	95.7%
Subtotal	814	46	94.3%	902	33	96.3%	1,716	79	95.4%	176	4	97.7%	185	6	96.8%	2,077	89	95.7%
NCS	176	9	94.9%	88	18	79.5%	264	27	89.8%	--	--	--	--	--	--	264	27	89.8%
RI	682	14	97.9%	1,078	54	95.0%	1,760	68	96.1%	132	5	96.2%	142	7	95.1%	2,034	80	96.1%
SWS	198	12	93.9%	66	10	84.8%	264	22	91.7%	--	--	--	--	--	--	264	22	91.7%
UP-N	484	30	93.8%	1,182	90	92.4%	1,666	120	92.8%	108	6	94.4%	98	10	89.8%	1,872	136	92.7%
UP-NW	462	44	90.5%	528	43	91.9%	990	87	91.2%	136	12	91.2%	107	8	92.5%	1,233	107	91.3%
UP-W	<u>352</u>	<u>45</u>	87.2%	<u>572</u>	<u>78</u>	86.4%	<u>924</u>	<u>123</u>	86.7%	<u>80</u>	<u>15</u>	81.3%	<u>94</u>	<u>14</u>	85.1%	<u>1,098</u>	<u>152</u>	86.2%
Subtotal	1,298	119	90.8%	2,282	211	90.8%	3,580	330	90.8%	324	33	89.8%	299	32	89.3%	4,203	395	90.6%
System	5,192	272	94.8%	7,342	389	94.7%	12,534	661	94.7%	1,080	52	95.2%	953	58	93.9%	14,567	771	94.7%

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

Delays data for most recent month is final (09/21/2021) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - August 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	5,020	134	97.3%	4,443	115	97.4%	9,463	249	97.4%	847	38	95.5%	767	17	97.8%	11,077	304	97.3%
ME-ML	3,554	50	98.6%	6,162	109	98.2%	9,716	159	98.4%	890	22	97.5%	832	17	98.0%	11,438	198	98.3%
ME-BI	1,190	22	98.2%	1,913	43	97.8%	3,103	65	97.9%	76	3	96.1%	20	2	90.0%	3,199	70	97.8%
ME-SC	<u>1,870</u>	<u>43</u>	97.7%	<u>4,738</u>	<u>61</u>	98.7%	<u>6,608</u>	<u>104</u>	98.4%	<u>784</u>	<u>30</u>	96.2%	<u>760</u>	<u>15</u>	98.0%	<u>8,152</u>	<u>149</u>	98.2%
Subtotal	6,614	115	98.3%	12,813	213	98.3%	19,427	328	98.3%	1,750	55	96.9%	1,612	34	97.9%	22,789	417	98.2%
HC	717	99	86.2%	37	7	81.1%	754	106	85.9%	--	--	--	--	--	--	754	106	85.9%
MD-N	2,653	215	91.9%	2,995	217	92.8%	5,648	432	92.4%	661	46	93.0%	687	38	94.5%	6,996	516	92.6%
MD-W	<u>2,816</u>	<u>226</u>	92.0%	<u>3,436</u>	<u>166</u>	95.2%	<u>6,252</u>	<u>392</u>	93.7%	<u>716</u>	<u>51</u>	92.9%	<u>686</u>	<u>50</u>	92.7%	<u>7,654</u>	<u>493</u>	93.6%
Subtotal	5,469	441	91.9%	6,431	383	94.0%	11,900	824	93.1%	1,377	97	93.0%	1,373	88	93.6%	14,650	1,009	93.1%
NCS	954	98	89.7%	148	41	72.3%	1,102	139	87.4%	--	--	--	--	--	--	1,102	139	87.4%
RI	3,652	166	95.5%	6,162	302	95.1%	9,814	468	95.2%	1,059	46	95.7%	1,073	36	96.6%	11,946	550	95.4%
SWS	1,264	74	94.1%	510	70	86.3%	1,774	144	91.9%	--	--	--	--	--	--	1,774	144	91.9%
UP-N	2,410	88	96.3%	5,715	241	95.8%	8,125	329	96.0%	754	25	96.7%	696	35	95.0%	9,575	389	95.9%
UP-NW	3,304	160	95.2%	4,084	164	96.0%	7,388	324	95.6%	918	62	93.2%	800	38	95.3%	9,106	424	95.3%
UP-W	<u>2,188</u>	<u>211</u>	90.4%	<u>3,894</u>	<u>380</u>	90.2%	<u>6,082</u>	<u>591</u>	90.3%	<u>662</u>	<u>45</u>	93.2%	<u>688</u>	<u>76</u>	89.0%	<u>7,432</u>	<u>712</u>	90.4%
Subtotal	7,902	459	94.2%	13,693	785	94.3%	21,595	1,244	94.2%	2,334	132	94.3%	2,184	149	93.2%	26,113	1,525	94.2%
System	31,592	1,586	95.0%	44,237	1,916	95.7%	75,829	3,502	95.4%	7,367	368	95.0%	7,009	324	95.4%	90,205	4,194	95.4%

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

Delays data for most recent month is final (09/21/2021) 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-Aug	Annual
BNSF	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.0%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.5%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.9%	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	94.2%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.5%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5					97.3%	97.3%
	2016-2020 average	93.8	93.3	96.0	96.0	94.1	93.9	94.1	94.2	93.8	94.9	94.4	95.1	94.4%	94.5%
ME	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.3%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	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	97.6%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.5%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2					98.2%	98.2%
	2016-2020 average	97.0	96.7	98.8	99.1	98.4	97.7	97.8	98.3	98.3	98.5	97.9	97.9	98.0%	98.0%
HC	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	93.9%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	94.2%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	88.8%	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	88.8	97.7	89.5%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6					85.9%	85.9%
	2016-2020 average	88.5	90.2	92.3	94.3	87.2	90.0	90.0	92.1	91.6	91.0	90.2	93.1	90.7%	90.9%
MD-N	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.4%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	94.3%	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	93.0%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.3%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	96.0%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7					92.6%	92.6%
	2016-2020 average	92.8	92.1	95.8	95.0	94.0	93.4	92.5	93.7	93.3	94.4	92.5	94.0	93.7%	93.6%
MD-W	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.4%	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	95.8%	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	95.2%	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	95.0%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7					93.6%	93.6%
	2016-2020 average	94.8	93.1	95.7	96.4	96.0	95.8	95.5	95.6	96.4	95.9	94.2	93.4	95.3%	95.2%
NCS	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.4%	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	94.9%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.3%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	94.0%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.0%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8					87.4%	87.4%
	2016-2020 average	91.7	89.6	94.5	94.8	93.9	95.3	95.7	95.4	94.6	94.5	92.6	92.7	93.8%	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-Aug	Annual
RI	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.6%	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	96.2%	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	94.6%	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	91.6%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.3%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1					95.4%	95.4%
	2016-2020 average		92.4	92.7	96.7	97.1	94.4	95.1	94.0	94.9	94.6	96.7	94.4	95.0	94.6%
SWS	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.1%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.6%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.0%	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	93.0%	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	94.5%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7					91.9%	91.9%
	2016-2020 average		94.3	93.4	95.5	96.0	93.4	92.8	93.4	92.9	93.1	94.0	93.5	95.0	94.0%
UP-N	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.6%	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	94.6%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.3%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7					95.9%	95.9%
	2016-2020 average		95.9	96.0	97.5	97.7	97.7	97.2	96.5	96.4	97.4	97.3	96.1	97.3	96.8%
UP-NW	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.9%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.4%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.9%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	92.9%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.8%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3					95.3%	95.3%
	2016-2020 average		95.1	94.5	96.9	96.2	96.2	94.2	93.7	95.2	95.8	95.4	92.6	95.3	95.3%
UP-W	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.3%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.5%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.6%	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	91.1%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.0%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2					90.4%	90.4%
	2016-2020 average		94.0	90.9	95.2	94.8	91.9	94.4	93.3	93.7	94.6	93.7	92.7	92.2	93.5%
System excluding South Shore	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.1%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.2%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.9%	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	94.1%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.5%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7					95.4%	95.4%
	2016-2020 average		94.7	94.0	96.8	96.9	95.6	95.4	95.1	95.6	95.7	96.1	94.8	95.4	95.5%

