

On-Time Performance

November 2020



Prepared by the Division of Strategic Planning & Performance

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

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

Under these alternate schedules, Metra operated 392 scheduled revenue trains each weekday in November, 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 November, 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 40 percent fewer revenue trains in November 2020 than in November 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
November 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	480	11	97.7%	380	3	99.2%	860	14	98.4%	80	1	98.8%	120	4	96.7%	1,060	19	98.2%
ME-ML	400	13	96.8%	680	28	95.9%	1,080	41	96.2%	80	3	96.3%	120	2	98.3%	1,280	46	96.4%
ME-BI	140	2	98.6%	220	3	98.6%	360	5	98.6%		--			--	360	5	98.6%	
ME-SC	<u>220</u>	<u>4</u>	98.2%	<u>540</u>	<u>10</u>	98.1%	<u>760</u>	<u>14</u>	98.2%	<u>80</u>	<u>1</u>	98.8%	<u>120</u>	<u>2</u>	98.3%	<u>960</u>	<u>17</u>	98.2%
Subtotal	760	19	97.5%	1,440	41	97.2%	2,200	60	97.3%	160	4	97.5%	240	4	98.3%	2,600	68	97.4%
HC	80	9	88.8%		--		80	9	88.8%		--			--	80	9	88.8%	
MD-N	280	19	93.2%	280	13	95.4%	560	32	94.3%	72	6	91.7%	108	3	97.2%	740	41	94.5%
MD-W	<u>260</u>	<u>17</u>	93.5%	<u>380</u>	<u>30</u>	92.1%	<u>640</u>	<u>47</u>	92.7%	<u>72</u>	<u>1</u>	98.6%	<u>108</u>	<u>0</u>	100.0%	<u>820</u>	<u>48</u>	94.1%
Subtotal	540	36	93.3%	660	43	93.5%	1,200	79	93.4%	144	7	95.1%	216	3	98.6%	1,560	89	94.3%
NCS	80	2	97.5%		--		80	2	97.5%		--			--	80	2	97.5%	
RI	300	16	94.7%	580	38	93.4%	880	54	93.9%	112	2	98.2%	168	0	100.0%	1,160	56	95.2%
SWS	140	9	93.6%	60	3	95.0%	200	12	94.0%		--			--	200	12	94.0%	
UP-N	240	7	97.1%	560	13	97.7%	800	20	97.5%	72	4	94.4%	108	1	99.1%	980	25	97.4%
UP-NW	380	29	92.4%	480	29	94.0%	860	58	93.3%	84	3	96.4%	126	3	97.6%	1,070	64	94.0%
UP-W	<u>240</u>	<u>26</u>	89.2%	<u>440</u>	<u>49</u>	88.9%	<u>680</u>	<u>75</u>	89.0%	<u>72</u>	<u>7</u>	90.3%	<u>108</u>	<u>3</u>	97.2%	<u>860</u>	<u>85</u>	90.1%
Subtotal	860	62	92.8%	1,480	91	93.9%	2,340	153	93.5%	228	14	93.9%	342	7	98.0%	2,910	174	94.0%
System	3,240	164	94.9%	4,600	219	95.2%	7,840	383	95.1%	724	28	96.1%	1,086	18	98.3%	9,650	429	95.6%

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

Delays data for most recent month is final (12/17/2020) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - November 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	7,145	139	98.1%	5,659	115	98.0%	12,804	254	98.0%	1,136	44	96.1%	1,056	40	96.2%	14,996	338	97.7%
ME-ML	5,561	129	97.7%	8,228	230	97.2%	13,789	359	97.4%	1,458	56	96.2%	1,058	41	96.1%	16,305	456	97.2%
ME-BI	1,785	46	97.4%	2,530	36	98.6%	4,315	82	98.1%	240	11	95.4%	40	3	92.5%	4,595	96	97.9%
ME-SC	<u>2,485</u>	<u>41</u>	98.4%	<u>6,413</u>	<u>105</u>	98.4%	<u>8,898</u>	<u>146</u>	98.4%	<u>1,258</u>	<u>35</u>	97.2%	<u>1,058</u>	<u>31</u>	97.1%	<u>11,214</u>	<u>212</u>	98.1%
Subtotal	9,831	216	97.8%	17,171	371	97.8%	27,002	587	97.8%	2,956	102	96.5%	2,156	75	96.5%	32,114	764	97.6%
HC	1,022	116	88.6%	87	7	92.0%	1,109	123	88.9%	--	--	--	--	--	--	1,109	123	88.9%
MD-N	3,902	163	95.8%	4,553	173	96.2%	8,455	336	96.0%	898	50	94.4%	952	38	96.0%	10,305	424	95.9%
MD-W	<u>3,784</u>	<u>173</u>	95.4%	<u>5,074</u>	<u>281</u>	94.5%	<u>8,858</u>	<u>454</u>	94.9%	<u>970</u>	<u>70</u>	92.8%	<u>952</u>	<u>24</u>	97.5%	<u>10,780</u>	<u>548</u>	94.9%
Subtotal	7,686	336	95.6%	9,627	454	95.3%	17,313	790	95.4%	1,868	120	93.6%	1,904	62	96.7%	21,085	972	95.4%
NCS	1,223	116	90.5%	837	59	93.0%	2,060	175	91.5%	--	--	--	--	--	--	2,060	175	91.5%
RI	4,363	224	94.9%	6,707	298	95.6%	11,070	522	95.3%	1,446	50	96.5%	1,496	56	96.3%	14,012	628	95.5%
SWS	1,729	103	94.0%	1,797	114	93.7%	3,526	217	93.8%	108	6	94.4%	--	--	--	3,634	223	93.9%
UP-N	3,634	63	98.3%	6,676	121	98.2%	10,310	184	98.2%	1,006	24	97.6%	952	33	96.5%	12,268	241	98.0%
UP-NW	4,708	193	95.9%	5,528	164	97.0%	10,236	357	96.5%	1,240	35	97.2%	1,111	43	96.1%	12,587	435	96.5%
UP-W	<u>3,612</u>	<u>155</u>	95.7%	<u>5,647</u>	<u>321</u>	94.3%	<u>9,259</u>	<u>476</u>	94.9%	<u>898</u>	<u>31</u>	96.5%	<u>952</u>	<u>47</u>	95.1%	<u>11,109</u>	<u>554</u>	95.0%
Subtotal	11,954	411	96.6%	17,851	606	96.6%	29,805	1,017	96.6%	3,144	90	97.1%	3,015	123	95.9%	35,964	1,230	96.6%
System	44,953	1,661	96.3%	59,736	2,024	96.6%	104,689	3,685	96.5%	10,658	412	96.1%	9,627	356	96.3%	124,974	4,453	96.4%

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

Delays data for most recent month is final (12/17/2020) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Nov	Annual
BNSF	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.2%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	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	94.7%	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	92.0%	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	94.8%	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		97.7%	97.7%
	2015-2019 average	92.4	92.0	95.9	96.0	94.2	93.3	93.5	94.0	93.7	94.3	93.8	95.1	93.9%	94.0%
ME	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.5%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.1%	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	98.3%	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	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		97.6%	97.6%
	2015-2019 average	96.8	96.3	98.8	98.9	98.8	97.6	97.7	98.5	98.1	98.4	97.9	97.9	98.0%	98.0%
HC	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.1%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.4%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.4%	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	89.3%	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	87.2%	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		88.9%	88.9%
	2015-2019 average	88.6	89.9	93.7	93.1	86.7	90.5	90.8	92.3	91.3	93.0	89.4	92.1	90.9%	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	94.7%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.7%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	94.0%	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	92.6%	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	91.7%	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		95.9%	95.9%
	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	93.5%	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	95.0%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.2%	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	95.6%	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	95.0%	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		94.9%	94.9%
	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	95.6%	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	94.7%	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	94.2%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.2%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	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		91.5%	91.5%
	2015-2019 average	92.0	89.6	94.0	94.8	94.1	95.4	95.9	95.2	94.6	95.1	93.1	92.7	94.0%	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-Nov	Annual
RI	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.0%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	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	95.9%	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	91.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2		95.5%	95.5%
	2015-2019 average	93.4	93.2	97.0	97.1	94.7	95.8	93.5	95.2	94.8	96.7	94.8	95.0	95.1%	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	94.6%	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	95.1%	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	95.0%	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	92.5%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	92.9%	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		93.9%	93.9%
	2015-2019 average	94.1	92.6	95.1	95.7	93.7	92.5	93.4	93.8	94.5	94.7	94.0	94.8	94.0%	94.1%
UP-N	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.4%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.7%	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	94.9%	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		98.0%	98.0%
	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	96.8%	96.9%
UP-NW	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	96.0%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.5%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	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	92.8%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0		96.5%	96.5%
	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	95.3%	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	95.3%	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	94.4%	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	91.7%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	91.9%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1		95.0%	95.0%
	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	96.1%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.2%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.0%	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	94.4%	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		96.4%	96.4%
	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 (12/17/2020) version from TOPS.

