

On-Time Performance

December 2020



Prepared by the Division of Strategic Planning & Performance

On-Time Performance December 2020

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

On-Time Performance Tables

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

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

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

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

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

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

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

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

Table 9 shows the annual number of train delays and annual on-time performance by line for the past five years. Table 9 is only included in the December monthly report.

Table 10 shows the annual number of train delays by cause and line for the past five years. Table 10 is only included in the December monthly report.

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.

Under these alternate schedules, Metra operated 392 scheduled revenue trains each weekday in December, which is a 43 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 181 revenue trains each Saturday in December, 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 39 percent fewer revenue trains in December 2020 than in December 2019. The reduced schedules will remain in effect until health officials deem the crisis has passed and/or ridership begins to return to normal. Metra will continue to monitor ridership and may adjust service levels on a line-by-line basis to meet the ridership demands.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	528	5	99.1%	418	0	100.0%	946	5	99.5%	80	1	98.8%	100	0	100.0%	1,126	6	99.5%
ME-ML	440	4	99.1%	748	10	98.7%	1,188	14	98.8%	80	0	100.0%	100	0	100.0%	1,368	14	99.0%
ME-BI	154	0	100.0%	242	0	100.0%	396	0	100.0%	--	--	--	--	--	--	396	0	100.0%
ME-SC	<u>242</u>	<u>4</u>	98.3%	<u>594</u>	<u>1</u>	99.8%	<u>836</u>	<u>5</u>	99.4%	<u>80</u>	<u>4</u>	95.0%	<u>100</u>	<u>1</u>	99.0%	<u>1,016</u>	<u>10</u>	99.0%
Subtotal	836	8	99.0%	1,584	11	99.3%	2,420	19	99.2%	160	4	97.5%	200	1	99.5%	2,780	24	99.1%
HC	88	2	97.7%	--	--	--	88	2	97.7%	--	--	--	--	--	--	88	2	97.7%
MD-N	308	11	96.4%	308	20	93.5%	616	31	95.0%	72	6	91.7%	90	2	97.8%	778	39	95.0%
MD-W	<u>286</u>	<u>20</u>	93.0%	<u>418</u>	<u>24</u>	94.3%	<u>704</u>	<u>44</u>	93.8%	<u>72</u>	<u>13</u>	81.9%	<u>90</u>	<u>9</u>	90.0%	<u>866</u>	<u>66</u>	92.4%
Subtotal	594	31	94.8%	726	44	93.9%	1,320	75	94.3%	144	19	86.8%	180	11	93.9%	1,644	105	93.6%
NCS	88	4	95.5%	--	--	--	88	4	95.5%	--	--	--	--	--	--	88	4	95.5%
RI	330	10	97.0%	638	9	98.6%	968	19	98.0%	112	0	100.0%	140	0	100.0%	1,220	19	98.4%
SWS	154	4	97.4%	66	4	93.9%	220	8	96.4%	--	--	--	--	--	--	220	8	96.4%
UP-N	264	4	98.5%	616	3	99.5%	880	7	99.2%	72	2	97.2%	90	2	97.8%	1,042	11	98.9%
UP-NW	418	9	97.8%	528	2	99.6%	946	11	98.8%	84	1	98.8%	105	0	100.0%	1,135	12	98.9%
UP-W	<u>264</u>	<u>20</u>	92.4%	<u>484</u>	<u>36</u>	92.6%	<u>748</u>	<u>56</u>	92.5%	<u>72</u>	<u>5</u>	93.1%	<u>90</u>	<u>0</u>	100.0%	<u>910</u>	<u>61</u>	93.3%
Subtotal	946	33	96.5%	1,628	41	97.5%	2,574	74	97.1%	228	8	96.5%	285	2	99.3%	3,087	84	97.3%
System	3,564	97	97.3%	5,060	109	97.8%	8,624	206	97.6%	724	32	95.6%	905	14	98.5%	10,253	252	97.5%

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

Delays data for most recent month is final (01/15/2021) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	7,673	144	98.1%	6,077	115	98.1%	13,750	259	98.1%	1,216	45	96.3%	1,156	40	96.5%	16,122	344	97.9%
ME-ML	6,001	133	97.8%	8,976	240	97.3%	14,977	373	97.5%	1,538	56	96.4%	1,158	41	96.5%	17,673	470	97.3%
ME-BI	1,939	46	97.6%	2,772	36	98.7%	4,711	82	98.3%	240	11	95.4%	40	3	92.5%	4,991	96	98.1%
ME-SC	<u>2,727</u>	<u>45</u>	98.3%	<u>7,007</u>	<u>106</u>	98.5%	<u>9,734</u>	<u>151</u>	98.4%	<u>1,338</u>	<u>39</u>	97.1%	<u>1,158</u>	<u>32</u>	97.2%	<u>12,230</u>	<u>222</u>	98.2%
Subtotal	10,667	224	97.9%	18,755	382	98.0%	29,422	606	97.9%	3,116	106	96.6%	2,356	76	96.8%	34,894	788	97.7%
HC	1,110	118	89.4%	87	7	92.0%	1,197	125	89.6%	--	--	--	--	--	--	1,197	125	89.6%
MD-N	4,210	174	95.9%	4,861	193	96.0%	9,071	367	96.0%	970	56	94.2%	1,042	40	96.2%	11,083	463	95.8%
MD-W	<u>4,070</u>	<u>193</u>	95.3%	<u>5,492</u>	<u>305</u>	94.4%	<u>9,562</u>	<u>498</u>	94.8%	<u>1,042</u>	<u>83</u>	92.0%	<u>1,042</u>	<u>33</u>	96.8%	<u>11,646</u>	<u>614</u>	94.7%
Subtotal	8,280	367	95.6%	10,353	498	95.2%	18,633	865	95.4%	2,012	139	93.1%	2,084	73	96.5%	22,729	1,077	95.3%
NCS	1,311	120	90.8%	837	59	93.0%	2,148	179	91.7%	--	--	--	--	--	--	2,148	179	91.7%
RI	4,693	234	95.0%	7,345	307	95.8%	12,038	541	95.5%	1,558	50	96.8%	1,636	56	96.6%	15,232	647	95.8%
SWS	1,883	107	94.3%	1,863	118	93.7%	3,746	225	94.0%	108	6	94.4%	--	--	--	3,854	231	94.0%
UP-N	3,898	67	98.3%	7,292	124	98.3%	11,190	191	98.3%	1,078	26	97.6%	1,042	35	96.6%	13,310	252	98.1%
UP-NW	5,126	202	96.1%	6,056	166	97.3%	11,182	368	96.7%	1,324	36	97.3%	1,216	43	96.5%	13,722	447	96.7%
UP-W	<u>3,876</u>	<u>175</u>	95.5%	<u>6,131</u>	<u>357</u>	94.2%	<u>10,007</u>	<u>532</u>	94.7%	<u>970</u>	<u>36</u>	96.3%	<u>1,042</u>	<u>47</u>	95.5%	<u>12,019</u>	<u>615</u>	94.9%
Subtotal	12,900	444	96.6%	19,479	647	96.7%	32,379	1,091	96.6%	3,372	98	97.1%	3,300	125	96.2%	39,051	1,314	96.6%
System	48,517	1,758	96.4%	64,796	2,133	96.7%	113,313	3,891	96.6%	11,382	444	96.1%	10,532	370	96.5%	135,227	4,705	96.5%