Delays data for most recent month is final (09/21/2021) 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
August 2021**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
HC	916	Wed, Aug 04	13	ZN	916 CREW REPORTED 13 MIN DELAY AT BRIGHTON. NO CROSS TRAFFIC REPORTED. NS CHICAGO WEST DISP DIDNT REPORT A REASON	
		73% OT	Mon, Aug 09	7	I	waiting for passengers at summit - 4 MINUTES AT LEMOYNE 3 MINUTES AT 21ST ST.
			Tue, Aug 10	25	GF	(GATE XING / SIG / SWITCH FOREIGN) - TRAIN HC0916 HAD TO TAKE 3 SWITCHES OFF OF POWER, HAND LINE THEIR ROUTE AND RESTORE SWITCHES BACK TO PO
			Mon, Aug 16	7	CA	4" stopped at CP cermak due to bridge being up.
			Tue, Aug 24	12	GF	(GATE XING / SIG / SWITCH FOREIGN) - 12 MIN DELAY AWDM 529 S AT MP 32.66 & 27.9
		Fri, Aug 27	11	H	8M LEMONT HEP 4M LEMOYNE UNKNOWN- protector not added as needed	
HC	917	Thu, Aug 05	9	D	(GENERAL FREIGHT INTERFERENCE) - 20M NS-BRIGHTON PK. WAITING FOR BNSF QLACNSA6-1 XTRAFFIC, THEN FLAGGED BY SIGNAL DUE TO MOW AHEAD. UNKNOWN	
		82% OT	Tue, Aug 10	11	D	(GENERAL FREIGHT INTERFERENCE) - 17M NS BRIGHTON PARK- QBARNSA6.06 YARDING TRAIN AT ASHLAND.
			Wed, Aug 18	9	D	(GENERAL FREIGHT INTERFERENCE) - CREW REPORTED STOPPED AT 1707 AT CORWITH. BNSF DISP HAD TRAIN QCHISBD318 BNSF 6714 8,700FT PASSING. CREW RE
			Thu, Aug 26	0	XE	engine died at willow springs
MD-N	2108	Mon, Aug 02	18	VE	-18"-15" Departed Fox Lake late due to mechanical problems (air) swapped equipment with 2110 (NOTHING FOUND); -5" ADA Round Lake; -4" ADA Libertyville	
		82% OT	Tue, Aug 03	8	U	-8" -2" ADA Libertyville; Stop signal A-5
			Mon, Aug 09	7	A	5" Stop signal Mayfair; -2" Stop signal CUS CP Canal St.
			Thu, Aug 19	8	F	4" ADA Round Lake; -5" Door problems (#8233) A end door receptacle
MD-W	2212	Mon, Aug 02	6	I	-6" Following tardy 2210	
		68% OT	Tue, Aug 03	6	D1	-6" Following tardy 2210
			Wed, Aug 11	27	GW1	-27" -20" Signal problems, following 2210; -3" ADA Franklin Park to CUS; -4" Meets with other trains
			Thu, Aug 12	12	J	-12" Stopped at Racine due to police activity
			Mon, Aug 16	6	G	-6" Switch failure Elgin East, hand-line route
			Tue, Aug 17	21	N	-21" Signal problems Bartlett to Roselle - COMED POWER SURGE
		Fri, Aug 20	10	KW	-10" Following tardy 2208; Foggy conditions	
NCS	101	Wed, Aug 04	15	A	-15" Stop signal Des Plains; Stop signal Buffalo Grove	
		68% OT	Mon, Aug 09	10	A	10" Stop signal Des Plaines waiting on NCS110
			Tue, Aug 10	8	GX	-8" Stop signal Deval; Copy Automatic Grade Crossing Malfunction 519(a) @ Belmont; Meet with NCS 110
			Wed, Aug 11	8	A	-8" Stop signal Deval
			Fri, Aug 13	8	GA	-9" 9m late by B12 due to cross traffic - out of slot due to Canal crossing malfunction
			Fri, Aug 20	20	RF	-20" Stop signal Des Plains, U.P. cross-traffic, waiting on NCS 110
		Fri, Aug 27	40	R	(-40) Arrived Buffalo Grove @ 08:45. -27" Departed CUS late due to a combination of problems. -7" Unable to initialize PTC, received permission to depart without PTC and instructed to reinitialize outside of CUS @ Western Ave., -20" Immediately after depa	
NCS	112	Wed, Aug 04	15	A1	-15" Departed Buffalo Grove late due to late arrival/turn of 101	
		64% OT	Fri, Aug 06	7	ZN	-7" -13" Departed Buffalo Grove late due to PTC issues, CN loaded up loco instead of cab
			Wed, Aug 11	7	A1	-7" Departed Buffalo Grove late due to late arrival/turn of 101; Stop signal Deval
			Fri, Aug 13	8	GA1	-8" late flip from 101 who was stopped for xtraffic at B12 (q165 Cp8107 58x17 11850ft
			Fri, Aug 20	10	RF1	-15" Departed Buffalo Grove late due to late arrival/turn of 101
			Mon, Aug 23	9	ZT	(-9) -9" PTC penalty @ A-5
			Fri, Aug 27	23	R1	-23" -35" Departed Buffalo Grove late due to late arrival/turn of 101
			Tue, Aug 31	8	ZR	-15" Departed Buffalo Grove late due to late due to PTC initialization issues. CONSIST ENTERED INCORRECTLY
RI	415	Fri, Aug 06	8	C	8 min - Stop 53rd /silgle tracking 2min - Lost PTC @ Hickory Creek-restricted	
		82% OT	Mon, Aug 09	7	RD	Dispatcher had train misrouted at Gresham, had to time out signal.
			Fri, Aug 27	21	M	Vehicle strike - 10MIN FORM B 1124 FOREMAN NOT ANSWERING, 10MINSPEED RESTRICTION FORM A 1122
			Tue, Aug 31	19	G	(SIG / SWITCH MALFCN (SIG DEPT)) - TRAIN TOOK 19 MINUTE DELAY HAD TO HAND LINE THEIR ROUTE AT CP 66TH COURT
RI	428	Tue, Aug 10	7	ZG	(PTC WAYSIDE) - PTC PENALTY CLEAR IN FIELD RED FENCE IN CAB	
		77% OT	Wed, Aug 11	8	ZP1	WAITING FOR E705 TO CLEAR AHEAD, E705 INITIALIZED THEN HAD PROBLEMS WITH PTC (wrong consist entered by dispatcher)
			Mon, Aug 16	18	G	(SIG / SWITCH MALFCN (SIG DEPT)) - 21M BI - ACCOUNT TK CIRCUIT AT BI LEFT UP AFTER IA FREIGHT TRAIN CLEARED. ONCE THE MTR CLAMPED THE SW N
			Fri, Aug 27	14	C1	SPEED RESTRICTION THROUGH WASHOUT LOCATION CLEARING UP.
		Tue, Aug 31	10	CC	waiting 10" to get a hold of EIC of 1146	
RI	432	Wed, Aug 04	6	I	6" slow loading and unloading (white sox)	
		82% OT	Thu, Aug 19	26	E	(LOCOMOTIVE MALFUNCTION) - GOT GROUND RELAY 3TIMES AND HAD TO CUT OUT NUMBER 4 MOTOR
			Wed, Aug 25	6	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - WAITING ON RI0632
			Fri, Aug 27	6	E1	(LOCOMOTIVE MALFUNCTION) - RUN AROUND DEADHEAD 4292 HAVING LOCOMOTIVE PROBLEMS
RI	617	Mon, Aug 02	6	R	4M 47TH ST FOR YARD CREW STOP	
		64% OT	Wed, Aug 04	8	I	4 min - Yard stop for yard crew 3 min - slow unloading passenger from 95-111st
			Fri, Aug 06	9	U	(ACCESSIBILITY RELATED (ADA)) - ADA PICK UP AND DROP OFF BRAINERED AND 95TH
			Mon, Aug 09	10	H	DEPARTED LSS 5M LATE ACCOUNT LOSING DOOR LIGHTS FOR A COACH CLEANER LEAVING THE TRAIN LATE
			Tue, Aug 10	6	I	8 car set down the branch
			Wed, Aug 11	6	I	YARD STOP 51ST - 8 cars down the branch, schedule adjusted in September
			Thu, Aug 12	8	R	4MINS YARD STOP AND 2 MINS ADA WHEELCHAIR
			Tue, Aug 31	8	U	(ACCESSIBILITY RELATED (ADA)) - 2M 103RD ST. ADA PASSENGER