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

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MD-N	2102	Mon, Nov 09	7	KW	3" Stop Lake Forest to copy mandatory directive; Automatic Grade Crossing Warning Malfunction Item #2 @ Glenview Rd.; -4" PTC issues, operated @ restricted speed Glenview to Golf	
		65% OT	Tue, Nov 10	8	KW	4" Door problems @ Golf (#7454) stuck in the pocket; wheel slip between Edgebrook and Forest Glen
		Wed, Nov 11	13	KW	15" PTC wheel slip issues Round Lake, Lake Forest, & Northbrook	
		Thu, Nov 12	15	KW	4" Stop signal East-end Fox Lake; 11" PTC wheel slip issues, frosty rails North Glenview to CUS	
		Mon, Nov 16	16	KW	16" PTC dropped out, wheel slip issues North Glenview to Glenview, Edgebrook to Forest Glen	
		Mon, Nov 23	7	G	6" Signal problems Grayslake, ran through the Grayslake siding; -4" Stop signal CUS Lake St. waiting on 2203	
		Fri, Nov 27	32	GT	51" Rondout problems. The whole plant went into code fail roughly about 03:30-04:00. 2102 initially experienced difficulties attempting to hand operate the (number #9 switch) switch coming off the Fox Lake Sub. Unable to operate the handle from power to h	
MD-N	2124	Mon, Nov 02	9	ZR	-8" PTC ISSUES NORTH GLENVIEW. Discussed at 9:00 AM, engineer error	
		80% OT	Fri, Nov 06	11	ZT	12" Departed Fox Lake late due to PTC issues, -3" PTC disengaged after departing Fox Lake short of Ingleside, stopped to call MTAC
		Tue, Nov 10	11	ZT	9" Departed Fox Lake late due to PTC issues; -3" PTC issues Paulina	
		Fri, Nov 27	17	GT	7" Departed Fox Lake late due to waiting on signal to come out of the coachyard onto the Main; -22" Switch problems Rondout	
MD-N	2618	Tue, Nov 03	10	A	8 min late, 5 min meet at Mayfair with UPNW (originally reported as PTC issue), 3 min MP 26.0 emergency PTC application, 4 min stop signal A-2.	
		80% OT	Tue, Nov 10	16	GX	4 min Lake Forest late turn from 2141, 2 min Item 2 Howard St., 2 min holding Morton Grove for 2147, 13 min Western Ave. coping instructions for Green St.
		Thu, Nov 12	16	ZP	16 min PTC issues at Lake Forest - incorrect consist info given to engineer	
		Wed, Nov 25	31	ZT	33 min PTC would not initialize at Lake Forest. MTAC gave permission to cut out PTC, but the engineer had problems getting it disengaged. They determined with the help desk that the train length for 2618 was missing LENGTH WAS ENTERED BUT DID NOT COMMUNIC	
MD-W	2203	Mon, Nov 02	14	H	MECHANICAL PROBLEMS ENGINE #91, H.E.P. ISSUES. LOST H.E.P. @ GALEWOOD, HAND OPERATED/BLED OFF DOORS; SLOW LOADING ENGINE #91	
		80% OT	Wed, Nov 11	13	G	4" Departed CUS late due to late arrival/turn of 2202; -3" PTC wheel slip issues Western Ave.; Signal problems Roselle West to Hanover Park, operated on restricting signals
		Thu, Nov 12	14	KW1	12" Departed CUS late due to late arrival/turn of 2202; -3" PTC wheel slip issues Elgin to Big Timber	
		Fri, Nov 27	8	H	15" Mechanical problems engine #92. Lost H.E.P., unable to ever recover H.E.P., bled doors off at all stops; -2" Freight interference B-12 CP650 (CP8781, 99 cars, 6275') to clear; -2" Wheel slip issues Itasca to Medinah; Flagged station stops	
MD-W	2210	Tue, Nov 10	12	KW	10" PTC wheel slip issues @ Bartlett & Roselle; -3" Door problems (#8226) will not close	
		80% OT	Wed, Nov 11	12	KW	12" PTC wheel slip issues @ Bartlett & Itasca, restricted speed
		Mon, Nov 16	12	KW	12" PTC dropped out, wheel slip issues @ River Grove, restricted speed	
		Tue, Nov 17	12	KW	12" PTC dropped out, wheel slip issues @ River Grove, restricted speed	
MD-W	2242	Thu, Nov 05	19	D	19 min late, waiting on CP freight and 2223 to clear B-17.	
		75% OT	Tue, Nov 10	21	D	14 min cross traffic B-17, 10 min Galewood following CP freight train.
		Fri, Nov 13	16	G	16 min late, signal issues west Roselle restricted speed.	
		Tue, Nov 17	8	D	8 min late, 3 min stop signal Spaulding, 2 min following CP freight train, 2 min XO Roselle, 2 min XO B-17	
		Fri, Nov 27	36	M1	36" delayed due to 2223's pedestrian strike.	
MD-W	2244	Thu, Nov 05	19	D	19 min late, waiting on 2227 to clear B-17, CP 675 blocking 2 main (re-crew) between B-17 and B-12.	
		80% OT	Fri, Nov 06	9	D	9 min freight interference B-12.
		Fri, Nov 13	19	G	19 min late, signal issues west Roselle restricted speed.	
		Thu, Nov 19	8	JM1	11 min A-3 waiting on 2139 to clear from 2 main to 1 main.; due to earlier medical emergency on Western Ave. platform	
MD-W	2248	Mon, Nov 09	11	D	6 min stop signal B-17, 5 min slow loading loco 89 and 9 car train.	
		65% OT	Tue, Nov 10	31	GX	10 min PTC issues Bartlett, 12 min Elm Pk. police activity male passenger was removed after smoking illegal substance, 13 min coping and complying with gate malfunction at Green St.
		Thu, Nov 12	27	E1	29 min west Roselle waiting on 2243 to clear 2 MT.	
		Fri, Nov 13	14	G	14 min west Roselle stop signal restricted speed.	
		Mon, Nov 16	21	R	21 min late, dark signal violation. Signal 403S.	
		Tue, Nov 17	9	D	7 min stop signal B-12, 3 min 1 MT B-12 to A-5	
		Fri, Nov 27	12	M1	13 min late arrival of 2227's equipment.	
RI	502	Mon, Nov 02	10	K1	Train was held at Broadway operator at Bl ran RI505 ahead of RI502 although RI505 was running late. Track was closed due to car on tracks.	
		80% OT	Thu, Nov 05	40	K	(OBSTRUCTION ON TRACKS) - 502 DEPARTED JOLIET LATE. TOOK A 47 MINUTE DELAY DUE TO A CAR BEING IN THE DITCH AT MP 36.6.