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

Delays data for most recent month is final (01/15/2021) 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-Dec	Annual
BNSF	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.4%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	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	94.5%	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	92.2%	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	95.0%	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	97.9%	97.9%
	2015-2019 average	92.4	92.0	95.9	96.0	94.2	93.3	93.5	94.0	93.7	94.3	93.8	95.1	94.0%	94.0%
ME	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.6%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.1%	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	98.1%	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	98.0%	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	97.7%	97.7%
	2015-2019 average	96.8	96.3	98.8	98.9	98.8	97.6	97.7	98.5	98.1	98.4	97.9	97.9	98.0%	98.0%
HC	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.2%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.2%	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	93.2%	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	89.4%	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	87.9%	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	89.6%	89.6%
	2015-2019 average	88.6	89.9	93.7	93.1	86.7	90.5	90.8	92.3	91.3	93.0	89.4	92.1	91.0%	91.0%
MD-N	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	94.9%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.6%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	93.8%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.7%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.9%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	95.8%	95.8%
	2015-2019 average	92.5	90.5	95.0	94.8	94.1	93.4	93.0	93.5	93.5	94.9	93.2	94.5	93.6%	93.6%
MD-W	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	96.4%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.9%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	95.5%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.7%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	94.7%	94.7%
	2015-2019 average	94.3	93.4	95.4	96.6	96.2	95.6	95.8	96.2	96.7	96.8	95.0	94.2	95.5%	95.5%
NCS	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.8%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.5%	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	94.0%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.9%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	94.3%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.7%	91.7%
	2015-2019 average	92.0	89.6	94.0	94.8	94.1	95.4	95.9	95.2	94.6	95.1	93.1	92.7	93.9%	93.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Dec	Annual
RI	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.1%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	96.1%	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	95.7%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	92.0%	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	95.8%	95.8%
	2015-2019 average	93.4	93.2	97.0	97.1	94.7	95.8	93.5	95.2	94.8	96.7	94.8	95.0	95.1%	95.1%
SWS	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.5%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.2%	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	94.9%	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	92.7%	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	94.0%	94.0%
	2015-2019 average	94.1	92.6	95.1	95.7	93.7	92.5	93.4	93.8	94.5	94.7	94.0	94.8	94.1%	94.1%
UP-N	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.5%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.2%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.6%	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	95.3%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.1%	98.1%
	2015-2019 average	95.9	95.4	97.6	97.5	97.7	97.3	96.4	96.2	97.6	97.3	96.2	97.3	96.9%	96.9%
UP-NW	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	96.2%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.3%	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	95.1%	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	93.0%	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	96.7%	96.7%
	2015-2019 average	95.0	93.6	96.9	95.9	96.3	94.6	93.4	95.4	95.7	95.7	93.2	95.2	95.1%	95.1%
UP-W	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	95.4%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.1%	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	94.1%	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	91.5%	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	92.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	94.9%	94.9%
	2015-2019 average	93.8	89.4	94.9	94.6	92.6	94.1	93.6	94.2	95.0	94.4	93.9	93.0	93.7%	93.7%
System excluding South Shore	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	96.2%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.1%	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	95.8%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.8%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	94.6%	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%
	2015-2019 average	94.5	93.4	96.7	96.7	95.9	95.4	95.0	95.7	95.8	96.3	95.1	95.6	95.5%	95.5%

Delays data for most recent month is final (01/15/2021) version from TOPS.

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

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late				
MD-N	2103	Thu, Dec 03	10		J	15" Police/medical emergency @ Lake Forest (addicted male individuals) One passed out in a seat, the other having a psychotic aerobic episode in the isle. Both boarded at Fox Lake to Healy on 2102 and were returning on 2103	
			82% OT	Fri, Dec 04	52	E	58" Mechanical problems engine #93 died @ Northbrook. 2122 was annulled @ Northbrook, (20) passengers were transferred, and equipment turned as 2103
				Wed, Dec 30	7	GT	7" Stop signal Rondout
				Thu, Dec 31	18	GT	24" Stop signal Rondout, PTC issues CAD SYSTEM NOT COMMUNICATING PROPERLY
MD-N	2618	Tue, Dec 15	6		A	-4 min late turn from 2141; -4 min UP cross traffic at A-2.	
			82% OT	Wed, Dec 16	8	D	5 min freight traffic at A-20 (coming off the dump); -2 min UP cross traffic at A-2; -2 min restricted speed Lake Forest to the next signal.
				Wed, Dec 23	8	GW	6 min switch problem at A-5, waited, crossed over to 3 mt, then restricted speed to A-4; -2 min UP cross traffic at A-2. ice in value body
				Tue, Dec 29	8	N1	7" due to quick flip at Deerfield, stop signal at Mayfair, and Slow passenger loading
MD-W	2232	Mon, Dec 14	6		D	6" Freight interference B-17	
			73% OT	Tue, Dec 15	6	D1	WAITING FOR MW2213 TO CLEAR 2 MT DUE TO CP G57-287 OCCUPYING 1 MT BETWEEN FRANKLIN PK W AND B17
				Thu, Dec 17	17	ZT	17" PTC issues, PTC went into fail status putting train into emergency @ Irving Park Rd., Wood Dale. Permission to C/O PTC granted from Cad manager & Elgin Dispatcher
				Fri, Dec 18	7	G	3" Departed Big Timber late waiting on signal to run time; -4" Stop B-17 waiting on 2213 track circuit high impedance bond issue
				Tue, Dec 29	6	D	8" Freight train interference, following freight train from B-12 to Galewood
				Thu, Dec 31	10	E	11" Mechanical problems prior to departing Big Timber. Had to hand crank MB motor on engine #411
MD-W	2244	Thu, Dec 03	14		D	16 min CP cross traffic at B-17.	
			82% OT	Fri, Dec 11	16	K	22 min delay between River Grove-Elmwood Pk. 2244 was held short of Grand Ave. because of a car near the tracks.
				Tue, Dec 15	9	KW	8 min loading issues with loco 426 WHEELSLIP; -8 min stopped at A-2 waiting for 2141 to cross 3 to 1 (CUS North sent 2141 out 3 mt), and for 2 UP trains to pass.
				Tue, Dec 29	11	N	COMED POWER OUTAGE
UP-W	29	Fri, Dec 04	17		E1	LATE TURN OF CREW FROM M38 ALSO HAD TO WAIT FOR M25 TO BE SET OVER DUE TO 14 CAR AND 2 ENGINE COMBO TRAIN BLOCKING THE PLANT @ LAKE ST.	
			82% OT	Wed, Dec 09	12	ZT	DELAYED DUE TO PTC DROPPING OUT AT BERKELEY AND HAVING TO RUN RESTRICTED TO THE NEXT SIGNAL
				Thu, Dec 10	20	M1	TRAIN ORIGINATED FROM M44 AT BELLWOOD DUE TO M42 PEDESTRIAN INCIDENT AT MAYWOOD, M44 TURNED AS M29 AT BELLWOOD STATION
				Thu, Dec 17	0	XE	ANNULLED AT WEST CHICAGO DUE TO LOW WATER IN SITE GLASS POSSIBLE LEAK IN RADIATOR. UNDER INVESTIGATION
UP-W	36	Fri, Dec 04	8		D1	DELAYED FOLLOWING M32 WHO WAS FOLLOWING THE ILTG2 FROM ELBURN TO PARK	
			82% OT	Thu, Dec 10	25	DE1	DELAYED DUE TO FOLLOWING M32
				Tue, Dec 15	16	D1	LATE ARRIVAL OF M13 AT ELBURN
				Fri, Dec 18	11	KW1	Late turn of equipment from M13.