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	632 82% OT	Wed, Aug 04	10	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - WAITING ON RI0623 TO GO INTO THE YARD FIRST PER TRAINMASTER E. H.
		Thu, Aug 12	12	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - WAITING ON RI0623 TO GO INTO THE YARD
		Wed, Aug 25	11	A	5" Waiting on 623 to clear and 4" ADA at Brainerd
		Fri, Aug 27	6	A	4 min - waiting on 623 BI pocket 2 min - 123rd Lady w/stroller
SWS	815 73% OT	Mon, Aug 02	19	ZE	15M EN ROUTE DUE TO PTC PROBLEMS WITH ENG 198. slot 10 card issue
		Fri, Aug 13	7	D	(GENERAL FREIGHT INTERFERENCE) - 4M BRC BELT JCT- FREIGHT TRAFFIC
		Mon, Aug 16	0	XM	(RIGHT OF WAY ACCIDENT/MISC) - SWS815 CONDUCTOR REPORTED STRIKING A TRESPASSER AT MP 27.18 AT 1:50PM. CHIEF DID NOT KNOW ANNULLED STATUS.
		Mon, Aug 23	12	ZT	(PTC BACK OFFICE/SOFTWARE) - TOOK A 7 MINUTE DELAY DUE TO PTC SYSTEM FAILURE.
		Fri, Aug 27	19	ZN	TRAIN COULD NOT GET PTC TO ENGAGE HELD AT LUMBER STREET 23 MIN.
		Mon, Aug 30	15	CD	12M IHB - CP RIDGE (121P/133P), IHB BA6, BNSF8196, 94CARS, 8700FT. PULLING THRU PLANT (track defect causing speed restriction)
SWS	824 82% OT	Mon, Aug 09	9	CD	(TRACK WORK BY FREIGHT CARRIER) - IHB DISP FLAGGED TRAIN BY AT CP RIDGE DUE TO SURFACING GANG WORKING. DELAYED FOR 9 MIN.
		Tue, Aug 10	10	CD	(TRACK WORK BY FREIGHT CARRIER) - WAS FLAGGED BY AT CP RIDGE BY IHB DISP FOR TRACK WORK. DELAYED 10 MIN PER CONDUCTOR.
		Mon, Aug 16	0	M1	annulled due to 815 striking trespasser
		Tue, Aug 24	6	H	824 TOOK A 11 MINUTE DELAY AT PALOS LOCOMOTIVE ISSUE. CANT EXCEED 50MPH. -wheel size mismatch
UP-N	325 82% OT	Tue, Aug 03	36	CC	-46" Single track, track work
		Wed, Aug 11	0	XQ	Annulled at CPT waiting for dispatcher to clear track bulletins
		Fri, Aug 13	0	E1	Annulled - Cancelled due no crew and equipment available account trains disabled at Highland Park
		Mon, Aug 16	10	E1	-20' Single track CY - Ravenswood - SOUTHBOUNDS NOT CLEARING ON TIME DUE TO ENGINE ISSUES
UP-N	327 77% OT	Mon, Aug 02	6	CC	-16" Single tracking track construction
		Tue, Aug 03	39	CC	-49" Single track, track work
		Mon, Aug 09	14	RF	Departed CPT late waiting for dispatcher to respond in order to change track warrants due to change of equipment.
		Wed, Aug 11	37	NW	-52" Delayed at Highland Park due to wires down at Highwood
		Thu, Aug 26	0	XR	Train swap required and notice give late which prevented bulletins from being entered on time.
UP-N	329 77% OT	Mon, Aug 02	0	CC1	Annulled due to construction to get service back on schedule
		Tue, Aug 03	38	CC	-48" Single track, track work
		Wed, Aug 11	0	XQ	Annulled at CPT waiting for dispatcher to clear track bulletins
		Fri, Aug 13	0	E1	Annulled - Cancelled due no crew and equipment available account trains disabled at Highland Park
		Mon, Aug 16	0	E1	ANNULLED due to single tracking CY - Ravenswood
UP-N	340 77% OT	Mon, Aug 02	0	CC1	Annulled due to construction to get service back on schedule
		Tue, Aug 03	21	CC	-31" Single track, track work
		Wed, Aug 11	0	Q1	Annulled due to M329 annulment
		Fri, Aug 13	0	E1	Annulled - Cancelled due no crew and equipment available account trains disabled at Highland Park
		Mon, Aug 16	0	E1	ANNULLED due to single tracking CY - Ravenswood
UP-N	347 82% OT	Tue, Aug 03	7	VF	-7" Delayed on acct. of door light failure en route & waited @ CPE023 for the signal to clear- NO ISSUE FOUND
		Fri, Aug 13	35	D	-35" Stopped at the North end of Waukegan yard waiting for CNAWK to throw the switches back from Northbound movement.
		Tue, Aug 17	8	M1	-08" Late departure from CPT on acct. of cross traffic @ Lake Street plant (UPNW VEHICLE STRIKE) & freight interference @ Waukegan (-5)
		Thu, Aug 19	13	ZG1	DELAYED BEHIND M345
UP-N	355 68% OT	Wed, Aug 04	12	RF1	-12" Delayed @ Highland Park, waited for M353 to crossover
		Wed, Aug 11	11	ZT	-11" Late departure from CPT, due to late arrival of equipment from Cal Ave coach yard on acct. of PTC issues
		Thu, Aug 12	10	A	-10" Delayed waiting on M353 to crossover @ Highland Park
		Wed, Aug 18	8	J1	-08" Delayed waiting on M353 @ Highland Park to crossover, which was delayed by M351 on acct. of police activity
		Tue, Aug 24	10	E	-10" Engine issues (traction motor #1 was cut out) & waited for signal @ Highland Park due to trains ahead CHANGED #1 TRACTION MOTOR OPEN ARMATURE
		Thu, Aug 26	8	A	DELAYED @ HIGHLAND PARK WAITED FOR M353 TO CROSSOVER
		Mon, Aug 30	6	A	-6" Delayed @ Highland Park waited for M353 to crossover
UP-N	363 82% OT	Tue, Aug 10	360	KW	Tree on tracks
		Thu, Aug 19	20	JM1	DELAYED FOLLOWING M359 FROM WILMETTE TO WAUKEGAN, DUE TO MEDICAL EMERGENCY
		Tue, Aug 24	8	IW	-8" Delayed on acct. of following trains ahead
		Thu, Aug 26	11	A	RUNNING ON SIGNALS FROM WINNETKA-GLENCOE
UP-N	374 82% OT	Tue, Aug 10	135	DW	Delay due to a freight train COKNA-10 struck tree at Lake Bluff
		Fri, Aug 20	18	D1	-18" Departed Waukegan 22 mins late due to late turn from M371 (freight interference COKXT-20)
		Thu, Aug 26	20	I	LATE TURN OFF M371 CREW AND EQUIPMENT
		Fri, Aug 27	17	I1	-17" Departed Waukegan late due to late turn of M371
UP-NW	610 77% OT	Wed, Aug 04	7	VG	-7" All red signal at Cumberland - NO ISSUE FOUND
		Fri, Aug 06	6	F	-6" Loading doors on car #7275 not working properly LOOSE WIRE ON TERMINAL 2 DOOR ENGINE
		Mon, Aug 09	9	K1	Delayed following late trains ahead caused by car stuck on tracks @ M.P. 16.49
		Wed, Aug 11	0	XNW	Annulled due to late issue of bulletins due to power outage in Harvard
		Thu, Aug 26	8	E1	DOWN 8 MIN DUE TO M608 AT BARRINGTON HAVING ENGINE PROBLEMS (608 NOT REPORTABLE)

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UP-NW	640 73% OT	Mon, Aug 09	28	ZT	Delayed at Jefferson Park PTC shut down had to reboot the system and reenter information.
		Wed, Aug 11	44	UW	-59" Stopped at Cary waiting for high wind warnings
		Thu, Aug 19	9	K	BRIDGE STRIKE MP 2.3
		Fri, Aug 20	27	K1	-42" Late turn of equipment from M609
		Tue, Aug 24	7	GT	-27" Dispatcher screen went down (Cad screen), track work going on from MT Prospect to Barrington so Dispatcher is single tracking
		Wed, Aug 25	9	RF	-29" Single tracking from Fox River Grove to Barrington on Trk 1, and from Palantine to Cumberland trk 2
UP-NW	643 82% OT	Fri, Aug 06	47	M1	-47" Held at CPT due to M648 crossing incident at MP 10.31
		Tue, Aug 10	100	KW	Delayed due to high wind warnings
		Wed, Aug 11	13	R	-13" Late departure from CPT, due to engine late to Cal Ave & equipment late from Cal Ave on acct. of engineer did not know where to locate engine for back up move
		Tue, Aug 17	8	D	-08" Delayed (-5) @ Deval for freight interference (CWSNA)
UP-NW	6211 82% OT	Fri, Aug 06	125	M1	-125" Held at Irving Park T1 due to M648 crossing incident at MP 10.31
		Wed, Aug 11	73	UW	-13" Late turn off M6444, expressed from Des Plaines- Barrington on acct. of hour-of-service issues from earlier weather related delays.
		Wed, Aug 25	7	RF1	-07" Late turn off M6444, due to single track
		Fri, Aug 27	10	D	-10" Stopped at Deval for cross traffic
UP-W	16 82% OT	Fri, Aug 06	43	D	-43" Delayed @ 25th Ave waited for the MPRAS to clear then followed the MPRAS to the Rockwell sub and waited for it to clear onto the Rockwell Sub
		Thu, Aug 19	8	D	FREIGHT TRAIN INTERFERENCE AT BELLWOOD (2IG2G2J-18)
		Thu, Aug 26	14	G	KEDZIE HAD SIGNAL PROBLEMS ON TRK 2,3, & 4
		Tue, Aug 31	12	RF	-12" Late departure out of Elburn due to waited for a signal (per Dispatcher on Duty, fleet trains were stacked incorrectly in the system)
UP-W	29 64% OT	Wed, Aug 04	7	D	-7" Freight train interference
		Tue, Aug 10	14	D	No signal @ Kedzie on account of freight interference (LYCG2R)
		Wed, Aug 11	11	D1	-11" Waited at Park for M44 to clear
		Tue, Aug 17	16	D	-16" Held @ Park on track 3 waited for M44 to clear due to the ZG2 on track on and the IG3SK on trk 2
		Tue, Aug 24	13	GT1	-13" Held at Kedzie for M42 12 min delay, form B 15 mph through his limits
		Wed, Aug 25	12	D	-16" Freight train interference, Held at Proviso while MNPPR23 went into the yard at Proviso
		Thu, Aug 26	7	J	DELAYED @ BELLWOOD WAITED FOR POLICE TO REMOVE A PERSON THAT REFUSED TO PAY & BEING DISRUPTIVE ON THE TRAIN
		Fri, Aug 27	6	D	-6" Waited for the Q11791-27 to clear @ the CN Washington St. interlocking
UP-W	33 82% OT	Thu, Aug 05	20	G	-20" Stopped at Kedzie for red signal, also ran restricted speed from Kedzie-Oak Park due to signal problems(all wayside signals were red)
		Fri, Aug 06	18	D	-18" Held at Keeler and River Forest for freight traffic
		Thu, Aug 12	9	J	-9" Police Activity @ Villa Park
		Tue, Aug 17	15	D	-15" No signal @ Park waiting on M48 to clear from 13:09-13:22 & 15MPH @ MP15.2-MP15.3
UP-W	36 77% OT	Mon, Aug 02	9	D1	-9" Delayed due to MNPPR-31 taking head room on track#1 between 25th and Vale with high wide loads
		Fri, Aug 06	18	D	-18" Freight train interference @ Elburn and @ 25th Ave
		Mon, Aug 09	7	C1	Slow passenger loading also 3-30 mph speed restrictions.
		Tue, Aug 17	20	RN1	-20" Delayed had to make all stops in from Elburn due to M32 annulled @ Elburn engineer was a no show for M32
		Thu, Aug 26	25	G1	25MIN DOWN LATE FROM M13
UP-W	42 77% OT	Mon, Aug 02	20	D1	-20" Late turn due to equipment delay from MNPPR-31 freight delay
		Tue, Aug 03	8	I	-8" Slow loading at Geneva and Glen Ellyn & 30mph speed restriction at 15.0 to 15.5
		Wed, Aug 04	60	D	-60" Freight train interference
		Tue, Aug 17	6	D	-6" Waited for freight to clear @ Peck
		Tue, Aug 24	22	CC	-22" 20 min delay at Wheaton waiting on M277 to clear, track work, and CAD screen went down
UP-W	44 82% OT	Wed, Aug 04	23	D	-20" Freight train interference
		Wed, Aug 11	7	D1	-7" Departed Elburn late due to late turn of M25
		Tue, Aug 17	9	D	-9" Freight train interference From LaFox to West Chicago
		Tue, Aug 24	12	CC1	-12" Held at Wheaton waiting on M27 due to single tracking through Grace
UP-W	46 73% OT	Tue, Aug 10	10	D	Delayed @ Turner for Freight interference (ZG2LT); 2 ADA lifts; 2 30MPHS
		Fri, Aug 13	15	D	-15" Delayed waiting for CN JB tower cross traffic to clear
		Tue, Aug 24	13	CC1	-13" Late arrival of M27
		Wed, Aug 25	15	D	-15" Freight train interference, followed Freight train MNPPR23 to West Chicago, held at Turner to M29 to get out the way to cross over to get around Freight train
		Mon, Aug 30	7	D	-7" Stopped at Turner waiting for CSHNA-28 to clear
		Tue, Aug 31	9	CC	-9" Held at Turner waiting for M29 to clear T1, brush cutter on T3, Form B Kress to University, 2 ADA lifts.
UP-W	48 73% OT	Mon, Aug 02	6	U	-6" 1 ADA lift & slow passenger loading en route
		Thu, Aug 05	15	D	-15" Stopped at Provo for EG3 going into Proviso at 25th off T1, waited for M33 to clear to run T3
		Wed, Aug 11	11	U	-11" 2 ADA lifts & slow passenger loading en route
		Tue, Aug 17	7	D1	-07" Late turn off M29
		Tue, Aug 24	12	GT1	-12" Late turn off M29
		Tue, Aug 31	17	D	-17" Stopped at Turner waiting for ZG2LT to clear T1, brush cutter on T3