		Mon, Nov 09	7	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - WAITING FOR 505 TO CLEAR MOKENA TO CROSS OVER DUE TO TRACK CIRCUIT ON 1MT	
		Tue, Nov 10	10	G	(SIG / SWITCH MALFCN (SIG DEPT)) - 3 CROSSOVER FAILURE / MAINTAINER WORKING IN THUNDER STORM TO REPAIR	
RI	605	Mon, Nov 02	10	CH	FLAG SIGNAL DUE TO SIGNAL CABLE CUT	
		75% OT	Tue, Nov 03	9	CH	FLAG SIGNAL DUE TO CUT CABLE
		Wed, Nov 04	6	ZR	PTC ACTIVE RESTRICTED SPEED	
		Wed, Nov 11	10	D	(GENERAL FREIGHT INTERFERENCE) - WAITING FOR CNL536 IC 1016 104C 11037 FT TO CLEAR, HELD FOR RI 612	
		Fri, Nov 20	6	C	DEPARTED -7m, 3 min PTC issues at LSS and 5 min due to 2 speed restrictions 1 at Morgan St and 1 at 10.52 (due to pull apart)	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	653 75% OT	Fri, Nov 06	7	KW	DELAYED DUE TO PTC ISSUES AND WHEEL SLIPS	
		Mon, Nov 09	15	KW	MULTIPLE PTC ISSUES FROM MP51-63 (SLIPPERY RAIL, LEAVES)	
		Tue, Nov 10	60	KW1	HELD AT CPT DUE TO HIGH WIND WARNINGS	
		Wed, Nov 11	10	KW	DELAYED DUE TO PTC ISSUES/ SLIPPERY RAIL/WHEEL SLIP (LEAVES) ENROUTE	
		Fri, Nov 27	7	RF	DELAYED DUE TO NO SIGNAL AT CN MILEPOST 32.0	
UP-W	47 75% OT	Thu, Nov 05	17	D	STOPPED AT PARK WAITING FOR MNPPR TO CLEAR ONTO 29 MAIN	
		Fri, Nov 06	14	ZT	DELAYED DUE TO PTC NOT LOADING RAN ATC	
		Tue, Nov 10	99	KW	STOPPED AT VILLA PARK FOR HIGH WIND WARNINGS	
		Thu, Nov 12	84	KP	DELAYED @ KEDZIE, FREIGHT TRAIN INTERFERENCE (LNSPRJ) - freight train was looted, causing delays	
		Wed, Nov 25	0	XKP	ANNULLED AT MP3 AT 16:33 COMMUTER CONTROL WAS NOTIFIED BY TERMINAL TRAIN DISPATCHER THAT ALL TRAIN TRAFFIC IS STOPPED @ MP8.67 ON ACCT. OF POLICE CHASING A TRESPASSER ON THE TRACKS. IT WAS LATER DISCOVERED THAT A PERSON WAS ON TOP OF A FREIGHT TRAIN @ OAK	
		UP-W	52 80% OT	Thu, Nov 12	12	D1
		Fri, Nov 13	8	ZT1	DEPARTED ELBURN 10 MIN LATE DUE TO LATE ARRIVAL OF M33 EQUIPMENT	
		Tue, Nov 17	42	CM1	DEPARTED ELBURN LATE DUE TO LATE ARRIVAL OF M33 EQUIPMENT	
		Mon, Nov 30	17	D	HELD @ PECK WAITED FOR THE MCHNP-30 TO CLEAR	
UP-W	55 80% OT	Tue, Nov 10	89	KW	HELD AT CPT DUE TO HIGH WIND WARNINGS	
		Thu, Nov 12	54	KP1	DELAYED @ KEDZIE, BEHIND M53, FREIGHT TRAIN INTERFERENCE (LNSPRJ)	
		Wed, Nov 18	0	XM	ANNULLED @ MP 15.5 ON ACCT. OF STRUCK A PEDESTRIAN - fatality	
		Wed, Nov 25	0	XKP	ANNULLED DUE TO POLICE ACTIVITY AT OAK PARK	
UP-W	56 75% OT	Thu, Nov 05	34	GT1	DEPARTED ELBURN 15 MINUTES LATE DUE TO LATE ARRIVAL OF M37, MET M55 AT 25TH	
		Fri, Nov 06	10	ZT	DELAYED DUE TO PTC ISSUES/RESTRICTED SPEED/FALSE RED SIGNAL	
		Tue, Nov 10	127	KW1	HELD AT ELGIN DUE TO HIGH WIND WARNINGS	
		Thu, Nov 12	77	KP	DELAYED @ 25TH AVE, FREIGHT TRAIN INTERFERENCE (LNSPRJ) - freight train was looted, causing delays	
		Wed, Nov 25	0	XKP	DELAYED DUE TO POLICE ACTIVITY AT OAK PARK - annulled	
UP-W	57 75% OT	Mon, Nov 02	99	KP	DELAYED DUE TO GLEN ELLYN POLICE HAD ALL TRAIN TRAFFIC STOPPED LOOKING FOR A SUICIDAL PERSON WAITED FOR TRACKS TO BE RELEASED	
		Tue, Nov 10	0	XKW	ANNULLED AT CPT DUE TO HIGH WIND WARNINGS	
		Thu, Nov 12	31	KP1	DELAYED @ KEDZIE, FREIGHT TRAIN INTERFERENCE (LNSPRJ)	
		Wed, Nov 18	94	M1	DELAYED @ BERKELEY ON ACCT. OF M55 STRUCK A PEDESTRIAN	
		Wed, Nov 25	0	XKP	ANNULLED DUE TO POLICE ACTIVITY AT OAK PARK	
UP-W	62 75% OT	Mon, Nov 02	69	KP	DELAYED DUE TO GLEN ELLYN POLICE HAD ALL TRAIN TRAFFIC STOPPED LOOKING FOR A SUICIDAL PERSON WAITED FOR TRACKS TO BE RELEASED	
		Tue, Nov 10	54	KW1	DEPARTED ELBURN LATE DUE TO LATE TURN OF M47	
		Thu, Nov 12	67	KP1	LATE TURN OFF M47, FREIGHT TRAIN INTERFERENCE @ KEDZIE (LNSPRJ)	
		Wed, Nov 18	0	M1	ANNULLED ON ACCT. OF M55 PEDESTRIAN INCIDENT @ MP15.5 (USED CREW & EQUIPMENT TO OPERATE AS M64)	
		Wed, Nov 25	0	XKP	ANNULLED DUE TO POLICE ACTIVITY AT OAK PARK	
UP-W	63 80% OT	Mon, Nov 02	50	KP	DELAYED DUE TO GLEN ELLYN POLICE HAD ALL TRAIN TRAFFIC STOPPED LOOKING FOR A SUICIDAL PERSON WAITED FOR TRACKS TO BE RELEASED	
		Tue, Nov 10	14	KW	HELD AT CPT DUE TO HIGH WIND WARNINGS	
		Thu, Nov 12	40	KP1	LATE DEPARTURE FROM CPT, LATE CREW OFF M56, FREIGHT TRAIN INTERFERENCE @ KEDZIE (LNSPRJ)	
		Wed, Nov 18	0	M1	ANNULLED ON ACCT. OF M55 PEDESTRIAN INCIDENT (USED CREW & EQUIPMENT TO OPERATE AS M65)	
UP-W	64 75% OT	Mon, Nov 02	91	KP1	LATE TURN FROM M57	
		Tue, Nov 10	21	KW	DELAYED DUE TO HIGH WIND WARNINGS	
		Thu, Nov 12	42	KP1	LATE TURN OFF M57, FREIGHT TRAIN INTERFERENCE @ KEDZIE (LNSPRJ)	
		Wed, Nov 18	70	M1	LATE DEPARTURE FROM ELBURN & STAGED @ LOMBARD ON ACCT. OF M55 PEDESTRIAN INCIDENT @ MP15.5	
		Wed, Nov 25	0	XKP	ANNULLED DUE TO POLICE ACTIVITY AT OAK PARK	
UP-W	65 80% OT	Thu, Nov 05	6	D	STOPPED AT PROVO WAITING FOR IG2G4 TO CLEAR	
		Tue, Nov 10	50	KW1	LATE DEPARTURE OUT OF CPT DUE TO HIGH WIND WARNINGS	
		Wed, Nov 18	60	M1	STAGED @ BERKELEY ON ACCT. M55 PEDESTRIAN INCIDENT @ MP15.5	
		Wed, Nov 25	0	XKP	ANNULLED DUE TO POLICE ACTIVITY AT OAK PARK	
UP-W	66 75% OT	Mon, Nov 02	50	KP1	LATE TURN FROM M63	
		Tue, Nov 10	16	KW1	DELAYED DUE TO HIGH WIND WARNINGS	
		Thu, Nov 12	31	KP1	LATE TURN OFF M63, FREIGHT TRAIN INTERFERENCE @ KEDZIE (LNSPRJ)	
		Wed, Nov 18	40	M1	LATE DEPARTURE FROM ELBURN ON ACCT. OF USED M57 CREW AND EQUIPMENT TO OPERATE TRAIN ON ACCT. OF M55 PEDESTRIAN INCIDENT @ MP15.5	
		Wed, Nov 25	0	XKP	ANNULLED DUE TO POLICE ACTIVITY AT OAK PARK	