Data is final (01/15/2021) 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
December 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	1	-	-	-	1	8	20	1	-	4	-	3	13	51
Freight Interference - Peak	1	-	-	-	1	1	6	1	-	-	-	3	8	21
Primary	1	-	-	-	1	-	5	1	-	-	-	2	4	14
Secondary	-	-	-	-	-	1	1	-	-	-	-	1	4	7
Freight Interference - Off-Peak	-	-	-	-	-	7	14	-	-	4	-	-	5	30
Primary	-	-	-	-	-	7	12	-	-	4	-	-	5	28
Secondary	-	-	-	-	-	-	2	-	-	-	-	-	-	2
Signal/Switch Failure - Total	-	5	-	4	-	6	3	-	1	1	-	1	3	24
Signal/Switch Failure - Metra/PSA	-	5	-	4	-	5	2	-	1	-	-	1	3	21
Primary	-	5	-	1	-	4	2	-	1	-	-	1	2	16
Secondary	-	-	-	3	-	1	-	-	-	-	-	-	1	5
Signal/Switch Failure - Foreign	-	-	-	-	-	1	1	-	-	1	-	-	-	3
Primary	-	-	-	-	-	1	-	-	-	1	-	-	-	2
Secondary	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Mechanical Failure - Total	3	-	-	-	-	4	3	-	5	1	1	1	8	26
Mechanical Failure - Metra/PSA	3	-	-	-	-	4	3	-	5	1	1	1	8	26
Non-Locomotive Equipment Issue - Metra/PSA	1	-	-	-	-	1	-	-	-	-	-	1	-	3
Primary	1	-	-	-	-	1	-	-	-	-	-	1	-	3
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Locomotive Issue - Metra/PSA	2	-	-	-	-	3	3	-	5	1	1	-	8	23
Primary	1	-	-	-	-	1	3	-	2	-	1	-	3	11
Secondary	1	-	-	-	-	2	-	-	3	1	-	-	5	12
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	-	-	-	-	-	-	2	-	-	-	-	-	19	21
Accident - Metra/PSA	-	-	-	-	-	-	2	-	-	-	-	-	19	21
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	-	1	-	-	-	1	1	-	-	-	2	-	2	7
Track Work - Metra/PSA	-	1	-	-	-	1	1	-	-	-	2	-	2	7
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	-	3	-	3	-	1	5	1	4	1	-	1	4	23
Human Error - Metra/PSA	-	3	-	3	-	-	4	1	4	1	-	1	4	21
Human Error - Foreign	-	-	-	-	-	1	1	-	-	-	-	-	-	2
PTC Related - Total	1	1	-	2	1	8	22	2	-	1	1	1	3	43
PTC Related - Metra/PSA	1	1	-	2	-	8	22	-	-	-	1	1	3	39
PTC Related - Foreign	-	-	-	-	1	-	-	2	-	1	-	-	-	4
Weather - Total	-	1	-	-	-	3	4	-	2	-	-	1	5	16
Weather - Metra/PSA	-	1	-	-	-	3	4	-	2	-	-	1	5	16
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	3	-	-	-	3	4	-	3	-	-	4	1	18
Obstruction/Debris - Total	1	-	-	1	-	1	1	-	4	-	7	-	3	18
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	2	1	-	-	-	-	-	-	3
Total Trains Delayed	6	14	0	10	2	39	66	4	19	8	11	12	61	252
Total Metra/PSA Delays	5	14	0	10	0	29	44	1	19	2	11	9	48	192
Total Foreign Carrier Delays	1	0	0	0	2	10	22	3	0	6	0	3	13	60

Data for current month is final (01/15/2021) 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 December Over Previous Five Years: 2015-2019

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	8	-	-	-	5	8	6	8	7	14	1	5	27	87
Freight Interference - Peak	1	-	-	-	4	1	1	3	1	4	-	2	7	26
Primary	1	-	-	-	4	1	1	1	1	3	-	1	2	15
Secondary	0	-	-	-	0	1	1	1	1	1	-	1	5	11
Freight Interference - Off-Peak	7	-	-	-	1	7	4	5	5	10	1	2	19	61
Primary	6	-	-	-	1	4	3	4	4	6	1	2	14	45
Secondary	1	-	-	-	0	2	1	1	1	4	-	0	6	17
Signal/Switch Failure - Total	23	8	3	3	1	15	26	5	12	6	2	4	10	118
Signal/Switch Failure - Metra/PSA	18	8	3	3	0	11	26	2	11	3	2	4	9	99
Primary	12	4	1	2	0	8	18	1	9	3	1	3	5	66
Secondary	6	4	2	1	-	3	8	0	2	0	1	1	4	33
Signal/Switch Failure - Foreign	5	-	-	-	1	4	0	3	1	3	-	0	1	19
Primary	4	-	-	-	1	1	0	2	0	2	-	0	1	12
Secondary	1	-	-	-	-	3	-	2	1	1	-	-	0	7
Mechanical Failure - Total	22	3	1	-	1	10	11	3	15	1	11	7	9	93
Mechanical Failure - Metra/PSA	22	0	-	-	1	8	11	3	15	1	11	7	9	88
Non-Locomotive Equipment Issue - Metra/PSA	8	0	-	-	0	0	3	0	5	1	2	3	4	26
Primary	3	0	-	-	0	0	1	0	2	0	2	2	2	13
Secondary	5	-	-	-	-	0	1	-	3	0	1	1	2	13
Locomotive Issue - Metra/PSA	14	-	-	-	0	8	8	2	11	0	9	5	5	62
Primary	5	-	-	-	0	3	3	1	5	0	3	3	2	25
Secondary	9	-	-	-	-	5	5	1	6	-	6	2	3	37
Mechanical Failure - Foreign	-	3	1	-	-	2	-	-	-	-	-	-	-	5
Passenger Train Interference - Total	1	4	1	1	0	4	0	1	0	2	-	0	0	16
Passenger Train Interference - Metra/PSA	-	-	0	0	-	3	0	1	0	0	-	0	0	5
Passenger Train Interference - Foreign	1	4	1	1	0	2	0	0	-	1	-	-	-	11
Accident - Total	4	6	1	1	-	1	4	2	2	5	1	8	1	35
Accident - Metra/PSA	3	6	1	1	-	1	4	2	1	5	1	8	-	34
Accident - Foreign	0	-	-	-	-	-	-	-	1	-	-	-	1	2
Track Work - Total	8	5	2	2	0	7	4	2	1	0	3	4	3	42
Track Work - Metra/PSA	8	5	2	2	0	7	4	2	1	0	3	4	3	42
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	14	2	0	1	2	10	6	1	6	3	4	5	5	60
Human Error - Metra/PSA	10	2	0	1	1	6	6	0	6	2	4	5	5	47
Human Error - Foreign	5	-	-	-	1	4	1	1	0	1	-	0	0	13
PTC Related - Total	0	-	-	0	-	-	-	-	5	-	3	6	9	24
PTC Related - Metra/PSA	0	-	-	0	-	-	-	-	5	-	3	6	9	24
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	12	4	2	1	0	9	9	2	19	1	10	12	7	89
Weather - Metra/PSA	12	4	2	1	0	9	9	2	19	1	10	12	7	88
Weather - Foreign	-	-	-	-	0	-	-	-	0	-	-	-	-	0
Passenger Related - Total	6	4	1	1	0	10	13	3	12	1	7	16	20	96
Obstruction/Debris - Total	9	3	1	3	0	6	3	5	7	2	2	7	6	55
Catenary Failure - Total	-	11	4	4	-	-	-	-	-	-	-	-	-	18
Other - Total	-	-	-	0	-	0	0	0	1	-	0	0	2	5
Total Trains Delayed	108	50	15	18	11	81	83	32	87	34	44	75	99	738
Total Metra/PSA Delays	89	43	13	17	3	61	76	20	79	15	44	70	71	600
Total Foreign Carrier Delays	19	7	2	1	8	20	7	12	9	19	1	5	29	137

Data for current month is final (02/04/2020) 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
December 2020 Compared to Average December Over Previous Five Years: 2015-2019