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	52 64% OT	Mon, Aug 02	12	I	-12" slow passenger loading/unloading en route	
		Fri, Aug 06	20	D1	-20" Departed Elburn late due to late arrival of M33 equipment, also stopped at Western A2 for red signal	
		Tue, Aug 10	8	U	1 ADA lift, loading doors sticking in cab car 8453; 10 MPH @ Washington Street	
		Thu, Aug 12	7	J1	-7" Late turn of M33 on acct. of police activity	
		Tue, Aug 17	30	D1	-30" Late turn off M33 & operated trk 2 Villa Park & Elmhurst	
		Wed, Aug 18	10	D	-10" Freight train interference @ Kedzie (IOJPRJ)	
		Thu, Aug 19	8	D	FREIGHT TRAIN INTERFERENCE @ CPY015 (-6)	
		Fri, Aug 27	10	ZT	-10" Delayed out of Elburn due to late getting bulletins on account of a system issue and PTC would not initialize, retried PTC at LaFox and was able to initialize	
UP-W	55 82% OT	Mon, Aug 09	104	KW1	Held at College Ave. per dispatchers instructions for a tornado warding, also waited at Wheaton station for M57 to unload all their 150 passengers to board M55.	
		Tue, Aug 10	84	KW	Delayed due to high wind warnings	
		Wed, Aug 11	29	D1	-29" Delayed behind M555 @ Kedzie for freight interference (AMICH)	
		Mon, Aug 16	14	E	-14" Stopped @ CPY0993 (17:44-17:52) on acct. of Head End Power issues DELCO BAD ON 162	
UP-W	56 82% OT	Mon, Aug 02	6	D1	-06" Delayed @ 25th Ave waited for a west bound Metra train to clear	
		Wed, Aug 11	54	D	-54" Delayed @ 25th Ave for M555, M55, & M57 to clear on acct. of freight interference	
		Mon, Aug 16	15	E1	-15" Delayed @ Bellwood waited for M55 to clear	
		Fri, Aug 20	15	D	-15" Freight Delay, was on M555 to clear trk #1 due to IG3SK going onto the Rockwell at Kedzie on Trk #3 and LNSKDJ was parked on trk #2	
UP-W	63 73% OT	Mon, Aug 02	7	RF	-7" Red signal @ Kedzie (wrong line-up by Terminal Train Dispatcher) -waited for the signal to time out	
		Wed, Aug 04	7	D	-7" Freight train interference (MELPRJ) @ Maywood	
		Mon, Aug 09	0	XKW	Annulled at Chicago for several weather conditions, M65 accommodated.	
		Tue, Aug 10	60	KW	Delayed due to high wind warnings	
		Wed, Aug 11	30	D1	-30" Late turn off M56, which waited for M57 to clear 25th ave for freight interference with M555 (AMICH)	
		Thu, Aug 19	7	D	FREIGHT TRAIN INTERFERENCE @ KEDZIE (MCHBO)	
UP-W	64 77% OT	Tue, Aug 03	6	D	-6" Freight train interference @ Wheaton (MPRNP)	
		Tue, Aug 10	79	KW	Delayed due to high wind warnings	
		Wed, Aug 18	6	D	-06" Freight train interference @ Peck (MPRNP-18)	
		Fri, Aug 20	25	D	-25" Freight train interference, was held at 25th 11.8 for MNSNP 20 to clear	
		Mon, Aug 30	9	RF	-08" Late turn off M57, which was 5 minutes late on acct. of wrong line-up @ Kedzie by Terminal Train Dispatcher (PER TTD, LAKE ST DIDNT PUT THE SYMBOL UP FOR M57-THOUGHT IT WAS PASTL, SO HAD TO TIME THE SIGNAL OUT @ KEDZIE)	
UP-W	444 82% OT	Mon, Aug 02	13	D1	-13" Late turn of equipment	
		Tue, Aug 03	7	D	-7" Freight train at Park; no signal at Kedzie	
		Wed, Aug 04	47	D	-73" Freight train interference	
		Tue, Aug 24	30	GT	-30" Departed Wheaton 10 min late CAD screen down, waited for M29 at 25th	

Data is final (09/21/2021) 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
August 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	21	-	-	-	6	4	7	3	-	6	5	13	74	139
Freight Interference - Peak	10	-	-	-	6	1	3	3	-	5	1	6	20	55
Primary	7	-	-	-	6	1	2	1	-	3	1	5	12	38
Secondary	3	-	-	-	-	-	1	2	-	2	-	1	8	17
Freight Interference - Off-Peak	11	-	-	-	-	3	4	-	-	1	4	7	54	84
Primary	9	-	-	-	-	3	4	-	-	1	2	4	41	64
Secondary	2	-	-	-	-	-	-	-	-	-	2	3	13	20
Signal/Switch Failure - Total	3	1	2	2	3	7	3	5	15	3	1	2	12	59
Signal/Switch Failure - Metra/PSA	3	1	2	2	-	6	3	2	14	1	1	2	12	49
Primary	1	-	2	2	-	5	3	2	11	1	1	2	9	39
Secondary	2	1	-	-	-	1	-	-	3	-	-	-	3	10
Signal/Switch Failure - Foreign	-	-	-	-	3	1	-	3	1	2	-	-	-	10
Primary	-	-	-	-	3	1	-	2	1	2	-	-	-	9
Secondary	-	-	-	-	-	-	-	1	-	-	-	-	-	1
Mechanical Failure - Total	6	-	-	-	1	4	5	2	8	-	20	3	2	51
Mechanical Failure - Metra/PSA	6	-	-	-	1	4	5	2	8	-	20	3	2	51
Non-Locomotive Equipment Issue - Metra/PSA	1	-	-	-	-	1	-	-	2	-	2	1	-	7
Primary	1	-	-	-	-	1	-	-	2	-	1	1	-	6
Secondary	-	-	-	-	-	-	-	-	-	-	1	-	-	1
Locomotive Issue - Metra/PSA	5	-	-	-	1	3	5	2	6	-	18	2	2	44
Primary	4	-	-	-	1	1	2	1	2	-	2	-	1	14
Secondary	1	-	-	-	-	2	3	1	4	-	16	2	1	30
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	1	-	2	-	5	6	-	4	-	-	18
Passenger Train Interference - Metra/PSA	-	-	-	1	-	1	-	5	5	-	4	-	-	16
Passenger Train Interference - Foreign	-	-	-	-	-	1	-	-	1	-	-	-	-	2
Accident - Total	31	-	3	-	-	2	3	-	1	4	4	16	2	66
Accident - Metra/PSA	31	-	3	-	-	2	3	-	1	4	3	15	2	61
Accident - Foreign	-	-	-	-	-	-	3	-	-	-	1	1	-	5
Track Work - Total	-	-	1	7	2	1	3	-	10	4	31	7	11	77
Track Work - Metra/PSA	-	-	1	7	-	1	3	-	10	-	31	7	11	71
Track Work - Foreign	-	-	-	-	2	-	-	-	-	4	-	-	-	6
Human Error - Total	7	-	1	4	3	8	1	5	12	1	20	14	7	83
Human Error - Metra/PSA	3	-	1	4	3	1	1	3	12	1	14	8	2	53
Human Error - Foreign	4	-	-	-	-	7	-	2	-	-	6	6	5	30
PTC Related - Total	-	1	-	2	2	2	-	5	3	4	10	3	9	41
PTC Related - Metra/PSA	-	1	-	2	1	2	-	3	3	3	10	3	5	33
PTC Related - Foreign	-	-	-	-	1	-	-	2	-	1	-	-	4	8
Weather - Total	1	4	-	-	1	9	10	2	7	-	28	30	14	106
Weather - Metra/PSA	1	4	-	-	1	9	10	2	7	-	17	30	14	95
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	11	-	-	11
Passenger Related - Total	7	6	2	4	1	3	8	-	14	-	13	3	15	76
Obstruction/Debris - Total	5	2	-	1	-	1	-	-	3	-	-	16	6	34
Catenary Failure - Total	-	4	3	7	-	-	-	-	-	-	-	-	-	14
Other - Total	-	-	-	-	-	-	6	-	1	-	-	-	-	7
Total Trains Delayed	81	18	12	28	19	43	46	27	80	22	136	107	152	771
Total Metra/PSA Delays	56	18	12	28	7	30	36	17	78	9	113	87	69	560
Total Foreign Carrier Delays	25	0	0	0	12	13	10	10	2	13	23	20	83	211