Data is final (12/17/2020) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective January 1, 2020

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

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

The delay codes listed above are used for primary delayed trains; primary annulled trains (trains that fail to reach their scheduled destination station) use a primary delay code preceded by an "X" (e.g., XE, XGA, etc.); All secondary trains, including annulled, use primary delay code followed by a "1" (e.g., E1, GA1, etc.); secondary annulled trains do not use a delay code preceded by an "X".

Table 5.a: Train Delays by Cause and Line
November 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	6	-	-	-	3	2	12	-	4	4	-	3	17	51
Freight Interference - Peak	4	-	-	-	3	-	2	-	1	4	-	2	2	18
Primary	4	-	-	-	3	-	2	-	1	4	-	2	2	18
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freight Interference - Off-Peak	2	-	-	-	-	2	10	-	3	-	-	1	15	33
Primary	2	-	-	-	-	2	9	-	3	-	-	1	11	28
Secondary	-	-	-	-	-	-	1	-	-	-	-	-	4	5
Signal/Switch Failure - Total	-	2	-	3	-	14	10	1	4	3	1	6	6	50
Signal/Switch Failure - Metra/PSA	-	2	-	3	-	14	10	1	4	1	1	6	6	48
Primary	-	2	-	2	-	12	10	1	3	1	1	5	4	41
Secondary	-	-	-	1	-	2	-	-	1	-	-	1	2	7
Signal/Switch Failure - Foreign	-	-	-	-	-	-	-	-	-	2	-	-	-	2
Primary	-	-	-	-	-	-	-	-	-	2	-	-	-	2
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mechanical Failure - Total	3	-	-	-	-	-	4	-	-	-	1	1	1	10
Mechanical Failure - Metra/PSA	3	-	-	-	-	-	4	-	-	-	1	1	1	10
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	-	1	-	-	-	1	1	1	4
Primary	-	-	-	-	-	-	1	-	-	-	1	1	1	4
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Locomotive Issue - Metra/PSA	3	-	-	-	-	-	3	-	-	-	-	-	-	6
Primary	1	-	-	-	-	-	1	-	-	-	-	-	-	2
Secondary	2	-	-	-	-	-	2	-	-	-	-	-	-	4
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	1	-	-	-	-	2	-	-	-	-	-	-	-	3
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Accident - Total	3	-	-	-	-	-	5	-	-	-	4	8	10	30
Accident - Metra/PSA	-	-	-	-	-	-	5	-	-	-	4	8	10	27
Accident - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3
Track Work - Total	-	10	-	2	-	-	1	-	21	-	2	3	1	40
Track Work - Metra/PSA	-	10	-	2	-	-	1	-	21	-	2	3	1	40
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	-	-	-	-	2	1	4	-	7	-	3	11	1	29
Human Error - Metra/PSA	-	-	-	-	-	1	4	-	7	-	3	9	-	24
Human Error - Foreign	-	-	-	-	2	-	-	-	-	-	-	2	1	5
PTC Related - Total	-	-	1	-	3	11	3	-	2	4	2	2	7	35
PTC Related - Metra/PSA	-	-	1	-	1	11	3	-	2	-	2	2	7	29
PTC Related - Foreign	-	-	-	-	2	-	-	-	-	4	-	-	-	6
Weather - Total	5	13	4	4	1	6	6	1	2	1	11	27	12	93
Weather - Metra/PSA	5	13	4	4	1	6	6	1	2	1	11	27	12	93
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	2	-	-	-	2	2	-	3	-	1	2	-	12
Obstruction/Debris - Total	1	19	-	8	-	3	-	-	13	-	-	1	30	75
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Total Trains Delayed	19	46	5	17	9	41	48	2	56	12	25	64	85	429
Total Metra/PSA Delays	9	46	5	17	2	39	36	2	52	2	25	59	67	361
Total Foreign Carrier Delays	10	0	0	0	7	2	12	0	4	10	0	5	18	68

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	11	-	-	-	6	7	9	8	6	13	3	7	20	90
Freight Interference - Peak	4	-	-	-	6	0	2	3	2	5	1	4	7	36
Primary	3	-	-	-	5	0	1	2	1	4	0	2	2	22
Secondary	2	-	-	-	1	-	0	1	1	1	1	2	5	13
Freight Interference - Off-Peak	7	-	-	-	0	7	7	5	4	8	1	3	13	54
Primary	5	-	-	-	0	6	6	4	3	6	0	2	10	43
Secondary	1	-	-	-	-	1	1	1	1	2	1	0	3	11
Signal/Switch Failure - Total	31	7	3	2	3	26	13	9	13	7	4	9	10	137
Signal/Switch Failure - Metra/PSA	23	7	3	2	1	20	10	5	13	1	4	7	9	105
Primary	15	5	2	2	1	13	8	4	9	1	3	5	5	73
Secondary	8	2	0	-	-	7	2	1	4	-	0	2	4	31
Signal/Switch Failure - Foreign	8	-	-	-	2	6	3	4	-	6	-	2	2	32
Primary	4	-	-	-	2	3	2	4	-	3	-	1	1	19
Secondary	3	-	-	-	0	2	1	1	-	3	-	1	1	13
Mechanical Failure - Total	18	2	0	1	0	10	5	2	19	3	8	11	9	89
Mechanical Failure - Metra/PSA	18	1	0	0	0	10	5	2	19	3	8	11	9	87
Non-Locomotive Equipment Issue - Metra/PSA	3	1	0	0	-	2	0	-	5	0	1	1	6	20
Primary	2	1	0	0	-	1	0	-	2	0	1	1	2	10
Secondary	1	0	0	0	-	1	-	-	4	-	-	-	3	10
Locomotive Issue - Metra/PSA	15	0	-	-	0	8	5	2	13	2	7	11	3	67
Primary	3	-	-	-	0	3	3	1	5	1	2	4	1	23
Secondary	12	0	-	-	0	5	2	2	8	1	5	7	2	44
Mechanical Failure - Foreign	-	1	-	1	-	0	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	0	0	0	0	1	4	1	1	1	2	-	0	0	11
Passenger Train Interference - Metra/PSA	-	-	0	-	-	2	0	1	1	-	-	0	0	5
Passenger Train Interference - Foreign	0	0	-	0	1	2	1	0	0	2	-	-	-	6
Accident - Total	20	-	-	1	1	1	7	-	1	2	2	13	0	49
Accident - Metra/PSA	14	-	-	1	0	1	6	-	1	-	2	13	0	38
Accident - Foreign	6	-	-	-	1	0	1	-	-	2	-	0	0	10
Track Work - Total	9	5	1	8	1	13	3	1	11	1	6	14	9	82
Track Work - Metra/PSA	8	5	1	8	1	13	3	1	11	1	6	14	9	82
Track Work - Foreign	0	-	-	-	-	-	-	-	-	0	-	-	-	1
Human Error - Total	12	4	2	2	2	12	4	3	5	6	2	3	6	62
Human Error - Metra/PSA	6	4	2	2	1	8	4	1	5	5	2	2	5	45
Human Error - Foreign	6	-	-	-	1	4	0	2	-	1	1	1	1	17
PTC Related - Total	1	-	-	-	-	-	-	-	2	0	4	3	3	13
PTC Related - Metra/PSA	1	-	-	-	-	-	-	-	2	0	4	3	3	13
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	14	10	6	4	0	11	14	2	15	0	17	27	10	130
Weather - Metra/PSA	14	10	6	4	0	11	14	2	15	0	17	27	10	130
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	7	6	1	2	-	11	8	1	10	-	11	13	13	83
Obstruction/Debris - Total	12	3	1	3	1	2	5	2	7	4	5	3	5	52
Catenary Failure - Total	-	3	2	0	-	-	-	-	-	-	-	-	-	5
Other - Total	-	1	-	0	-	0	1	-	1	0	1	0	-	4
Total Trains Delayed	135	41	16	24	15	98	70	30	89	39	62	104	85	808
Total Metra/PSA Delays	103	40	16	23	4	79	56	15	84	15	59	94	62	650
Total Foreign Carrier Delays	32	1	0	1	11	19	14	15	6	24	3	9	22	158