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(7)	-	-	-	(4)	(0)	14	(7)	(7)	(10)	(1)	(2)	(14)	(36)
Freight Interference - Peak	(0)	-	-	-	(3)	(0)	5	(2)	(1)	(4)	-	1	1	(5)
Primary	-	-	-	-	(3)	(1)	4	(0)	(1)	(3)	-	1	2	(1)
Secondary	(0)	-	-	-	(0)	0	0	(1)	(1)	(1)	-	-	(1)	(4)
Freight Interference - Off-Peak	(7)	-	-	-	(1)	0	10	(5)	(5)	(6)	(1)	(2)	(14)	(31)
Primary	(6)	-	-	-	(1)	3	9	(4)	(4)	(2)	(1)	(2)	(9)	(17)
Secondary	(1)	-	-	-	(0)	(2)	1	(1)	(1)	(4)	-	(0)	(6)	(15)
Signal/Switch Failure - Total	(23)	(3)	(3)	1	(1)	(9)	(23)	(5)	(11)	(5)	(2)	(3)	(7)	(94)
Signal/Switch Failure - Metra/PSA	(18)	(3)	(3)	1	(0)	(6)	(24)	(2)	(10)	(3)	(2)	(3)	(6)	(78)
Primary	(12)	1	(1)	(1)	(0)	(4)	(16)	(1)	(8)	(3)	(1)	(2)	(3)	(50)
Secondary	(6)	(4)	(2)	2	-	(2)	(8)	(0)	(2)	(0)	(1)	(1)	(3)	(28)
Signal/Switch Failure - Foreign	(5)	-	-	-	(1)	(3)	1	(3)	(1)	(2)	-	(0)	(1)	(16)
Primary	(4)	-	-	-	(1)	(0)	(0)	(2)	(0)	(1)	-	(0)	(1)	(10)
Secondary	(1)	-	-	-	-	(3)	1	(2)	(1)	(1)	-	-	(0)	(6)
Mechanical Failure - Total	(19)	(3)	(1)	-	(1)	(6)	(8)	(3)	(10)	-	(10)	(6)	(1)	(67)
Mechanical Failure - Metra/PSA	(19)	(0)	-	-	(1)	(4)	(8)	(3)	(10)	-	(10)	(6)	(1)	(62)
Non-Locomotive Equipment Issue - Metra/PSA	(7)	(0)	-	-	(0)	1	(3)	(0)	(5)	(1)	(2)	(2)	(4)	(23)
Primary	(2)	(0)	-	-	(0)	1	(1)	(0)	(2)	(0)	(2)	(1)	(2)	(10)
Secondary	(5)	-	-	-	-	(0)	(1)	-	(3)	(0)	(1)	(1)	(2)	(13)
Locomotive Issue - Metra/PSA	(12)	-	-	-	(0)	(5)	(5)	(2)	(6)	1	(8)	(5)	3	(39)
Primary	(4)	-	-	-	(0)	(2)	0	(1)	(3)	(0)	(2)	(3)	1	(14)
Secondary	(8)	-	-	-	-	(3)	(5)	(1)	(3)	1	(6)	(2)	2	(25)
Mechanical Failure - Foreign	-	(3)	(1)	-	-	(2)	-	-	-	-	-	-	-	(5)
Passenger Train Interference - Total	(1)	(4)	(1)	(1)	(0)	(2)	(0)	(1)	(0)	(2)	-	(0)	(0)	(14)
Passenger Train Interference - Metra/PSA	-	-	(0)	(0)	-	(1)	(0)	(1)	(0)	(0)	-	(0)	(0)	(3)
Passenger Train Interference - Foreign	(1)	(4)	(1)	(1)	(0)	(2)	(0)	(0)	-	(1)	-	-	-	(11)
Accident - Total	(4)	(6)	(1)	(1)	-	(1)	(2)	(2)	(2)	(5)	(1)	(8)	18	(14)
Accident - Metra/PSA	(3)	(6)	(1)	(1)	-	(1)	(2)	(2)	(1)	(5)	(1)	(8)	19	(13)
Accident - Foreign	(0)	-	-	-	-	-	-	-	(1)	-	-	-	(1)	(2)
Track Work - Total	(8)	(4)	(2)	(2)	(0)	(6)	(3)	(2)	(1)	(0)	(1)	(4)	(1)	(35)
Track Work - Metra/PSA	(8)	(4)	(2)	(2)	(0)	(6)	(3)	(2)	(1)	(0)	(1)	(4)	(1)	(35)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	(14)	1	(0)	2	(2)	(9)	(1)	(0)	(2)	(2)	(4)	(4)	(1)	(37)
Human Error - Metra/PSA	(10)	1	(0)	2	(1)	(6)	(2)	1	(2)	(1)	(4)	(4)	(1)	(26)
Human Error - Foreign	(5)	-	-	-	(1)	(3)	0	(1)	(0)	(1)	-	(0)	(0)	(11)
PTC Related - Total	1	1	-	2	1	8	22	2	(5)	1	(2)	(5)	(6)	19
PTC Related - Metra/PSA	1	1	-	2	-	8	22	-	(5)	-	(2)	(5)	(6)	15
PTC Related - Foreign	-	-	-	-	1	-	-	2	-	1	-	-	-	4
Weather - Total	(12)	(3)	(2)	(1)	(0)	(6)	(5)	(2)	(17)	(1)	(10)	(11)	(2)	(73)
Weather - Metra/PSA	(12)	(3)	(2)	(1)	(0)	(6)	(5)	(2)	(17)	(1)	(10)	(11)	(2)	(72)
Weather - Foreign	-	-	-	-	(0)	-	-	-	(0)	-	-	-	-	(0)
Passenger Related - Total	(6)	(1)	(1)	(1)	(0)	(7)	(9)	(3)	(9)	(1)	(7)	(12)	(19)	(78)
Obstruction/Debris - Total	(8)	(3)	(1)	(2)	(0)	(5)	(2)	(5)	(3)	(2)	5	(7)	(3)	(37)
Catenary Failure - Total	-	(11)	(4)	(4)	-	-	-	-	-	-	-	-	-	(18)
Other - Total	-	-	-	(0)	-	2	1	(0)	(1)	-	(0)	(0)	(2)	(2)
Total Trains Delayed	(102)	(36)	(15)	(8)	(9)	(42)	(17)	(28)	(68)	(26)	(33)	(63)	(38)	(486)
Total Metra/PSA Delays	-84	-29	-13	-7	-3	-32	-32	-19	-60	-13	-33	-61	-23	-408
Total Foreign Carrier Delays	-18	-7	-2	-1	-6	-10	15	-9	-9	-13	-1	-2	-16	-77