Data for current month is final (09/21/2021) version of TOPS

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

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

Table 5.b: Train Delays by Cause and Line
Average August 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	16	-	-	-	5	10	10	7	3	14	0	4	19	86
Freight Interference - Peak	7	-	-	-	5	2	4	3	1	6	0	1	6	35
Primary	4	-	-	-	4	1	3	2	1	4	0	1	5	24
Secondary	3	-	-	-	1	1	2	1	0	2	-	0	2	12
Freight Interference - Off-Peak	8	-	-	-	1	8	5	4	2	8	0	2	12	51
Primary	8	-	-	-	1	5	4	3	2	6	0	2	9	40
Secondary	1	-	-	-	-	3	2	1	-	2	-	0	4	11
Signal/Switch Failure - Total	15	5	2	2	2	15	9	3	15	5	3	6	6	89
Signal/Switch Failure - Metra/PSA	11	5	2	2	0	13	7	2	15	2	3	5	6	74
Primary	9	4	2	1	0	8	6	2	11	2	1	2	3	50
Secondary	2	1	0	1	-	5	2	-	4	0	2	3	4	24
Signal/Switch Failure - Foreign	4	-	-	-	2	3	2	1	-	3	-	1	-	15
Primary	2	-	-	-	2	2	2	1	-	3	-	0	-	12
Secondary	2	-	-	-	0	1	-	0	-	-	-	0	-	3
Mechanical Failure - Total	23	3	0	0	1	8	6	2	17	4	9	9	13	95
Mechanical Failure - Metra/PSA	22	3	0	-	1	8	6	2	17	4	9	9	13	94
Non-Locomotive Equipment Issue - Metra/PSA	8	3	0	-	-	2	1	0	2	0	3	3	5	27
Primary	2	0	-	-	-	2	1	0	1	0	2	2	2	12
Secondary	6	2	0	-	-	0	0	-	0	0	1	1	3	14
Locomotive Issue - Metra/PSA	14	-	-	-	1	6	4	1	16	4	7	6	8	67
Primary	3	-	-	-	0	2	2	1	5	1	2	2	3	21
Secondary	11	-	-	-	0	4	2	1	10	3	4	4	5	46
Mechanical Failure - Foreign	1	-	-	0	-	1	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	2	-	-	-	0	2	0	1	1	2	-	2	0	9
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	0	0	0	-	-	2	0	5
Passenger Train Interference - Foreign	2	-	-	-	0	0	-	0	0	2	-	-	-	5
Accident - Total	6	1	-	-	-	9	3	0	1	3	8	13	3	47
Accident - Metra/PSA	6	1	-	-	-	4	2	0	1	2	7	7	1	31
Accident - Foreign	-	-	-	-	-	5	1	-	0	1	1	6	1	16
Track Work - Total	20	9	0	5	0	4	4	-	12	2	8	3	8	77
Track Work - Metra/PSA	13	9	0	5	-	4	4	-	12	1	8	3	8	69
Track Work - Foreign	7	-	-	-	0	-	-	-	-	1	-	-	-	8
Human Error - Total	15	3	1	1	2	9	7	2	10	5	6	4	7	72
Human Error - Metra/PSA	11	2	1	1	0	6	5	2	9	4	5	3	7	57
Human Error - Foreign	4	0	-	-	1	3	1	0	1	1	1	1	-	15
PTC Related - Total	7	0	-	0	0	-	1	1	2	2	-	4	3	20
PTC Related - Metra/PSA	7	0	-	0	-	-	1	0	2	1	-	4	3	18
PTC Related - Foreign	-	-	-	-	0	-	-	0	-	1	-	-	-	2
Weather - Total	2	5	2	4	1	3	6	1	8	1	5	6	6	51
Weather - Metra/PSA	2	5	2	4	0	3	6	1	8	1	5	6	6	51
Weather - Foreign	-	-	-	-	0	-	-	-	-	-	-	-	-	0
Passenger Related - Total	12	10	0	1	-	22	12	1	14	1	14	16	17	119
Obstruction/Debris - Total	7	2	2	3	-	5	3	1	6	5	4	8	5	51
Catenary Failure - Total	-	1	0	1	-	-	-	-	-	-	-	-	-	2
Other - Total	-	0	-	0	-	1	0	-	1	0	0	0	0	3
Total Trains Delayed	125	40	8	19	11	89	61	18	89	43	58	73	87	721
Total Metra/PSA Delays	92	40	8	19	2	67	47	10	85	21	55	61	66	573
Total Foreign Carrier Delays	33	0	0	0	10	22	13	9	4	22	3	12	20	148