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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
November 2020 Compared to Average November 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	(5)	-	-	-	(3)	(5)	3	(8)	(2)	(9)	(3)	(4)	(3)	(39)
Freight Interference - Peak	(0)	-	-	-	(3)	(0)	0	(3)	(1)	(1)	(1)	(2)	(5)	(18)
Primary	1	-	-	-	(2)	(0)	1	(2)	0	(0)	(0)	(0)	(0)	(4)
Secondary	(2)	-	-	-	(1)	-	(0)	(1)	(1)	(1)	(1)	(2)	(5)	(13)
Freight Interference - Off-Peak	(5)	-	-	-	(0)	(5)	3	(5)	(1)	(8)	(1)	(2)	2	(21)
Primary	(3)	-	-	-	(0)	(4)	3	(4)	0	(6)	(0)	(1)	1	(15)
Secondary	(1)	-	-	-	-	(1)	-	(1)	(1)	(2)	(1)	(0)	1	(6)
Signal/Switch Failure - Total	(31)	(5)	(3)	1	(3)	(12)	(3)	(8)	(9)	(4)	(3)	(3)	(4)	(87)
Signal/Switch Failure - Metra/PSA	(23)	(5)	(3)	1	(1)	(6)	(0)	(4)	(9)	(0)	(3)	(1)	(3)	(57)
Primary	(15)	(3)	(2)	(0)	(1)	(1)	2	(3)	(6)	(0)	(2)	0	(1)	(32)
Secondary	(8)	(2)	(0)	1	-	(5)	(2)	(1)	(3)	-	(0)	(1)	(2)	(24)
Signal/Switch Failure - Foreign	(8)	-	-	-	(2)	(6)	(3)	(4)	-	(4)	-	(2)	(2)	(30)
Primary	(4)	-	-	-	(2)	(3)	(2)	(4)	-	(1)	-	(1)	(1)	(17)
Secondary	(3)	-	-	-	(0)	(2)	(1)	(1)	-	(3)	-	(1)	(1)	(13)
Mechanical Failure - Total	(15)	(2)	(0)	(1)	(0)	(10)	(1)	(2)	(19)	(3)	(7)	(10)	(8)	(79)
Mechanical Failure - Metra/PSA	(15)	(1)	(0)	(0)	(0)	(10)	(1)	(2)	(19)	(3)	(7)	(10)	(8)	(77)
Non-Locomotive Equipment Issue - Metra/PSA	(3)	(1)	(0)	(0)	-	(2)	1	-	(5)	(0)	0	0	(5)	(16)
Primary	(2)	(1)	(0)	(0)	-	(1)	1	-	(2)	(0)	0	0	(1)	(6)
Secondary	(1)	(0)	(0)	(0)	-	(1)	-	-	(4)	-	-	-	(3)	(10)
Locomotive Issue - Metra/PSA	(12)	(0)	-	-	(0)	(8)	(2)	(2)	(13)	(2)	(7)	(11)	(3)	(61)
Primary	(2)	-	-	-	(0)	(3)	(2)	(1)	(5)	(1)	(2)	(4)	(1)	(21)
Secondary	(10)	(0)	-	-	(0)	(5)	(0)	(2)	(8)	(1)	(5)	(7)	(2)	(40)
Mechanical Failure - Foreign	-	(1)	-	(1)	-	(0)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	1	(0)	(0)	(0)	(1)	(2)	(1)	(1)	(1)	(2)	-	(0)	(0)	(8)
Passenger Train Interference - Metra/PSA	-	-	(0)	-	-	(0)	(0)	(1)	(1)	-	-	(0)	(0)	(3)
Passenger Train Interference - Foreign	1	(0)	-	(0)	(1)	(2)	(1)	(0)	(0)	(2)	-	-	-	(5)
Accident - Total	(17)	-	-	(1)	(1)	(1)	(2)	-	(1)	(2)	2	(5)	10	(19)
Accident - Metra/PSA	(14)	-	-	(1)	(0)	(1)	(1)	-	(1)	-	2	(5)	10	(11)
Accident - Foreign	(3)	-	-	-	(1)	(0)	(1)	-	-	(2)	-	(0)	(0)	(7)
Track Work - Total	(9)	5	(1)	(6)	(1)	(13)	(2)	(1)	10	(1)	(4)	(11)	(8)	(42)
Track Work - Metra/PSA	(8)	5	(1)	(6)	(1)	(13)	(2)	(1)	10	(1)	(4)	(11)	(8)	(42)
Track Work - Foreign	(0)	-	-	-	-	-	-	-	-	(0)	-	-	-	(1)
Human Error - Total	(12)	(4)	(2)	(2)	0	(11)	-	(3)	2	(6)	1	8	(5)	(33)
Human Error - Metra/PSA	(6)	(4)	(2)	(2)	(1)	(7)	0	(1)	2	(5)	1	7	(5)	(21)
Human Error - Foreign	(6)	-	-	-	1	(4)	(0)	(2)	-	(1)	(1)	1	0	(12)
PTC Related - Total	(1)	-	1	-	3	11	3	-	0	4	(2)	(1)	4	22
PTC Related - Metra/PSA	(1)	-	1	-	1	11	3	-	0	(0)	(2)	(1)	4	16
PTC Related - Foreign	-	-	-	-	2	-	-	-	-	4	-	-	-	6
Weather - Total	(9)	3	(2)	0	1	(5)	(8)	(1)	(13)	1	(6)	(0)	2	(37)
Weather - Metra/PSA	(9)	3	(2)	0	1	(5)	(8)	(1)	(13)	1	(6)	(0)	2	(37)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(7)	(4)	(1)	(2)	-	(9)	(6)	(1)	(7)	-	(10)	(11)	(13)	(71)
Obstruction/Debris - Total	(11)	16	(1)	5	(1)	1	(5)	(2)	6	(4)	(5)	(2)	25	23
Catenary Failure - Total	-	(3)	(2)	(0)	-	-	-	-	-	-	-	-	-	(5)
Other - Total	-	(1)	-	(0)	-	(0)	0	-	(1)	(0)	(1)	(0)	-	(3)
Total Trains Delayed	(116)	5	(11)	(7)	(6)	(57)	(22)	(28)	(33)	(27)	(37)	(40)	0	(379)
Total Metra/PSA Delays	-94	6	-11	-6	-2	-40	-20	-13	-32	-13	-34	-35	5	-289
Total Foreign Carrier Delays	-22	-1	0	-1	-4	-17	-2	-15	-2	-14	-3	-4	-4	-90