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

Table 6.a: Train Delays by Cause and Line - YTD
January - December 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	28	-	-	-	44	45	146	19	25	75	9	25	139	555
Freight Interference - Peak	7	-	-	-	44	9	27	14	4	40	6	11	46	208
Primary	7	-	-	-	42	7	26	10	4	32	4	10	33	175
Secondary	-	-	-	-	2	2	1	4	-	8	2	1	13	33
Freight Interference - Off-Peak	21	-	-	-	-	36	119	5	21	35	3	14	93	347
Primary	20	-	-	-	-	33	99	4	19	26	1	10	69	281
Secondary	1	-	-	-	-	3	20	1	2	9	2	4	24	66
Signal/Switch Failure - Total	32	40	27	33	15	101	68	69	92	44	11	36	44	612
Signal/Switch Failure - Metra/PSA	21	40	27	33	2	89	66	13	86	18	10	25	42	472
Primary	15	32	18	25	2	68	59	10	64	12	10	17	31	363
Secondary	6	8	9	8	-	21	7	3	22	6	-	8	11	109
Signal/Switch Failure - Foreign	11	-	-	-	13	12	2	56	6	26	1	11	2	140
Primary	11	-	-	-	13	9	1	54	5	19	-	11	1	124
Secondary	-	-	-	-	-	3	1	2	1	7	1	-	1	16
Mechanical Failure - Total	70	14	5	2	3	63	69	12	53	17	30	33	55	426
Mechanical Failure - Metra/PSA	70	3	3	1	3	56	69	12	53	17	30	33	55	405
Non-Locomotive Equipment Issue - Metra/PSA	31	3	3	1	-	17	11	4	10	14	21	12	20	147
Primary	14	2	2	1	-	6	6	3	3	10	14	8	17	86
Secondary	17	1	1	-	-	11	5	1	7	4	7	4	3	61
Locomotive Issue - Metra/PSA	39	-	-	-	3	39	58	8	43	3	9	21	35	258
Primary	17	-	-	-	3	15	26	2	25	2	7	7	18	122
Secondary	22	-	-	-	-	24	32	6	18	1	2	14	17	136
Mechanical Failure - Foreign	-	11	2	1	-	7	-	-	-	-	-	-	-	21
Passenger Train Interference - Total	1	1	-	1	3	13	2	4	1	4	-	8	1	39
Passenger Train Interference - Metra/PSA	-	-	-	-	-	11	2	4	-	1	-	8	1	27
Passenger Train Interference - Foreign	1	1	-	1	3	2	-	-	1	3	-	-	-	12
Accident - Total	23	1	-	11	-	24	30	-	7	7	6	38	82	229
Accident - Metra/PSA	17	-	-	11	-	20	21	-	6	7	6	35	75	198
Accident - Foreign	6	1	-	-	-	4	9	-	1	-	-	3	7	31
Track Work - Total	58	76	4	26	5	28	25	1	86	32	31	14	30	416
Track Work - Metra/PSA	58	76	4	26	1	26	25	1	85	14	31	13	30	390
Track Work - Foreign	-	-	-	-	4	2	-	-	1	18	-	1	-	26
Human Error - Total	53	41	8	17	13	65	53	19	69	13	37	60	33	481
Human Error - Metra/PSA	40	41	8	17	4	51	42	14	69	6	37	43	24	396
Human Error - Foreign	13	-	-	-	9	14	11	5	-	7	-	17	9	85
PTC Related - Total	5	38	7	22	30	37	67	24	47	25	25	22	51	400
PTC Related - Metra/PSA	4	38	7	22	11	36	67	13	43	11	25	21	51	349
PTC Related - Foreign	1	-	-	-	19	1	-	11	4	14	-	1	-	51
Weather - Total	22	80	21	30	6	32	65	14	82	8	45	86	50	541
Weather - Metra/PSA	22	80	21	30	6	32	65	14	81	7	45	85	50	538
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	1	-	3
Passenger Related - Total	18	72	7	1	2	23	42	-	65	1	16	42	55	344
Obstruction/Debris - Total	32	74	8	58	4	26	41	15	114	4	42	76	75	569
Catenary Failure - Total	-	28	8	11	-	-	-	-	-	-	-	-	-	47
Other - Total	2	5	1	10	-	6	6	2	6	1	-	7	-	46
Total Trains Delayed	344	470	96	222	125	463	614	179	647	231	252	447	615	4,705
Total Metra/PSA Delays	284	457	94	220	33	376	446	88	608	87	242	388	458	3,781
Total Foreign Carrier Delays	60	13	2	2	92	87	168	91	39	144	10	59	157	924

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	164	-	0	-	56	131	98	89	65	151	15	70	265	1,104
Freight Interference - Peak	57	-	0	-	48	26	27	31	16	52	4	40	91	392
Primary	32	-	-	-	41	17	17	23	10	38	2	20	40	240
Secondary	24	-	0	-	7	9	10	8	7	14	2	20	50	152
Freight Interference - Off-Peak	108	-	-	-	7	105	71	58	49	100	10	30	174	712
Primary	85	-	-	-	6	67	48	51	38	72	6	23	132	529
Secondary	22	-	-	-	1	38	22	7	11	28	4	7	42	182
Signal/Switch Failure - Total	253	93	36	35	30	212	150	76	128	107	33	77	112	1,342
Signal/Switch Failure - Metra/PSA	157	93	36	35	4	166	127	42	126	39	33	59	97	1,013
Primary	109	59	26	26	3	99	90	32	96	27	19	31	45	661
Secondary	48	33	10	9	0	67	37	10	30	12	14	28	52	352
Signal/Switch Failure - Foreign	97	-	-	-	27	46	23	34	2	68	-	18	15	329
Primary	72	-	-	-	22	23	16	22	1	45	-	10	10	221
Secondary	24	-	-	-	5	23	7	12	1	23	-	8	5	108
Mechanical Failure - Total	224	34	8	6	7	168	104	36	214	39	112	120	126	1,198
Mechanical Failure - Metra/PSA	222	27	6	4	7	154	104	36	214	39	112	120	126	1,171
Non-Locomotive Equipment Issue - Metra/PSA	72	27	6	4	1	22	17	5	30	12	33	38	54	320
Primary	31	8	2	1	1	12	9	3	14	7	19	20	25	153
Secondary	41	19	3	3	0	10	8	2	16	4	14	18	29	167
Locomotive Issue - Metra/PSA	150	0	-	-	5	132	87	30	185	27	79	82	72	851
Primary	45	-	-	-	4	40	34	10	60	13	27	27	25	285
Secondary	106	0	-	-	2	92	53	20	124	14	52	55	47	566
Mechanical Failure - Foreign	2	7	2	2	0	13	1	1	-	-	-	-	-	27
Passenger Train Interference - Total	26	12	4	5	11	39	5	12	6	34	0	2	4	160
Passenger Train Interference - Metra/PSA	2	5	2	2	0	26	3	11	5	2	0	2	4	63
Passenger Train Interference - Foreign	24	7	2	3	11	13	3	1	1	32	-	-	1	97
Accident - Total	100	44	9	13	4	44	53	15	32	20	53	99	48	535
Accident - Metra/PSA	90	31	7	13	1	35	49	13	27	14	52	92	30	454
Accident - Foreign	10	13	2	-	2	9	4	3	5	7	1	7	18	81
Track Work - Total	193	74	16	42	13	108	43	14	107	15	66	71	76	837
Track Work - Metra/PSA	176	74	16	42	13	106	41	14	107	13	66	71	76	813
Track Work - Foreign	17	-	-	-	-	1	2	0	-	3	-	-	-	23
Human Error - Total	193	36	14	19	24	124	67	28	81	41	64	68	81	841
Human Error - Metra/PSA	114	35	14	19	5	75	47	13	80	18	52	47	58	577
Human Error - Foreign	79	1	-	1	19	50	20	15	2	23	13	20	22	264
PTC Related - Total	33	3	2	2	0	3	1	1	38	3	34	32	46	198
PTC Related - Metra/PSA	31	3	2	2	-	3	1	1	38	1	34	31	45	192
PTC Related - Foreign	2	-	-	-	0	-	-	-	-	1	-	1	1	6
Weather - Total	168	103	37	42	4	100	76	20	134	14	93	123	64	979
Weather - Metra/PSA	167	103	37	42	4	98	76	20	134	12	93	123	64	973
Weather - Foreign	0	-	-	-	0	2	0	-	1	1	-	-	1	6
Passenger Related - Total	113	95	16	20	1	143	115	13	138	8	127	170	170	1,128
Obstruction/Debris - Total	119	34	13	35	5	56	46	23	73	36	33	85	88	646
Catenary Failure - Total	-	45	12	22	-	-	-	-	-	-	-	-	-	79
Other - Total	7	2	3	3	0	6	7	2	7	3	5	7	7	58
Total Trains Delayed	1,593	574	169	245	156	1,134	766	329	1,023	471	634	923	1,088	9,104
Total Metra/PSA Delays	1,195	546	163	239	40	868	616	187	948	185	606	807	765	7,164
Total Foreign Carrier Delays	398	28	6	6	115	265	150	143	75	286	28	116	323	1,940

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

Table 6.c: Train Delays by Cause and Line - YTD
January - December 2020 Compared to Average January - December Average Over Previous Five Years: 2015-2019