Data for current month is final (09/25/2020) version of TOPS

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

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

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

Table 5.c: Train Delays by Cause and Line
August 2021 Compared to Average August 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	5	-	-	-	1	(6)	(3)	(4)	(3)	(8)	5	9	55	53
Freight Interference - Peak	3	-	-	-	1	(1)	(1)	0	(1)	(1)	1	5	14	20
Primary	3	-	-	-	2	(0)	(1)	(1)	(1)	(1)	1	4	7	14
Secondary	(0)	-	-	-	(1)	(1)	(1)	1	(0)	0	-	1	6	5
Freight Interference - Off-Peak	3	-	-	-	(1)	(5)	(1)	(4)	(2)	(7)	4	5	42	33
Primary	1	-	-	-	(1)	(2)	0	(3)	(2)	(5)	2	2	32	24
Secondary	1	-	-	-	-	(3)	(2)	(1)	-	(2)	2	3	9	9
Signal/Switch Failure - Total	(12)	(4)	-	0	1	(8)	(6)	2	0	(2)	(2)	(4)	6	(30)
Signal/Switch Failure - Metra/PSA	(8)	(4)	-	0	(0)	(7)	(4)	(0)	(1)	(1)	(2)	(3)	6	(25)
Primary	(8)	(4)	0	1	(0)	(3)	(3)	(0)	-	(1)	-	(0)	6	(11)
Secondary	(0)	(0)	(0)	(1)	-	(4)	(2)	-	(1)	(0)	(2)	(3)	(1)	(14)
Signal/Switch Failure - Foreign	(4)	-	-	-	1	(2)	(2)	2	1	(1)	-	(1)	-	(5)
Primary	(2)	-	-	-	1	(1)	(2)	1	1	(1)	-	(0)	-	(3)
Secondary	(2)	-	-	-	(0)	(1)	-	1	-	-	-	(0)	-	(2)
Mechanical Failure - Total	(17)	(3)	(0)	(0)	0	(4)	(1)	0	(9)	(4)	11	(6)	(11)	(44)
Mechanical Failure - Metra/PSA	(16)	(3)	(0)	-	0	(4)	(1)	0	(9)	(4)	11	(6)	(11)	(43)
Non-Locomotive Equipment Issue - Metra/PSA	(7)	(3)	(0)	-	-	(1)	(1)	(0)	0	(0)	(1)	(2)	(5)	(20)
Primary	(1)	(0)	-	-	-	(1)	(1)	(0)	1	(0)	(1)	(1)	(2)	(6)
Secondary	(6)	(2)	(0)	-	-	(0)	(0)	-	(0)	(0)	0	(1)	(3)	(13)
Locomotive Issue - Metra/PSA	(9)	-	-	-	0	(3)	1	1	(10)	(4)	11	(4)	(6)	(23)
Primary	1	-	-	-	1	(1)	(0)	0	(3)	(1)	(0)	(2)	(2)	(7)
Secondary	(10)	-	-	-	(0)	(2)	1	0	(6)	(3)	12	(2)	(4)	(16)
Mechanical Failure - Foreign	(1)	-	-	(0)	-	(1)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	(2)	-	-	1	(0)	(0)	(0)	4	5	(2)	4	(2)	(0)	9
Passenger Train Interference - Metra/PSA	-	-	-	1	-	(1)	(0)	5	5	-	4	(2)	(0)	11
Passenger Train Interference - Foreign	(2)	-	-	-	(0)	1	-	(0)	1	(2)	-	-	-	(3)
Accident - Total	25	(1)	3	-	-	(7)	(0)	(0)	(0)	1	(4)	3	(1)	19
Accident - Metra/PSA	25	(1)	3	-	-	(2)	(2)	(0)	-	2	(4)	8	1	30
Accident - Foreign	-	-	-	-	-	(5)	2	-	(0)	(1)	(0)	(5)	(1)	(11)
Track Work - Total	(20)	(9)	1	2	2	(3)	(1)	-	(2)	2	23	4	3	0
Track Work - Metra/PSA	(13)	(9)	1	2	-	(3)	(1)	-	(2)	(1)	23	4	3	2
Track Work - Foreign	(7)	-	-	-	2	-	-	-	-	3	-	-	-	(2)
Human Error - Total	(8)	(3)	-	3	1	(1)	(6)	3	2	(4)	14	10	0	11
Human Error - Metra/PSA	(8)	(2)	-	3	3	(5)	(4)	1	3	(3)	9	5	(5)	(4)
Human Error - Foreign	0	(0)	-	-	(1)	4	(1)	2	(1)	(1)	5	5	5	15
PTC Related - Total	(7)	1	-	2	2	2	(1)	4	1	2	10	(1)	6	21
PTC Related - Metra/PSA	(7)	1	-	2	1	2	(1)	3	1	2	10	(1)	2	15
PTC Related - Foreign	-	-	-	-	1	-	-	2	-	(0)	-	-	4	6
Weather - Total	(1)	(1)	(2)	(4)	0	6	4	1	(1)	(1)	23	24	8	55
Weather - Metra/PSA	(1)	(1)	(2)	(4)	1	6	4	1	(1)	(1)	12	24	8	44
Weather - Foreign	-	-	-	-	(0)	-	-	-	-	-	11	-	-	11
Passenger Related - Total	(5)	(4)	2	3	1	(19)	(4)	(1)	0	(1)	(1)	(13)	(2)	(43)
Obstruction/Debris - Total	(2)	(0)	(2)	(2)	-	(4)	(3)	(1)	(3)	(5)	(4)	8	1	(17)
Catenary Failure - Total	-	3	3	6	-	-	-	-	-	-	-	-	-	12
Other - Total	-	(0)	-	(0)	-	(1)	6	-	0	(0)	(0)	(0)	(0)	4
Total Trains Delayed	(44)	(22)	4	9	8	(46)	(15)	9	(9)	(21)	78	34	65	50
Total Metra/PSA Delays	-36	-22	4	9	5	-37	-11	7	-7	-12	58	26	3	-13
Total Foreign Carrier Delays	-8	0	0	0	2	-9	-3	1	-2	-9	20	8	63	63

Data for current month is final (09/21/2021) 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 - August 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	50	-	-	-	39	39	110	23	18	41	13	40	282	655
Freight Interference - Peak	19	-	-	-	36	13	44	20	6	25	4	20	80	267
Primary	16	-	-	-	35	12	38	17	4	18	2	18	54	214
Secondary	3	-	-	-	1	1	6	3	2	7	2	2	26	53
Freight Interference - Off-Peak	31	-	-	-	3	26	66	3	12	16	9	20	202	388
Primary	27	-	-	-	3	25	60	1	11	13	6	17	144	307
Secondary	4	-	-	-	-	1	6	2	1	3	3	3	58	81
Signal/Switch Failure - Total	17	27	10	19	25	123	63	24	114	32	9	24	42	529
Signal/Switch Failure - Metra/PSA	9	27	10	19	-	106	59	16	110	7	9	9	33	414
Primary	7	16	8	9	-	83	50	16	100	6	6	9	25	335
Secondary	2	11	2	10	-	23	9	-	10	1	3	-	8	79
Signal/Switch Failure - Foreign	8	-	-	-	25	17	4	8	4	25	-	15	9	115
Primary	7	-	-	-	25	13	3	7	4	22	-	14	9	104
Secondary	1	-	-	-	-	4	1	1	-	3	-	1	-	11
Mechanical Failure - Total	32	1	1	2	3	57	41	24	49	4	50	22	43	329
Mechanical Failure - Metra/PSA	32	1	1	2	3	57	41	24	49	4	50	22	43	329
Non-Locomotive Equipment Issue - Metra/PSA	9	1	1	2	2	7	9	4	11	-	11	7	20	84
Primary	5	1	1	-	2	5	7	1	10	-	9	6	9	56
Secondary	4	-	-	2	-	2	2	3	1	-	2	1	11	28
Locomotive Issue - Metra/PSA	23	-	-	-	1	50	32	20	38	4	39	15	23	245
Primary	13	-	-	-	1	21	15	9	24	3	13	9	13	121
Secondary	10	-	-	-	-	29	17	11	14	1	26	6	10	124
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	7	-	-	2	-	20	1	13	7	-	4	1	-	55
Passenger Train Interference - Metra/PSA	-	-	-	2	-	15	1	13	6	-	4	1	-	42
Passenger Train Interference - Foreign	7	-	-	-	-	5	-	-	1	-	-	-	-	13
Accident - Total	58	11	6	-	2	9	13	2	34	4	21	66	27	253
Accident - Metra/PSA	45	11	6	-	-	8	7	2	34	4	20	65	8	210
Accident - Foreign	13	-	-	-	2	1	6	-	-	-	1	1	19	43
Track Work - Total	13	26	2	30	3	18	33	4	47	9	59	33	18	295
Track Work - Metra/PSA	13	25	2	30	1	18	31	4	47	3	59	30	18	281
Track Work - Foreign	-	1	-	-	2	-	2	-	-	6	-	3	-	14
Human Error - Total	22	15	9	15	9	53	49	22	59	6	57	48	40	404
Human Error - Metra/PSA	13	15	9	15	7	20	40	11	59	5	37	26	27	284
Human Error - Foreign	9	-	-	-	2	33	9	11	-	1	20	22	13	120
PTC Related - Total	4	11	4	12	16	57	31	15	32	29	26	18	59	314
PTC Related - Metra/PSA	4	9	4	10	6	50	28	6	30	12	26	18	53	256
PTC Related - Foreign	-	2	-	2	10	7	3	9	2	17	-	-	6	58
Weather - Total	57	39	11	13	7	101	74	10	73	8	73	109	60	635
Weather - Metra/PSA	44	39	11	13	5	98	71	10	73	6	62	105	54	591
Weather - Foreign	13	-	-	-	2	3	3	-	-	2	11	4	6	44
Passenger Related - Total	21	32	8	11	1	21	43	-	67	-	42	31	80	357
Obstruction/Debris - Total	23	27	13	30	-	18	27	2	49	6	33	32	60	320
Catenary Failure - Total	-	8	6	15	-	-	-	-	-	-	-	-	-	29
Other - Total	-	1	-	-	1	-	8	-	1	5	2	-	1	19
Total Trains Delayed	304	198	70	149	106	516	493	139	550	144	389	424	712	4,194
Total Metra/PSA Delays	204	195	70	147	24	411	356	88	525	52	344	339	377	3,132
Total Foreign Carrier Delays	100	3	0	2	82	105	137	51	25	92	45	85	335	1,062