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Table 6.a: Train Delays by Cause and Line - YTD
January - November 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	27	-	-	-	43	37	126	18	25	71	9	22	126	504
Freight Interference - Peak	6	-	-	-	43	8	21	13	4	40	6	8	38	187
Primary	6	-	-	-	41	7	21	9	4	32	4	8	29	161
Secondary	-	-	-	-	2	1	-	4	-	8	2	-	9	26
Freight Interference - Off-Peak	21	-	-	-	-	29	105	5	21	31	3	14	88	317
Primary	20	-	-	-	-	26	87	4	19	22	1	10	64	253
Secondary	1	-	-	-	-	3	18	1	2	9	2	4	24	64
Signal/Switch Failure - Total	32	35	27	29	15	95	65	69	91	43	11	35	41	588
Signal/Switch Failure - Metra/PSA	21	35	27	29	2	84	64	13	85	18	10	24	39	451
Primary	15	27	18	24	2	64	57	10	63	12	10	16	29	347
Secondary	6	8	9	5	-	20	7	3	22	6	-	8	10	104
Signal/Switch Failure - Foreign	11	-	-	-	13	11	1	56	6	25	1	11	2	137
Primary	11	-	-	-	13	8	1	54	5	18	-	11	1	122
Secondary	-	-	-	-	-	3	-	2	1	7	1	-	1	15
Mechanical Failure - Total	67	14	5	2	3	59	66	12	48	16	29	32	47	400
Mechanical Failure - Metra/PSA	67	3	3	1	3	52	66	12	48	16	29	32	47	379
Non-Locomotive Equipment Issue - Metra/PSA	30	3	3	1	-	16	11	4	10	14	21	11	20	144
Primary	13	2	2	1	-	5	6	3	3	10	14	7	17	83
Secondary	17	1	1	-	-	11	5	1	7	4	7	4	3	61
Locomotive Issue - Metra/PSA	37	-	-	-	3	36	55	8	38	2	8	21	27	235
Primary	16	-	-	-	3	14	23	2	23	2	6	7	15	111
Secondary	21	-	-	-	-	22	32	6	15	-	2	14	12	124
Mechanical Failure - Foreign	-	11	2	1	-	7	-	-	-	-	-	-	-	21
Passenger Train Interference - Total	1	1	-	1	3	11	2	4	1	4	-	8	1	37
Passenger Train Interference - Metra/PSA	-	-	-	-	-	9	2	4	-	1	-	8	1	25
Passenger Train Interference - Foreign	1	1	-	1	3	2	-	-	1	3	-	-	-	12
Accident - Total	23	1	-	11	-	24	28	-	7	7	6	38	63	208
Accident - Metra/PSA	17	-	-	11	-	20	19	-	6	7	6	35	56	177
Accident - Foreign	6	1	-	-	-	4	9	-	1	-	-	3	7	31
Track Work - Total	58	75	4	26	5	27	24	1	86	32	29	14	28	409
Track Work - Metra/PSA	58	75	4	26	1	25	24	1	85	14	29	13	28	383
Track Work - Foreign	-	-	-	-	4	2	-	-	1	18	-	1	-	26
Human Error - Total	53	38	8	14	13	64	48	18	65	12	37	59	29	458
Human Error - Metra/PSA	40	38	8	14	4	51	38	13	65	5	37	42	20	375
Human Error - Foreign	13	-	-	-	9	13	10	5	-	7	-	17	9	83
PTC Related - Total	4	37	7	20	29	29	45	22	47	24	24	21	48	357
PTC Related - Metra/PSA	3	37	7	20	11	28	45	13	43	11	24	20	48	310
PTC Related - Foreign	1	-	-	-	18	1	-	9	4	13	-	1	-	47
Weather - Total	22	79	21	30	6	29	61	14	80	8	45	85	45	525
Weather - Metra/PSA	22	79	21	30	6	29	61	14	79	7	45	84	45	522
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	1	-	3
Passenger Related - Total	18	69	7	1	2	20	38	-	62	1	16	38	54	326
Obstruction/Debris - Total	31	74	8	57	4	25	40	15	110	4	35	76	72	551
Catenary Failure - Total	-	28	8	11	-	-	-	-	-	-	-	-	-	47
Other - Total	2	5	1	10	-	4	5	2	6	1	-	7	-	43
Total Trains Delayed	338	456	96	212	123	424	548	175	628	223	241	435	554	4,453
Total Metra/PSA Delays	279	443	94	210	33	347	402	87	589	85	231	379	410	3,589
Total Foreign Carrier Delays	59	13	2	2	90	77	146	88	39	138	10	56	144	864

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Table 6.b: Train Delays by Cause and Line - YTD
January - November 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	156	-	0	-	50	123	92	81	58	138	14	65	238	1,016
Freight Interference - Peak	55	-	0	-	44	25	26	28	15	48	4	37	83	366
Primary	31	-	-	-	37	16	16	21	9	35	2	19	38	225
Secondary	24	-	0	-	7	9	9	7	6	13	2	19	45	141
Freight Interference - Off-Peak	101	-	-	-	6	98	66	53	44	90	10	28	155	651
Primary	80	-	-	-	6	63	45	47	34	66	6	21	118	485
Secondary	21	-	-	-	1	36	21	6	9	24	4	7	37	166
Signal/Switch Failure - Total	230	84	33	32	29	197	124	71	116	101	31	73	102	1,224
Signal/Switch Failure - Metra/PSA	139	84	33	32	3	155	101	40	115	36	31	55	88	914
Primary	97	55	25	24	3	91	72	30	87	25	18	28	41	596
Secondary	42	29	8	8	0	64	30	10	28	11	13	27	47	318
Signal/Switch Failure - Foreign	92	-	-	-	26	42	23	30	1	65	-	18	14	310
Primary	69	-	-	-	21	22	15	20	1	42	-	10	10	210
Secondary	23	-	-	-	5	20	7	10	-	22	-	8	5	100
Mechanical Failure - Total	202	31	7	6	6	158	94	33	199	38	101	113	117	1,105
Mechanical Failure - Metra/PSA	200	27	6	4	6	146	93	33	199	38	101	113	117	1,083
Non-Locomotive Equipment Issue - Metra/PSA	64	27	6	4	1	22	14	5	25	11	30	35	50	294
Primary	28	8	2	1	1	12	7	3	12	7	17	18	23	140
Secondary	36	19	3	3	0	10	7	2	13	4	13	17	27	154
Locomotive Issue - Metra/PSA	136	0	-	-	5	124	79	28	174	27	70	78	67	789
Primary	40	-	-	-	3	38	31	9	55	13	24	25	23	261
Secondary	96	0	-	-	2	87	48	19	119	14	46	53	45	528
Mechanical Failure - Foreign	2	4	1	2	0	12	1	1	-	-	-	-	-	22
Passenger Train Interference - Total	26	8	3	4	11	34	5	11	5	32	0	2	4	144
Passenger Train Interference - Metra/PSA	2	5	2	1	0	23	2	10	4	2	0	2	4	58
Passenger Train Interference - Foreign	23	3	1	2	11	11	2	1	1	30	-	-	1	86
Accident - Total	97	37	8	12	4	43	49	14	30	16	52	91	48	500
Accident - Metra/PSA	87	24	6	12	1	35	45	11	26	9	51	83	30	420
Accident - Foreign	10	13	2	-	2	9	4	3	4	7	1	7	17	80
Track Work - Total	184	70	14	41	12	100	38	12	106	15	62	67	73	795
Track Work - Metra/PSA	167	70	14	41	12	99	36	11	106	12	62	67	73	771
Track Work - Foreign	17	-	-	-	-	1	2	0	-	3	-	-	-	23
Human Error - Total	178	34	14	18	21	114	61	27	76	38	61	62	76	781
Human Error - Metra/PSA	104	33	14	18	4	69	42	13	74	16	48	43	53	530
Human Error - Foreign	74	1	-	1	18	46	19	14	1	22	13	20	22	251
PTC Related - Total	33	3	2	2	0	3	1	1	33	3	31	26	37	174
PTC Related - Metra/PSA	31	3	2	2	-	3	1	1	33	1	31	25	36	169
PTC Related - Foreign	2	-	-	-	0	-	-	-	-	1	-	1	1	6
Weather - Total	156	99	35	41	4	91	67	19	115	13	82	112	57	890
Weather - Metra/PSA	156	99	35	41	4	88	67	19	114	11	82	112	56	885
Weather - Foreign	0	-	-	-	0	2	0	-	0	1	-	-	1	6
Passenger Related - Total	107	90	15	19	1	133	102	10	126	7	120	154	150	1,032
Obstruction/Debris - Total	109	31	12	32	5	50	43	18	66	34	31	78	82	591
Catenary Failure - Total	-	34	9	19	-	-	-	-	-	-	-	-	-	61
Other - Total	7	2	3	3	0	6	7	2	6	3	5	6	5	53
Total Trains Delayed	1,485	524	154	227	144	1,053	683	297	935	437	590	848	989	8,367
Total Metra/PSA Delays	1,106	503	150	222	37	807	540	167	869	170	562	737	694	6,564
Total Foreign Carrier Delays	380	21	4	5	108	246	143	130	66	267	28	111	295	1,803