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(136)	-	(0)	-	(12)	(86)	48	(70)	(40)	(76)	(6)	(45)	(126)	(549)
Freight Interference - Peak	(50)	-	(0)	-	(4)	(17)	-	(17)	(12)	(12)	2	(29)	(45)	(184)
Primary	(25)	-	-	-	1	(10)	9	(13)	(6)	(6)	2	(10)	(7)	(65)
Secondary	(24)	-	(0)	-	(5)	(7)	(9)	(4)	(7)	(6)	(0)	(19)	(37)	(119)
Freight Interference - Off-Peak	(87)	-	-	-	(7)	(69)	48	(53)	(28)	(65)	(7)	(16)	(81)	(365)
Primary	(65)	-	-	-	(6)	(34)	51	(47)	(19)	(46)	(5)	(13)	(63)	(248)
Secondary	(21)	-	-	-	(1)	(35)	(2)	(6)	(9)	(19)	(2)	(3)	(18)	(116)
Signal/Switch Failure - Total	(221)	(53)	(9)	(2)	(15)	(111)	(82)	(7)	(36)	(63)	(22)	(41)	(68)	(730)
Signal/Switch Failure - Metra/PSA	(136)	(53)	(9)	(2)	(2)	(77)	(61)	(29)	(40)	(21)	(23)	(34)	(55)	(541)
Primary	(94)	(27)	(8)	(1)	(1)	(31)	(31)	(22)	(32)	(15)	(9)	(14)	(14)	(298)
Secondary	(42)	(25)	(1)	(1)	(0)	(46)	(30)	(7)	(8)	(6)	(14)	(20)	(41)	(243)
Signal/Switch Failure - Foreign	(86)	-	-	-	(14)	(34)	(21)	22	4	(42)	1	(7)	(13)	(189)
Primary	(61)	-	-	-	(9)	(14)	(15)	32	4	(26)	-	1	(9)	(97)
Secondary	(24)	-	-	-	(5)	(20)	(6)	(10)	0	(16)	1	(8)	(4)	(92)
Mechanical Failure - Total	(154)	(20)	(3)	(4)	(4)	(105)	(35)	(24)	(161)	(22)	(82)	(87)	(71)	(772)
Mechanical Failure - Metra/PSA	(152)	(24)	(3)	(3)	(4)	(98)	(35)	(24)	(161)	(22)	(82)	(87)	(71)	(766)
Non-Locomotive Equipment Issue - Metra/PSA	(41)	(24)	(3)	(3)	(1)	(5)	(6)	(1)	(20)	2	(12)	(26)	(34)	(173)
Primary	(17)	(6)	(0)	(0)	(1)	(6)	(3)	(0)	(11)	3	(5)	(12)	(8)	(67)
Secondary	(24)	(18)	(2)	(3)	(0)	1	(3)	(1)	(9)	(0)	(7)	(14)	(26)	(106)
Locomotive Issue - Metra/PSA	(111)	(0)	-	-	(2)	(93)	(29)	(22)	(142)	(24)	(70)	(61)	(37)	(593)
Primary	(28)	-	-	-	(1)	(25)	(8)	(8)	(35)	(11)	(20)	(20)	(7)	(163)
Secondary	(84)	(0)	-	-	(2)	(68)	(21)	(14)	(106)	(13)	(50)	(41)	(30)	(430)
Mechanical Failure - Foreign	(2)	4	-	(1)	(0)	(6)	(1)	(1)	-	-	-	-	-	(6)
Passenger Train Interference - Total	(25)	(11)	(4)	(4)	(8)	(26)	(3)	(8)	(5)	(30)	(0)	6	(3)	(121)
Passenger Train Interference - Metra/PSA	(2)	(5)	(2)	(2)	(0)	(15)	(1)	(7)	(5)	(1)	(0)	6	(3)	(36)
Passenger Train Interference - Foreign	(23)	(6)	(2)	(2)	(8)	(11)	(3)	(1)	-	(29)	-	-	(1)	(85)
Accident - Total	(77)	(43)	(9)	(2)	(4)	(20)	(23)	(15)	(25)	(13)	(47)	(61)	34	(306)
Accident - Metra/PSA	(73)	(31)	(7)	(2)	(1)	(15)	(28)	(13)	(21)	(7)	(46)	(57)	45	(256)
Accident - Foreign	(4)	(12)	(2)	-	(2)	(5)	5	(3)	(4)	(7)	(1)	(4)	(11)	(50)
Track Work - Total	(135)	2	(12)	(16)	(8)	(80)	(18)	(13)	(21)	17	(35)	(57)	(46)	(421)
Track Work - Metra/PSA	(118)	2	(12)	(16)	(12)	(80)	(16)	(13)	(22)	1	(35)	(58)	(46)	(423)
Track Work - Foreign	(17)	-	-	-	4	1	(2)	(0)	1	15	-	1	-	3
Human Error - Total	(140)	5	(6)	(2)	(11)	(59)	(14)	(9)	(12)	(28)	(27)	(8)	(48)	(360)
Human Error - Metra/PSA	(74)	6	(6)	(2)	(1)	(24)	(5)	1	(11)	(12)	(15)	(4)	(34)	(181)
Human Error - Foreign	(66)	(1)	-	(1)	(10)	(36)	(9)	(10)	(2)	(16)	(13)	(3)	(13)	(179)
PTC Related - Total	(28)	35	5	20	30	34	66	23	9	22	(9)	(10)	5	202
PTC Related - Metra/PSA	(27)	35	5	20	11	33	66	12	5	10	(9)	(10)	6	157
PTC Related - Foreign	(1)	-	-	-	19	1	-	11	4	13	-	0	(1)	45
Weather - Total	(146)	(23)	(16)	(12)	2	(68)	(11)	(6)	(52)	(6)	(48)	(37)	(14)	(438)
Weather - Metra/PSA	(145)	(23)	(16)	(12)	2	(66)	(11)	(6)	(53)	(5)	(48)	(38)	(14)	(435)
Weather - Foreign	(0)	-	-	-	(0)	(2)	(0)	-	0	(0)	-	1	(1)	(3)
Passenger Related - Total	(95)	(23)	(9)	(19)	1	(120)	(73)	(13)	(73)	(7)	(111)	(128)	(115)	(784)
Obstruction/Debris - Total	(87)	40	(5)	23	(1)	(30)	(5)	(8)	41	(32)	9	(9)	(13)	(77)
Catenary Failure - Total	-	(17)	(4)	(11)	-	-	-	-	-	-	-	-	-	(32)
Other - Total	(5)	3	(2)	7	(0)	-	(1)	-	(1)	(2)	(5)	0	(7)	(12)
Total Trains Delayed	(1,249)	(104)	(73)	(23)	(31)	(671)	(152)	(150)	(376)	(240)	(382)	(476)	(473)	(4,399)
Total Metra/PSA Delays	-911	-89	-69	-19	-7	-492	-170	-99	-340	-98	-364	-419	-307	-3,383
Total Foreign Carrier Delays	-338	-15	-4	-4	-23	-178	18	-52	-36	-142	-18	-57	-166	-1,016

Data for current month is final (01/15/2021) version of TOPS

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

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

**Table 7.a: Train Delays by Cause and Month
2020**

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51	51	555	11.8%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	208	4.4%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	175	3.7%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	33	0.7%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	347	7.4%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	281	6.0%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	66	1.4%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	612	13.0%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	472	10.0%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	363	7.7%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	109	2.3%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	140	3.0%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	124	2.6%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	16	0.3%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	426	9.1%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	405	8.6%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	147	3.1%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	86	1.8%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	61	1.3%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	258	5.5%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	122	2.6%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	136	2.9%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	21	0.4%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	39	0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	27	0.6%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	12	0.3%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	229	4.9%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	198	4.2%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	31	0.7%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	416	8.8%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	390	8.3%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	26	0.6%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	481	10.2%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	396	8.4%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	85	1.8%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	400	8.5%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	349	7.4%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	51	1.1%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	541	11.5%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	538	11.4%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	3	0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	344	7.3%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	569	12.1%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	47	1.0%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	46	1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	4,705	100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	3,781	80.4%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	924	19.6%