Data for current month is final (09/21/2021) 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 - August 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	98	-	0	-	35	75	78	44	39	82	7	43	150	653
Freight Interference - Peak	37	-	0	-	30	16	21	15	10	29	3	24	52	238
Primary	22	-	-	-	24	10	14	11	7	21	2	11	26	148
Secondary	16	-	0	-	6	6	7	4	3	8	1	12	27	90
Freight Interference - Off-Peak	61	-	-	-	5	59	57	29	29	54	5	20	97	415
Primary	49	-	-	-	4	37	39	26	22	39	3	14	72	304
Secondary	12	-	-	-	0	22	18	3	7	15	2	6	25	111
Signal/Switch Failure - Total	154	55	28	27	21	133	86	52	95	73	21	50	71	866
Signal/Switch Failure - Metra/PSA	79	55	28	27	2	105	71	21	93	27	21	35	60	624
Primary	55	39	21	21	2	65	54	16	69	18	12	20	28	419
Secondary	24	17	7	6	0	40	17	5	24	9	9	15	32	205
Signal/Switch Failure - Foreign	75	-	-	-	19	28	15	31	2	46	0	16	11	242
Primary	58	-	-	-	15	15	11	23	2	30	-	10	8	171
Secondary	17	-	-	-	3	13	5	7	0	16	0	6	3	71
Mechanical Failure - Total	136	13	4	3	5	108	71	24	132	24	73	68	84	744
Mechanical Failure - Metra/PSA	135	9	4	2	4	100	70	23	132	24	73	68	84	728
Non-Locomotive Equipment Issue - Metra/PSA	50	9	4	2	1	14	7	4	14	10	23	25	38	201
Primary	20	3	2	1	0	8	5	2	7	6	13	14	18	99
Secondary	29	6	2	1	0	6	3	2	7	4	10	11	20	102
Locomotive Issue - Metra/PSA	85	-	-	-	4	86	63	19	118	14	49	43	46	527
Primary	26	-	-	-	3	26	23	6	37	6	16	14	17	175
Secondary	59	-	-	-	1	60	40	13	81	8	33	29	29	352
Mechanical Failure - Foreign	2	4	1	1	0	8	0	1	-	-	-	-	-	16
Passenger Train Interference - Total	17	3	1	3	7	22	3	7	3	25	-	2	2	94
Passenger Train Interference - Metra/PSA	2	1	1	0	0	16	1	7	2	0	-	2	2	34
Passenger Train Interference - Foreign	16	2	1	2	7	6	1	1	1	24	-	-	0	60
Accident - Total	51	29	6	9	2	30	33	11	25	11	32	59	40	337
Accident - Metra/PSA	47	15	4	9	1	22	30	9	21	6	31	51	22	267
Accident - Foreign	4	13	2	-	1	9	3	2	4	5	1	8	18	69
Track Work - Total	92	47	10	22	9	67	23	7	78	11	47	38	55	505
Track Work - Metra/PSA	83	47	10	22	8	66	21	6	78	7	47	38	55	488
Track Work - Foreign	8	-	-	-	1	2	2	0	-	4	-	0	-	17
Human Error - Total	127	25	11	13	13	80	44	19	60	25	43	49	52	562
Human Error - Metra/PSA	72	24	11	12	2	49	29	10	58	9	37	36	39	389
Human Error - Foreign	55	1	-	0	11	31	16	10	1	16	5	13	13	172
PTC Related - Total	28	10	3	5	5	4	4	5	31	5	29	22	38	189
PTC Related - Metra/PSA	27	10	3	5	2	4	4	3	31	3	29	21	37	177
PTC Related - Foreign	1	-	-	-	3	0	-	2	1	3	-	1	1	12
Weather - Total	104	68	23	35	3	67	50	13	95	9	45	51	34	596
Weather - Metra/PSA	104	68	23	35	3	67	50	13	95	8	45	51	33	593
Weather - Foreign	0	-	-	-	0	0	-	-	1	1	-	0	0	3
Passenger Related - Total	66	59	10	12	1	81	75	6	91	5	76	109	110	698
Obstruction/Debris - Total	58	30	10	24	4	31	32	12	63	20	26	67	64	443
Catenary Failure - Total	-	13	3	7	-	-	-	-	-	-	-	-	-	24
Other - Total	1	1	2	3	0	5	5	1	5	2	2	6	4	36
Total Trains Delayed	933	351	111	162	105	703	504	201	718	292	401	565	702	5,746
Total Metra/PSA Delays	671	331	107	159	27	545	388	112	670	111	387	483	509	4,499
Total Foreign Carrier Delays	262	20	4	3	77	158	115	90	48	182	14	81	193	1,247

Data for current month is final (09/25/2020) 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 - August 2021 Compared to Average January - August 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	(48)	-	(0)	-	4	(36)	32	(21)	(21)	(41)	6	(3)	132	2
Freight Interference - Peak	(18)	-	(0)	-	6	(3)	23	5	(4)	(4)	1	(4)	28	29
Primary	(6)	-	-	-	11	2	24	6	(3)	(3)	0	7	28	66
Secondary	(13)	-	(0)	-	(5)	(5)	(1)	(1)	(1)	(1)	1	(10)	(1)	(37)
Freight Interference - Off-Peak	(30)	-	-	-	(2)	(33)	9	(26)	(17)	(38)	4	0	105	(27)
Primary	(22)	-	-	-	(1)	(12)	21	(25)	(11)	(26)	3	3	72	3
Secondary	(8)	-	-	-	(0)	(21)	(12)	(1)	(6)	(12)	1	(3)	33	(30)
Signal/Switch Failure - Total	(137)	(28)	(18)	(8)	4	(10)	(23)	(28)	19	(41)	(12)	(26)	(29)	(337)
Signal/Switch Failure - Metra/PSA	(70)	(28)	(18)	(8)	(2)	1	(12)	(5)	17	(20)	(12)	(26)	(27)	(210)
Primary	(48)	(23)	(13)	(12)	(2)	18	(4)	0	31	(12)	(6)	(11)	(3)	(84)
Secondary	(22)	(6)	(5)	4	(0)	(17)	(8)	(5)	(14)	(8)	(6)	(15)	(24)	(126)
Signal/Switch Failure - Foreign	(67)	-	-	-	6	(11)	(11)	(23)	2	(21)	(0)	(1)	(2)	(127)
Primary	(51)	-	-	-	10	(2)	(8)	(16)	2	(8)	-	4	1	(67)
Secondary	(16)	-	-	-	(3)	(9)	(4)	(6)	(0)	(13)	(0)	(5)	(3)	(60)
Mechanical Failure - Total	(104)	(12)	(3)	(1)	(2)	(51)	(30)	0	(83)	(20)	(23)	(46)	(41)	(415)
Mechanical Failure - Metra/PSA	(103)	(8)	(3)	(0)	(1)	(43)	(29)	1	(83)	(20)	(23)	(46)	(41)	(399)
Non-Locomotive Equipment Issue - Metra/PSA	(41)	(8)	(3)	(0)	1	(7)	2	-	(3)	(10)	(12)	(18)	(18)	(117)
Primary	(15)	(2)	(1)	(1)	2	(3)	2	(1)	3	(6)	(4)	(8)	(9)	(43)
Secondary	(25)	(6)	(2)	1	(0)	(4)	(1)	1	(6)	(4)	(8)	(10)	(9)	(74)
Locomotive Issue - Metra/PSA	(62)	-	-	-	(3)	(36)	(31)	1	(80)	(10)	(10)	(28)	(23)	(282)
Primary	(19)	-	-	-	(2)	(5)	(8)	3	(13)	(3)	(3)	(5)	(4)	(54)
Secondary	(49)	-	-	-	(1)	(31)	(23)	(2)	(67)	(7)	(7)	(23)	(19)	(228)
Mechanical Failure - Foreign	(2)	(4)	(1)	(1)	(0)	(8)	(0)	(1)	-	-	-	-	-	(16)
Passenger Train Interference - Total	(10)	(3)	(1)	(1)	(7)	(2)	(2)	6	4	(25)	4	(1)	(2)	(39)
Passenger Train Interference - Metra/PSA	(2)	(1)	(1)	2	(0)	(1)	(0)	6	4	(0)	4	(1)	(2)	8
Passenger Train Interference - Foreign	(9)	(2)	(1)	(2)	(7)	(1)	(1)	(1)	(4)	(24)	-	-	(0)	(47)
Accident - Total	7	(18)	0	(9)	-	(21)	(20)	(9)	9	(7)	(11)	7	(13)	(84)
Accident - Metra/PSA	(2)	(4)	2	(9)	(1)	(14)	(23)	(7)	13	(2)	(11)	14	(14)	(57)
Accident - Foreign	9	(13)	(2)	-	1	(8)	3	(2)	(4)	(5)	(0)	(7)	1	(26)
Track Work - Total	(79)	(21)	(8)	8	(6)	(49)	10	(3)	(31)	(2)	12	(5)	(37)	(210)
Track Work - Metra/PSA	(70)	(22)	(8)	8	(7)	(48)	10	(2)	(31)	(4)	12	(8)	(37)	(207)
Track Work - Foreign	(8)	1	-	-	1	(2)	-	(0)	-	2	-	3	-	(3)
Human Error - Total	(105)	(10)	(2)	2	(4)	(27)	5	3	(1)	(19)	14	(1)	(12)	(158)
Human Error - Metra/PSA	(59)	(9)	(2)	3	5	(29)	11	1	1	(4)	(0)	(10)	(12)	(105)
Human Error - Foreign	(46)	(1)	-	(0)	(9)	2	(7)	1	(1)	(15)	15	9	(0)	(52)
PTC Related - Total	(24)	1	1	7	11	53	27	10	1	24	(3)	(4)	21	125
PTC Related - Metra/PSA	(23)	(1)	1	5	4	46	24	3	(1)	9	(3)	(3)	16	79
PTC Related - Foreign	(1)	2	-	2	7	7	3	7	1	14	-	(1)	5	46
Weather - Total	(47)	(29)	(12)	(22)	4	34	24	(3)	(22)	(1)	28	58	26	39
Weather - Metra/PSA	(60)	(29)	(12)	(22)	2	31	21	(3)	(22)	(2)	17	54	21	(2)
Weather - Foreign	13	-	-	-	2	3	3	-	(1)	1	11	4	6	41
Passenger Related - Total	(45)	(27)	(2)	(1)	0	(60)	(32)	(6)	(24)	(5)	(34)	(78)	(30)	(341)
Obstruction/Debris - Total	(35)	(3)	3	6	(4)	(13)	(5)	(10)	(14)	(14)	7	(35)	(4)	(123)
Catenary Failure - Total	-	(5)	3	8	-	-	-	-	-	-	-	-	-	5
Other - Total	(1)	-	(2)	(3)	1	(5)	3	(1)	(4)	3	-	(6)	(3)	(17)
Total Trains Delayed	(629)	(153)	(41)	(13)	1	(187)	(11)	(62)	(168)	(148)	(12)	(141)	10	(1,552)
Total Metra/PSA Delays	-467	-136	-37	-12	-3	-134	-32	-24	-145	-59	-43	-144	-132	-1,367
Total Foreign Carrier Delays	-162	-17	-4	-1	5	-53	22	-39	-23	-90	31	4	142	-185