Data for current month is final (12/19/2019) 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 - November 2020 Compared to Average January - November 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	(129)	-	(0)	-	(7)	(86)	34	(63)	(33)	(67)	(5)	(43)	(112)	(512)
Freight Interference - Peak	(49)	-	(0)	-	(1)	(17)	(5)	(15)	(11)	(8)	2	(29)	(45)	(179)
Primary	(25)	-	-	-	4	(9)	5	(12)	(5)	(3)	2	(11)	(9)	(64)
Secondary	(24)	-	(0)	-	(5)	(8)	(9)	(3)	(6)	(5)	(0)	(19)	(36)	(115)
Freight Interference - Off-Peak	(80)	-	-	-	(6)	(69)	39	(48)	(23)	(59)	(7)	(14)	(67)	(334)
Primary	(60)	-	-	-	(6)	(37)	42	(43)	(15)	(44)	(5)	(11)	(54)	(232)
Secondary	(20)	-	-	-	(1)	(33)	(3)	(5)	(7)	(15)	(2)	(3)	(13)	(102)
Signal/Switch Failure - Total	(198)	(49)	(6)	(3)	(14)	(102)	(59)	(2)	(25)	(58)	(20)	(38)	(61)	(636)
Signal/Switch Failure - Metra/PSA	(118)	(49)	(6)	(3)	(1)	(71)	(37)	(27)	(30)	(18)	(21)	(31)	(49)	(463)
Primary	(82)	(28)	(7)	-	(1)	(27)	(15)	(20)	(24)	(13)	(8)	(12)	(12)	(249)
Secondary	(36)	(21)	1	(3)	(0)	(44)	(23)	(7)	(6)	(5)	(13)	(19)	(37)	(214)
Signal/Switch Failure - Foreign	(81)	-	-	-	(13)	(31)	(22)	26	5	(40)	1	(7)	(12)	(173)
Primary	(58)	-	-	-	(8)	(14)	(14)	34	4	(24)	-	1	(9)	(88)
Secondary	(23)	-	-	-	(5)	(17)	(7)	(8)	1	(15)	1	(8)	(4)	(85)
Mechanical Failure - Total	(135)	(17)	(2)	(4)	(3)	(99)	(28)	(21)	(151)	(22)	(72)	(81)	(70)	(705)
Mechanical Failure - Metra/PSA	(133)	(24)	(3)	(3)	(3)	(94)	(27)	(21)	(151)	(22)	(72)	(81)	(70)	(704)
Non-Locomotive Equipment Issue - Metra/PSA	(34)	(24)	(3)	(3)	(1)	(6)	(3)	(1)	(15)	3	(9)	(24)	(30)	(150)
Primary	(15)	(6)	(0)	(0)	(1)	(7)	(1)	0	(9)	3	(3)	(11)	(6)	(57)
Secondary	(19)	(18)	(2)	(3)	(0)	1	(2)	(1)	(6)	(0)	(6)	(13)	(24)	(93)
Locomotive Issue - Metra/PSA	(99)	(0)	-	-	(2)	(88)	(24)	(20)	(136)	(25)	(62)	(57)	(40)	(554)
Primary	(24)	-	-	-	(0)	(24)	(8)	(7)	(32)	(11)	(18)	(18)	(8)	(150)
Secondary	(75)	(0)	-	-	(2)	(65)	(16)	(13)	(104)	(14)	(44)	(39)	(33)	(404)
Mechanical Failure - Foreign	(2)	7	1	(1)	(0)	(5)	(1)	(1)	-	-	-	-	-	(1)
Passenger Train Interference - Total	(25)	(7)	(3)	(3)	(8)	(23)	(3)	(7)	(4)	(28)	(0)	6	(3)	(107)
Passenger Train Interference - Metra/PSA	(2)	(5)	(2)	(1)	(0)	(14)	(0)	(6)	(4)	(1)	(0)	6	(3)	(33)
Passenger Train Interference - Foreign	(22)	(2)	(1)	(1)	(8)	(9)	(2)	(1)	-	(27)	-	-	(1)	(74)
Accident - Total	(74)	(36)	(8)	(1)	(4)	(19)	(21)	(14)	(23)	(9)	(46)	(53)	15	(292)
Accident - Metra/PSA	(70)	(24)	(6)	(1)	(1)	(15)	(26)	(11)	(20)	(2)	(45)	(48)	26	(243)
Accident - Foreign	(4)	(12)	(2)	-	(2)	(5)	5	(3)	(3)	(7)	(1)	(4)	(10)	(49)
Track Work - Total	(126)	5	(10)	(15)	(7)	(73)	(14)	(11)	(20)	17	(33)	(53)	(45)	(386)
Track Work - Metra/PSA	(109)	5	(10)	(15)	(11)	(74)	(12)	(10)	(21)	2	(33)	(54)	(45)	(388)
Track Work - Foreign	(17)	-	-	-	4	1	(2)	(0)	1	15	-	1	-	3
Human Error - Total	(125)	4	(6)	(4)	(8)	(50)	(13)	(9)	(11)	(26)	(24)	(3)	(47)	(323)
Human Error - Metra/PSA	(64)	5	(6)	(4)	0	(18)	(4)	0	(9)	(11)	(11)	(1)	(33)	(155)
Human Error - Foreign	(61)	(1)	-	(1)	(9)	(33)	(9)	(9)	(1)	(15)	(13)	(3)	(13)	(168)
PTC Related - Total	(29)	34	5	18	29	26	44	21	14	21	(7)	(5)	11	183
PTC Related - Metra/PSA	(28)	34	5	18	11	25	44	12	10	10	(7)	(5)	12	141
PTC Related - Foreign	(1)	-	-	-	18	1	-	9	4	12	-	0	(1)	41
Weather - Total	(134)	(20)	(14)	(11)	2	(62)	(6)	(5)	(35)	(5)	(37)	(27)	(12)	(365)
Weather - Metra/PSA	(134)	(20)	(14)	(11)	2	(59)	(6)	(5)	(35)	(4)	(37)	(28)	(11)	(363)
Weather - Foreign	(0)	-	-	-	(0)	(2)	(0)	-	1	(0)	-	1	(1)	(3)
Passenger Related - Total	(89)	(21)	(8)	(18)	1	(113)	(64)	(10)	(64)	(6)	(104)	(116)	(96)	(706)
Obstruction/Debris - Total	(78)	43	(4)	25	(1)	(25)	(3)	(3)	44	(30)	4	(2)	(10)	(40)
Catenary Failure - Total	-	(6)	(1)	(8)	-	-	-	-	-	-	-	-	-	(14)
Other - Total	(5)	3	(2)	7	(0)	(2)	(2)	0	0	(2)	(5)	1	(5)	(10)
Total Trains Delayed	(1,147)	(68)	(58)	(15)	(21)	(629)	(135)	(122)	(307)	(214)	(349)	(413)	(435)	(3,914)
Total Metra/PSA Delays	-827	-60	-56	-12	-4	-460	-138	-80	-280	-85	-331	-358	-284	-2,975
Total Foreign Carrier Delays	-321	-8	-2	-3	-18	-169	3	-42	-27	-129	-18	-55	-151	-939