Data for current month is final (01/15/2021) version of TOPS

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

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	1,070	9.8%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	366	3.4%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	232	2.1%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	134	1.2%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	704	6.5%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	485	4.5%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	219	2.0%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	1,598	14.7%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	1,207	11.1%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	825	7.6%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	382	3.5%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	391	3.6%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	273	2.5%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	118	1.1%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	1,252	11.5%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	1,217	11.2%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	357	3.3%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	166	1.5%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	191	1.8%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	860	7.9%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	285	2.6%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	575	5.3%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	35	0.3%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	150	1.4%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	41	0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	109	1.0%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	591	5.4%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	391	3.6%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	200	1.8%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	851	7.8%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	834	7.7%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	17	0.2%
Human Error - Total	99	249	60	52	92	57	108	88	81	71	66	45	1,068	9.8%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	684	6.3%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	384	3.5%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	665	6.1%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	643	5.9%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	22	0.2%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	1,676	15.4%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,670	15.3%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	1,122	10.3%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	791	7.3%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	20	0.2%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	37	0.3%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	10,891	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	8,652	79.4%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	2,239	20.6%

Data for current month is final (02/04/2020) version of TOPS

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

Table 8: Train Delays by Duration
December 2020

<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	3	4	0	3	1	7	9	4	2	3	0	7	5	48
11-15	0	0	0	0	1	3	5	0	3	1	0	1	5	19
16-20	0	0	0	0	0	0	3	0	2	0	1	0	1	7
21+	1	0	0	0	0	0	3	0	2	0	3	1	7	17
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>6</u>
Sub-Total	5	4	0	4	2	11	20	4	10	4	4	9	20	97
Weekday Off-Peak **														
6-10	0	8	0	1	0	11	15	0	3	4	0	0	7	49
11-15	0	1	0	0	0	4	4	0	1	0	0	1	5	16
16-20	0	0	0	0	0	2	3	0	2	0	1	1	5	14
21+	0	1	0	0	0	3	2	0	3	0	2	0	12	23
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>7</u>	<u>7</u>
Sub-Total	0	10	0	1	0	20	24	0	9	4	3	2	36	109
Saturday														
6-10	1	0	0	0	0	4	4	0	0	0	1	1	1	12
11-15	0	0	0	1	0	2	5	0	0	0	0	0	4	12
16-20	0	0	0	0	0	0	1	0	0	0	1	0	0	2
21+	0	0	0	3	0	0	3	0	0	0	0	0	0	6
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	4	0	6	13	0	0	0	2	1	5	32
Sunday-Holiday														
6-10	0	0	0	0	0	2	4	0	0	0	0	0	0	6
11-15	0	0	0	0	0	0	3	0	0	0	1	0	0	4
16-20	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21+	0	0	0	0	0	0	2	0	0	0	1	0	0	3
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	0	0	0	1	0	2	9	0	0	0	2	0	0	14
December 2020 Total														
6-10	4	12	0	4	1	24	32	4	5	7	1	8	13	115
11-15	0	1	0	1	1	9	17	0	4	1	1	2	14	51
16-20	0	0	0	1	0	2	7	0	4	0	3	1	6	24
21+	1	1	0	3	0	3	10	0	5	0	6	1	19	49
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>	<u>13</u>
TOTAL	6	14	0	10	2	39	66	4	19	8	11	12	61	252
2020 Year-to-Date														
6-10	127	226	50	85	54	205	257	85	342	104	83	159	163	1,940
11-15	70	60	12	22	28	90	145	36	124	51	52	77	135	902
16-20	43	46	5	15	21	45	73	20	62	19	25	41	75	490
21+	45	82	16	49	22	84	106	37	86	45	51	132	180	935
Annulled	<u>59</u>	<u>56</u>	<u>13</u>	<u>51</u>	<u>0</u>	<u>39</u>	<u>33</u>	<u>1</u>	<u>33</u>	<u>12</u>	<u>41</u>	<u>38</u>	<u>62</u>	<u>438</u>
TOTAL	344	470	96	222	125	463	614	179	647	231	252	447	615	4,705
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
December 2020 Total														
6-10	66.7%	85.7%	-	40.0%	50.0%	61.5%	48.5%	100.0%	26.3%	87.5%	9.1%	66.7%	21.3%	45.6%
11-15	0.0%	7.1%	-	10.0%	50.0%	23.1%	25.8%	0.0%	21.1%	12.5%	9.1%	16.7%	23.0%	20.2%
16-20	0.0%	0.0%	-	10.0%	0.0%	5.1%	10.6%	0.0%	21.1%	0.0%	27.3%	8.3%	9.8%	9.5%
21+	16.7%	7.1%	-	30.0%	0.0%	7.7%	15.2%	0.0%	26.3%	0.0%	54.5%	8.3%	31.1%	19.4%
Annulled	<u>16.7%</u>	<u>0.0%</u>	-	<u>10.0%</u>	<u>0.0%</u>	<u>2.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>14.8%</u>	<u>5.2%</u>
TOTAL	100.0%	100.0%	n/a	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2020 Year-to-Date Delays By Duration														
6-10	36.9%	48.1%	52.1%	38.3%	43.2%	44.3%	41.9%	47.5%	52.9%	45.0%	32.9%	35.6%	26.5%	41.2%
11-15	20.3%	12.8%	12.5%	9.9%	22.4%	19.4%	23.6%	20.1%	19.2%	22.1%	20.6%	17.2%	22.0%	19.2%
16-20	12.5%	9.8%	5.2%	6.8%	16.8%	9.7%	11.9%	11.2%	9.6%	8.2%	9.9%	9.2%	12.2%	10.4%
21+	13.1%	17.4%	16.7%	22.1%	17.6%	18.1%	17.3%	20.7%	13.3%	19.5%	20.2%	29.5%	29.3%	19.9%
Annulled	<u>17.2%</u>	<u>11.9%</u>	<u>13.5%</u>	<u>23.0%</u>	<u>0.0%</u>	<u>8.4%</u>	<u>5.4%</u>	<u>0.6%</u>	<u>5.1%</u>	<u>5.2%</u>	<u>16.3%</u>	<u>8.5%</u>	<u>10.1%</u>	<u>9.3%</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 (01/15/2021) version from TOPS.

Table 9: Annual Train Delays and On-Time Performance

2015 - 2020

	Delays									On-Time Performance						
	2015	2016	2017	2018	2019	2015 - 2019 Avg	2020	2019 vs. 2020 change		2015	2016	2017	2018	2019	2015 - 2019 Avg	2020
BNSF	1,484	1,607	1,450	2,072	1,352	1,593	344	-1,008	-74.6%	94.4%	94.0%	94.5%	92.2%	95.0%	94.0%	97.9%
ME-ML	735	598	493	497	546	574	470	-76	-13.9%	96.9%	97.5%	97.9%	98.0%	97.8%	97.6%	97.3%
ME-BI	199	142	179	175	152	169	96	-56	-36.8%	98.2%	98.7%	98.2%	97.6%	97.9%	98.2%	98.1%
ME-SC	293	258	275	206	192	245	222	30	15.6%	98.3%	98.5%	98.3%	98.5%	98.6%	98.5%	98.2%
HC	151	101	121	189	216	156	125	-91	-42.1%	90.2%	94.2%	93.2%	89.4%	87.9%	91.0%	89.6%
MD-N	915	951	1,089	1,265	1,448	1,134	463	-985	-68.0%	94.9%	94.6%	93.8%	92.7%	91.9%	93.6%	95.8%
MD-W	620	875	761	733	841	766	614	-227	-27.0%	96.4%	94.9%	95.5%	95.7%	95.1%	95.5%	94.7%
NCS	348	307	333	367	292	329	179	-113	-38.7%	93.8%	94.5%	94.0%	92.9%	94.3%	93.9%	91.7%
RI	600	847	946	1,053	1,668	1,023	647	-1,021	-61.2%	97.1%	96.1%	95.7%	94.8%	92.0%	95.1%	95.8%
SWS	436	380	403	580	555	471	231	-324	-58.4%	94.5%	95.2%	94.9%	92.7%	93.0%	94.1%	94.0%
UP-N	508	446	572	691	955	634	252	-703	-73.6%	97.5%	97.8%	97.2%	96.6%	95.3%	96.9%	98.1%
UP-NW	718	695	905	951	1,346	923	447	-899	-66.8%	96.2%	96.3%	95.1%	94.9%	93.0%	95.1%	96.7%
UP-W	789	846	1,014	1,462	1,328	1,088	615	-713	-53.7%	95.4%	95.1%	94.1%	91.5%	92.3%	93.7%	94.9%
System	7,796	8,053	8,541	10,241	10,891	9,104	4,705	-6,186	-56.8%	96.2%	96.1%	95.8%	94.8%	94.6%	95.5%	96.5%

Delays data for most recent month is final (01/15/2021) version from TOPS.