Data for current month is final (09/21/2021) 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 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 - Aug
Freight Interference - Total	65	109	39	44	60	79	120	139					655 15.6%
Freight Interference - Peak	31	52	21	17	23	26	42	55					267 6.4%
Primary	26	43	17	16	21	22	31	38					214 5.1%
Secondary	5	9	4	1	2	4	11	17					53 1.3%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84					388 9.3%
Primary	24	47	16	26	32	44	54	64					307 7.3%
Secondary	10	10	2	1	5	9	24	20					81 1.9%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59					529 12.6%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49					414 9.9%
Primary	32	51	29	26	27	51	80	39					335 8.0%
Secondary	5	14	8	2	3	9	28	10					79 1.9%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10					115 2.7%
Primary	8	25	6	7	18	23	8	9					104 2.5%
Secondary	1	3	-	2	2	1	1	1					11 0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51					329 7.8%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51					329 7.8%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7					84 2.0%
Primary	3	8	6	3	7	13	10	6					56 1.3%
Secondary	1	6	3	-	3	7	7	1					28 0.7%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44					245 5.8%
Primary	11	19	11	14	10	14	28	14					121 2.9%
Secondary	10	10	3	20	12	9	30	30					124 3.0%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-					- 0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18					55 1.3%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16					42 1.0%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2					13 0.3%
Accident - Total	30	35	24	40	17	36	5	66					253 6.0%
Accident - Metra/PSA	23	21	24	39	14	23	5	61					210 5.0%
Accident - Foreign	7	14	-	1	3	13	-	5					43 1.0%
Track Work - Total	1	18	40	17	28	38	76	77					295 7.0%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71					281 6.7%
Track Work - Foreign	-	-	2	1	1	1	3	6					14 0.3%
Human Error - Total	25	62	27	23	47	29	108	83					404 9.6%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53					284 6.8%
Human Error - Foreign	6	10	8	7	13	9	37	30					120 2.9%
PTC Related - Total	33	32	35	26	37	60	50	41					314 7.5%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33					256 6.1%
PTC Related - Foreign	5	6	6	10	6	6	11	8					58 1.4%
Weather - Total	23	430	5	1	12	31	27	106					635 15.1%
Weather - Metra/PSA	23	397	5	1	12	31	27	95					591 14.1%
Weather - Foreign	-	33	-	-	-	-	-	11					44 1.0%
Passenger Related - Total	20	37	23	18	27	67	89	76					357 8.5%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34					320 7.6%
Catenary Failure - Total	-	-	-	2	11	-	2	14					29 0.7%
Other - Total	-	-	1	4	4	1	2	7					19 0.5%
Total Trains Delayed	306	904	284	276	376	518	759	771					4,194 100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560					3,132 74.7%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211					1,062 25.3%

Data for current month is final (09/21/2021) 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 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 - Aug	
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51	51	363	10.8%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	130	3.9%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	106	3.2%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	24	0.7%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	233	6.9%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	178	5.3%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	55	1.6%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	465	13.8%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	342	10.2%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	260	7.7%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	82	2.4%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	123	3.7%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	110	3.3%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	13	0.4%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	326	9.7%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	305	9.1%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	113	3.4%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	57	1.7%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	56	1.7%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	192	5.7%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	87	2.6%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	105	3.1%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	21	0.6%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	31	0.9%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	22	0.7%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	9	0.3%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	153	4.6%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	130	3.9%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	23	0.7%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	313	9.3%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	291	8.7%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	22	0.7%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	365	10.9%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	309	9.2%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	56	1.7%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	237	7.0%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	199	5.9%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	38	1.1%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	342	10.2%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	339	10.1%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	3	0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	264	7.9%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	423	12.6%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	47	1.4%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	33	1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	3,362	100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	2,704	80.4%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	658	19.6%

Data for current month is final (09/25/2020) version of TOPS

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

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

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

**Table 8: Train Delays by Duration
August 2021**

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	7	1	0	5	5	11	15	4	10	2	15	13	13	101
11-15	5	0	1	0	6	6	4	2	1	3	5	5	9	47
16-20	3	0	0	0	0	3	2	0	3	0	3	3	7	24
21+	17	1	1	2	4	0	4	2	0	6	4	17	13	71
Annulled	<u>11</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>29</u>
Sub-Total	43	2	3	8	16	20	26	9	14	12	30	44	45	272
Weekday Off-Peak **														
6-10	6	4	3	4	1	11	9	11	34	4	11	7	31	136
11-15	9	4	1	0	0	3	3	2	11	2	5	4	18	62
16-20	4	0	0	1	0	1	1	1	5	2	5	3	8	31
21+	1	0	2	3	2	2	3	4	4	0	33	25	18	97
Annulled	<u>12</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>36</u>	<u>4</u>	<u>3</u>	<u>63</u>
Sub-Total	32	10	8	10	3	17	16	18	54	10	90	43	78	389
Saturday														
6-10	1	2	1	2	0	1	0	0	4	0	1	4	4	20
11-15	0	0	0	1	0	1	1	0	0	0	1	2	5	11
16-20	0	0	0	0	0	0	0	0	1	0	1	1	3	6
21+	0	0	0	1	0	1	0	0	0	0	3	5	3	13
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	1	2	1	6	0	3	1	0	5	0	6	12	15	52
Sunday-Holiday														
6-10	1	2	0	2	0	0	1	0	3	0	3	0	3	15
11-15	0	1	0	1	0	1	2	0	1	0	3	4	5	18
16-20	0	0	0	1	0	0	0	0	1	0	1	3	4	10
21+	2	1	0	0	0	2	0	0	2	0	3	1	2	13
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	5	4	0	4	0	3	3	0	7	0	10	8	14	58
August 2021 Total														
6-10	15	9	4	13	6	23	25	15	51	6	30	24	51	272
11-15	14	5	2	2	6	11	10	4	13	5	14	15	37	138
16-20	7	0	0	2	0	4	3	1	10	2	10	10	22	71
21+	20	2	3	6	6	5	7	6	6	6	43	48	36	194
Annulled	<u>25</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>39</u>	<u>10</u>	<u>6</u>	<u>96</u>
TOTAL	81	18	12	28	19	43	46	27	80	22	136	107	152	771
2021 Year-to-Date														
6-10	99	91	22	66	46	237	225	64	307	50	102	113	224	1,646
11-15	58	48	7	23	26	138	124	27	98	29	60	70	171	879
16-20	28	16	12	15	7	52	59	14	52	19	43	50	93	460
21+	67	30	17	29	25	73	74	28	79	43	138	152	198	953
Annulled	<u>52</u>	<u>13</u>	<u>12</u>	<u>16</u>	<u>2</u>	<u>16</u>	<u>11</u>	<u>6</u>	<u>14</u>	<u>3</u>	<u>46</u>	<u>39</u>	<u>26</u>	<u>256</u>
TOTAL	304	198	70	149	106	516	493	139	550	144	389	424	712	4,194
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
August 2021 Total														
6-10	18.5%	50.0%	33.3%	46.4%	31.6%	53.5%	54.3%	55.6%	63.8%	27.3%	22.1%	22.4%	33.6%	35.3%
11-15	17.3%	27.8%	16.7%	7.1%	31.6%	25.6%	21.7%	14.8%	16.3%	22.7%	10.3%	14.0%	24.3%	17.9%
16-20	8.6%	0.0%	0.0%	7.1%	0.0%	9.3%	6.5%	3.7%	12.5%	9.1%	7.4%	9.3%	14.5%	9.2%
21+	24.7%	11.1%	25.0%	21.4%	31.6%	11.6%	15.2%	22.2%	7.5%	27.3%	31.6%	44.9%	23.7%	25.2%
Annulled	<u>30.9%</u>	<u>11.1%</u>	<u>25.0%</u>	<u>17.9%</u>	<u>5.3%</u>	<u>0.0%</u>	<u>2.2%</u>	<u>3.7%</u>	<u>0.0%</u>	<u>13.6%</u>	<u>28.7%</u>	<u>9.3%</u>	<u>3.9%</u>	<u>12.5%</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	32.6%	46.0%	31.4%	44.3%	43.4%	45.9%	45.6%	46.0%	55.8%	34.7%	26.2%	26.7%	31.5%	39.2%
11-15	19.1%	24.2%	10.0%	15.4%	24.5%	26.7%	25.2%	19.4%	17.8%	20.1%	15.4%	16.5%	24.0%	21.0%
16-20	9.2%	8.1%	17.1%	10.1%	6.6%	10.1%	12.0%	10.1%	9.5%	13.2%	11.1%	11.8%	13.1%	11.0%
21+	22.0%	15.2%	24.3%	19.5%	23.6%	14.1%	15.0%	20.1%	14.4%	29.9%	35.5%	35.8%	27.8%	22.7%
Annulled	<u>17.1%</u>	<u>6.6%</u>	<u>17.1%</u>	<u>10.7%</u>	<u>1.9%</u>	<u>3.1%</u>	<u>2.2%</u>	<u>4.3%</u>	<u>2.5%</u>	<u>2.1%</u>	<u>11.8%</u>	<u>9.2%</u>	<u>3.7%</u>	<u>6.1%</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 (09/21/2021) version from TOPS.