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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 - Nov	
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51		504	11.3%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18		187	4.2%
Primary	13	10	13	6	3	12	22	27	19	18	18		161	3.6%
Secondary	6	3	7	-	-	-	2	6	1	1	-		26	0.6%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33		317	7.1%
Primary	26	31	26	11	8	18	30	28	24	23	28		253	5.7%
Secondary	10	8	12	1	1	7	9	7	2	2	5		64	1.4%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50		588	13.2%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48		451	10.1%
Primary	52	46	28	18	20	29	39	28	23	23	41		347	7.8%
Secondary	18	31	8	2	4	6	12	1	7	8	7		104	2.3%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2		137	3.1%
Primary	15	61	10	2	6	9	4	3	6	4	2		122	2.7%
Secondary	2	8	1	-	1	-	1	-	1	1	-		15	0.3%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10		400	9.0%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10		379	8.5%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4		144	3.2%
Primary	12	16	5	4	3	3	10	4	9	13	4		83	1.9%
Secondary	17	29	6	2	1	-	1	-	1	4	-		61	1.4%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6		235	5.3%
Primary	16	18	15	5	7	6	10	10	8	14	2		111	2.5%
Secondary	48	29	11	4	2	2	2	7	14	1	4		124	2.8%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-		21	0.5%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3		37	0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2		25	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		208	4.7%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27		177	4.0%
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		409	9.2%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40		383	8.6%
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		458	10.3%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24		375	8.4%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5		83	1.9%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35		357	8.0%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29		310	7.0%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6		47	1.1%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93		525	11.8%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93		522	11.7%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-		3	0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12		326	7.3%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75		551	12.4%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-		47	1.1%
Other - Total	11	8	3	3	1	-	5	2	3	6	1		43	1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429		4,453	100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361		3,589	80.6%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68		864	19.4%

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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 - Nov	
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	1,023	9.9%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	359	3.5%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	225	2.2%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	134	1.3%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	664	6.4%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	455	4.4%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	209	2.0%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	1,534	14.8%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	1,155	11.2%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	786	7.6%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	369	3.6%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	379	3.7%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	268	2.6%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	111	1.1%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	1,171	11.3%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	1,152	11.1%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	331	3.2%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	154	1.5%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	177	1.7%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	821	7.9%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	263	2.5%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	558	5.4%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	19	0.2%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	137	1.3%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	37	0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	100	1.0%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	566	5.5%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	373	3.6%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	193	1.9%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	841	8.1%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	824	8.0%
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	1,023	9.9%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	647	6.3%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	376	3.6%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	635	6.1%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	613	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	1,651	16.0%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,645	15.9%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	1,011	9.8%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	707	6.8%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	10	0.1%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	36	0.3%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	10,345	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	8,205	79.3%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	2,140	20.7%

Data for current month is final (12/19/2019) 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
November 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	2	4	0	3	3	6	4	2	7	3	0	11	3	48
11-15	3	3	0	0	1	5	7	0	9	3	2	4	3	40
16-20	3	1	0	0	3	4	3	0	0	0	1	1	1	17
21+	2	3	1	1	2	4	1	0	0	2	4	11	12	43
Annulled	<u>1</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>7</u>	<u>16</u>
Sub-Total	11	13	2	4	9	19	17	2	16	9	7	29	26	164
Weekday Off-Peak **														
6-10	2	11	1	3	0	2	11	0	19	2	4	8	5	68
11-15	1	4	1	2	0	6	7	0	6	0	1	7	4	39
16-20	0	4	0	0	0	3	4	0	6	1	1	2	4	25
21+	0	9	1	5	0	2	7	0	7	0	4	10	28	73
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>8</u>	<u>14</u>
Sub-Total	3	28	3	10	0	13	30	0	38	3	13	29	49	219
Saturday														
6-10	0	3	0	1	0	2	0	0	0	0	2	1	2	11
11-15	0	0	0	0	0	0	0	0	0	0	2	0	3	5
16-20	0	0	0	0	0	0	0	0	0	0	0	1	1	3
21+	1	0	0	0	0	3	1	0	2	0	0	1	1	9
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	3	0	1	0	6	1	0	2	0	4	3	7	28
Sunday-Holiday														
6-10	3	1	0	0	0	1	0	0	0	0	1	3	0	9
11-15	1	0	0	0	0	1	0	0	0	0	0	0	2	4
16-20	0	0	0	0	0	1	0	0	0	0	0	0	1	2
21+	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	4	2	0	2	0	3	0	0	0	0	1	3	3	18
November 2020 Total														
6-10	7	19	1	7	3	11	15	2	26	5	7	23	10	136
11-15	5	7	1	2	1	12	14	0	15	3	5	11	12	88
16-20	3	5	0	0	3	9	7	0	6	1	2	4	7	47
21+	3	12	2	8	2	9	9	0	9	2	8	22	41	127
Annulled	<u>1</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>15</u>	<u>31</u>
TOTAL	19	46	5	17	9	41	48	2	56	12	25	64	85	429
2020 Year-to-Date														
6-10	123	214	50	81	53	181	225	81	337	97	82	151	150	1,825
11-15	70	59	12	21	27	81	128	36	120	50	51	75	121	851
16-20	43	46	5	14	21	43	66	20	58	19	22	40	69	466
21+	44	81	16	46	22	81	96	37	81	45	45	131	161	886
Annulled	<u>58</u>	<u>56</u>	<u>13</u>	<u>50</u>	<u>0</u>	<u>38</u>	<u>33</u>	<u>1</u>	<u>32</u>	<u>12</u>	<u>41</u>	<u>38</u>	<u>53</u>	<u>425</u>
TOTAL	338	456	96	212	123	424	548	175	628	223	241	435	554	4,453
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
November 2020 Total														
6-10	36.8%	41.3%	20.0%	41.2%	33.3%	26.8%	31.3%	100.0%	46.4%	41.7%	28.0%	35.9%	11.8%	31.7%
11-15	26.3%	15.2%	20.0%	11.8%	11.1%	29.3%	29.2%	0.0%	26.8%	25.0%	20.0%	17.2%	14.1%	20.5%
16-20	15.8%	10.9%	0.0%	0.0%	33.3%	22.0%	14.6%	0.0%	10.7%	8.3%	8.0%	6.3%	8.2%	11.0%
21+	15.8%	26.1%	40.0%	47.1%	22.2%	22.0%	18.8%	0.0%	16.1%	16.7%	32.0%	34.4%	48.2%	29.6%
Annulled	<u>5.3%</u>	<u>6.5%</u>	<u>20.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>6.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.3%</u>	<u>12.0%</u>	<u>6.3%</u>	<u>17.6%</u>	<u>7.2%</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%
2020 Year-to-Date Delays By Duration														
6-10	36.4%	46.9%	52.1%	38.2%	43.1%	42.7%	41.1%	46.3%	53.7%	43.5%	34.0%	34.7%	27.1%	41.0%
11-15	20.7%	12.9%	12.5%	9.9%	22.0%	19.1%	23.4%	20.6%	19.1%	22.4%	21.2%	17.2%	21.8%	19.1%
16-20	12.7%	10.1%	5.2%	6.6%	17.1%	10.1%	12.0%	11.4%	9.2%	8.5%	9.1%	9.2%	12.5%	10.5%
21+	13.0%	17.8%	16.7%	21.7%	17.9%	19.1%	17.5%	21.1%	12.9%	20.2%	18.7%	30.1%	29.1%	19.9%
Annulled	<u>17.2%</u>	<u>12.3%</u>	<u>13.5%</u>	<u>23.6%</u>	<u>0.0%</u>	<u>9.0%</u>	<u>6.0%</u>	<u>0.6%</u>	<u>5.1%</u>	<u>5.4%</u>	<u>17.0%</u>	<u>8.7%</u>	<u>9.6%</u>	<u>9.5%</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%

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

Data for most recent month is final (12/17/2020) version from TOPS.