**Table 10: Annual System Causes of Train Delays
2015 to 2020**

Cause Category	2015		2016		2017		2018		2019		2015-2019 Avg		2020	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
Freight Interference - Total	1,092	14.0%	842	10.5%	1,000	11.7%	1,514	14.8%	1,070	9.8%	1,104	12.1%	555	11.8%
Freight Interference - Peak	371	4.8%	309	3.8%	357	4.2%	556	5.4%	366	3.4%	392	4.3%	208	4.4%
Primary	240	3.1%	202	2.5%	228	2.7%	299	2.9%	232	2.1%	240	2.6%	175	3.7%
Secondary	131	1.7%	107	1.3%	129	1.5%	257	2.5%	134	1.2%	152	1.7%	33	0.7%
Freight Interference - Off-Peak	721	9.2%	533	6.6%	643	7.5%	958	9.4%	704	6.5%	712	7.8%	347	7.4%
Primary	567	7.3%	423	5.3%	476	5.6%	696	6.8%	485	4.5%	529	5.8%	281	6.0%
Secondary	154	2.0%	110	1.4%	167	2.0%	262	2.6%	219	2.0%	182	2.0%	66	1.4%
Signal/Switch Failure - Total	938	12.0%	1,390	17.3%	1,221	14.3%	1,565	15.3%	1,598	14.7%	1,342	14.7%	612	13.0%
Signal/Switch Failure - Metra/PSA	735	9.4%	900	11.2%	996	11.7%	1,228	12.0%	1,207	11.1%	1,013	11.1%	472	10.0%
Primary	443	5.7%	543	6.7%	639	7.5%	857	8.4%	825	7.6%	661	7.3%	363	7.7%
Secondary	292	3.7%	357	4.4%	357	4.2%	371	3.6%	382	3.5%	352	3.9%	109	2.3%
Signal/Switch Failure - Foreign	203	2.6%	490	6.1%	225	2.6%	337	3.3%	391	3.6%	329	3.6%	140	3.0%
Primary	126	1.6%	354	4.4%	140	1.6%	214	2.1%	273	2.5%	221	2.4%	124	2.6%
Secondary	77	1.0%	136	1.7%	85	1.0%	123	1.2%	118	1.1%	108	1.2%	16	0.3%
Mechanical Failure - Total	977	12.5%	1,188	14.8%	1,169	13.7%	1,403	13.7%	1,252	11.5%	1,198	13.2%	426	9.1%
Mechanical Failure - Metra/PSA	947	12.1%	1,179	14.6%	1,147	13.4%	1,363	13.3%	1,217	11.2%	1,171	12.9%	405	8.6%
Non-Locomotive Equipment Issue - Metra/PSA	310	4.0%	276	3.4%	268	3.1%	388	3.8%	357	3.3%	320	3.5%	147	3.1%
Primary	131	1.7%	148	1.8%	142	1.7%	178	1.7%	166	1.5%	153	1.7%	86	1.8%
Secondary	179	2.3%	128	1.6%	126	1.5%	210	2.1%	191	1.8%	167	1.8%	61	1.3%
Locomotive Issue - Metra/PSA	637	8.2%	903	11.2%	879	10.3%	975	9.5%	860	7.9%	851	9.3%	258	5.5%
Primary	234	3.0%	304	3.8%	308	3.6%	295	2.9%	285	2.6%	285	3.1%	122	2.6%
Secondary	403	5.2%	599	7.4%	571	6.7%	680	6.6%	575	5.3%	566	6.2%	136	2.9%
Mechanical Failure - Foreign	30	0.4%	9	0.1%	22	0.3%	40	0.4%	35	0.3%	27	0.3%	21	0.4%
Passenger Train Interference - Total	140	1.8%	154	1.9%	133	1.6%	222	2.2%	150	1.4%	160	1.8%	39	0.8%
Passenger Train Interference - Metra/PSA	70	0.9%	49	0.6%	76	0.9%	78	0.8%	41	0.4%	63	0.7%	27	0.6%
Passenger Train Interference - Foreign	70	0.9%	105	1.3%	57	0.7%	144	1.4%	109	1.0%	97	1.1%	12	0.3%
Accident - Total	499	6.4%	544	6.8%	634	7.4%	407	4.0%	591	5.4%	535	5.9%	229	4.9%
Accident - Metra/PSA	490	6.3%	505	6.3%	512	6.0%	371	3.6%	391	3.6%	454	5.0%	198	4.2%
Accident - Foreign	9	0.1%	39	0.5%	122	1.4%	36	0.4%	200	1.8%	81	0.9%	31	0.7%
Track Work - Total	617	7.9%	996	12.4%	945	11.1%	775	7.6%	851	7.8%	837	9.2%	416	8.8%
Track Work - Metra/PSA	577	7.4%	955	11.9%	931	10.9%	770	7.5%	834	7.7%	813	8.9%	390	8.3%
Track Work - Foreign	40	0.5%	41	0.5%	14	0.2%	5	0.0%	17	0.2%	23	0.3%	26	0.6%
Human Error - Total	695	8.9%	637	7.9%	900	10.5%	904	8.8%	1,068	9.8%	841	9.2%	481	10.2%
Human Error - Metra/PSA	459	5.9%	502	6.2%	604	7.1%	635	6.2%	684	6.3%	577	6.3%	396	8.4%
Human Error - Foreign	236	3.0%	135	1.7%	296	3.5%	269	2.6%	384	3.5%	264	2.9%	85	1.8%
PTC Related - Total	-	0.0%	6	0.1%	30	0.4%	289	2.8%	665	6.1%	198	2.2%	400	8.5%
PTC Related - Metra/PSA	-	0.0%	6	0.1%	24	0.3%	289	2.8%	643	5.9%	192	2.1%	349	7.4%
PTC Related - Foreign	-	0.0%	-	0.0%	6	0.1%	-	0.0%	22	0.2%	6	0.1%	51	1.1%
Weather - Total	1,014	13.0%	554	6.9%	597	7.0%	1,054	10.3%	1,676	15.4%	979	10.8%	541	11.5%
Weather - Metra/PSA	997	12.8%	553	6.9%	595	7.0%	1,050	10.3%	1,670	15.3%	973	10.7%	538	11.4%
Weather - Foreign	17	0.2%	1	0.0%	2	0.0%	4	0.0%	6	0.1%	6	0.1%	3	0.1%
Passenger Related - Total	1,014	13.0%	1,051	13.1%	1,147	13.4%	1,307	12.8%	1,122	10.3%	1,128	12.4%	344	7.3%
Obstruction/Debris - Total	559	7.2%	526	6.5%	654	7.7%	699	6.8%	791	7.3%	646	7.1%	569	12.1%
Catenary Failure - Total	166	2.1%	100	1.2%	33	0.4%	77	0.8%	20	0.2%	79	0.9%	47	1.0%
Other - Total	85	1.1%	65	0.8%	78	0.9%	25	0.2%	37	0.3%	58	0.6%	46	1.0%
Total Trains Delayed	7,796	100.0%	8,053	100.0%	8,541	100.0%	10,241	100.0%	10,891	100.0%	9,104	100.0%	4,705	100.0%
Total Metra/PSA Delays	6,098	78.2%	6,388	79.3%	6,791	79.5%	7,892	77.1%	8,652	79.4%	7,164	78.7%	3,781	80.4%
Total Foreign Carrier Delays	1,698	21.8%	1,665	20.7%	1,750	20.5%	2,349	22.9%	2,239	20.6%	1,940	21.3%	924	19.6%

Data for current month is final (01/15/2021) 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.