# On-Time Performance

## March 2020

**Metra**

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This report presents an analysis of March 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. Metra has continued to operate regularly scheduled weekday service on the HC Line as well as all normal weekend service.

Under the alternate schedule, Metra is running 374 scheduled revenue trains each weekday, which is a reduction of about 46 percent from Metra's normal weekday service of 692 scheduled revenue trains. As a result, the total number of Metra revenue trains operated in March 2020 is about 10 percent lower than in March 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 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**
**March 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** | | 994 | 22 | 97.8% | 748 | 16 | 97.9% | 1,742 | 38 | 97.8% | 120 | 6 | 95.0% | 100 | 5 | 95.0% | 1,962 | 49 | 97.5% |
| | | | | | | | | | | | | | | | | | | | |
| **Elec** | -ML | 716 | 2 | 99.7% | 857 | 16 | 98.1% | 1,573 | 18 | 98.9% | 160 | 11 | 93.1% | 100 | 2 | 98.0% | 1,833 | 31 | 98.3% |
| | -BI | 216 | 1 | 99.5% | 259 | 2 | 99.2% | 475 | 3 | 99.4% | 32 | 5 | 84.4% | | -- | | 507 | 8 | 98.4% |
| | -SC | 244 | 1 | 99.6% | 647 | 10 | 98.5% | 891 | 11 | 98.8% | 128 | 10 | 92.2% | 100 | 2 | 98.0% | 1,119 | 23 | 97.9% |
| | Subtotal | 1,176 | 4 | 99.7% | 1,763 | 28 | 98.4% | 2,939 | 32 | 98.9% | 320 | 26 | 91.9% | 200 | 4 | 98.0% | 3,459 | 62 | 98.2% |
| | | | | | | | | | | | | | | | | | | | |
| **Heritage** | | 132 | 14 | 89.4% | 22 | 3 | 86.4% | 154 | 17 | 89.0% | | -- | | | -- | | 154 | 17 | 89.0% |
| | | | | | | | | | | | | | | | | | | | |
| **Milw** | -N | 488 | 4 | 99.2% | 653 | 14 | 97.9% | 1,141 | 18 | 98.4% | 80 | 12 | 85.0% | 90 | 1 | 98.9% | 1,311 | 31 | 97.6% |
| | -W | 496 | 12 | 97.6% | 598 | 25 | 95.8% | 1,094 | 37 | 96.6% | 96 | 6 | 93.8% | 90 | 3 | 96.7% | 1,280 | 46 | 96.4% |
| | Subtotal | 984 | 16 | 98.4% | 1,251 | 39 | 96.9% | 2,235 | 55 | 97.5% | 176 | 18 | 89.8% | 180 | 4 | 97.8% | 2,591 | 77 | 97.0% |
| | | | | | | | | | | | | | | | | | | | |
| **NCS** | | 184 | 9 | 95.1% | 214 | 9 | 95.8% | 398 | 18 | 95.5% | | -- | | | -- | | 398 | 18 | 95.5% |
| | | | | | | | | | | | | | | | | | | | |
| **RI** | | 617 | 9 | 98.5% | 669 | 20 | 97.0% | 1,286 | 29 | 97.7% | 132 | 8 | 93.9% | 140 | 3 | 97.9% | 1,558 | 40 | 97.4% |
| | | | | | | | | | | | | | | | | | | | |
| **SWS** | | 214 | 3 | 98.6% | 376 | 11 | 97.1% | 590 | 14 | 97.6% | 24 | 1 | 95.8% | | -- | | 614 | 15 | 97.6% |
| | | | | | | | | | | | | | | | | | | | |
| **UP** | -N | 527 | 9 | 98.3% | 775 | 13 | 98.3% | 1,302 | 22 | 98.3% | 104 | 2 | 98.1% | 90 | 0 | 100.0% | 1,496 | 24 | 98.4% |
| | -NW | 607 | 15 | 97.5% | 620 | 10 | 98.4% | 1,227 | 25 | 98.0% | 136 | 3 | 97.8% | 105 | 1 | 99.0% | 1,468 | 29 | 98.0% |
| | -W | 489 | 7 | 98.6% | 634 | 17 | 97.3% | 1,123 | 24 | 97.9% | 80 | 1 | 98.8% | 90 | 3 | 96.7% | 1,293 | 28 | 97.8% |
| | Subtotal | 1,623 | 31 | 98.1% | 2,029 | 40 | 98.0% | 3,652 | 71 | 98.1% | 320 | 6 | 98.1% | 285 | 4 | 98.6% | 4,257 | 81 | 98.1% |
| **System** | | 5,924 | 108 | 98.2% | 7,072 | 166 | 97.7% | 12,996 | 274 | 97.9% | 1,092 | 65 | 94.0% | 905 | 20 | 97.8% | 14,993 | 359 | 97.6% |

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

Delays data for most recent month is final (04/16/2020) version from TOPS.

## Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
## January - March 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** | | 3,346 | 98 | 97.1% | 2,470 | 58 | 97.7% | 5,816 | 156 | 97.3% | 390 | 19 | 95.1% | 280 | 10 | 96.4% | 6,486 | 185 | 97.1% |
| **Elec** | -ML | 2,480 | 62 | 97.5% | 2,621 | 64 | 97.6% | 5,101 | 126 | 97.5% | 520 | 21 | 96.0% | 280 | 6 | 97.9% | 5,901 | 153 | 97.4% |
| | -BI | 762 | 19 | 97.5% | 847 | 12 | 98.6% | 1,609 | 31 | 98.1% | 144 | 10 | 93.1% | 40 | 3 | 92.5% | 1,793 | 44 | 97.5% |
| | -SC | 790 | 12 | 98.5% | 1,949 | 33 | 98.3% | 2,739 | 45 | 98.4% | 416 | 20 | 95.2% | 280 | 2 | 99.3% | 3,435 | 67 | 98.0% |
| | Subtotal | 4,032 | 93 | 97.7% | 5,417 | 109 | 98.0% | 9,449 | 202 | 97.9% | 1,080 | 51 | 95.3% | 600 | 11 | 98.2% | 11,129 | 264 | 97.6% |
| **Heritage** | | 384 | 37 | 90.4% | 64 | 6 | 90.6% | 448 | 43 | 90.4% | | -- | | | -- | | 448 | 43 | 90.4% |
| **Milw** | -N | 1,580 | 86 | 94.6% | 2,207 | 85 | 96.1% | 3,787 | 171 | 95.5% | 260 | 19 | 92.7% | 252 | 7 | 97.2% | 4,299 | 197 | 95.4% |
| | -W | 1,630 | 75 | 95.4% | 1,900 | 105 | 94.5% | 3,530 | 180 | 94.9% | 312 | 33 | 89.4% | 252 | 6 | 97.6% | 4,094 | 219 | 94.7% |
| | Subtotal | 3,210 | 161 | 95.0% | 4,107 | 190 | 95.4% | 7,317 | 351 | 95.2% | 572 | 52 | 90.9% | 504 | 13 | 97.4% | 8,393 | 416 | 95.0% |
| **NCS** | | 562 | 71 | 87.4% | 676 | 51 | 92.5% | 1,238 | 122 | 90.1% | | -- | | | -- | | 1,238 | 122 | 90.1% |
| **RI** | | 2,129 | 128 | 94.0% | 2,013 | 127 | 93.7% | 4,142 | 255 | 93.8% | 443 | 29 | 93.5% | 406 | 22 | 94.6% | 4,991 | 306 | 93.9% |
| **SWS** | | 676 | 21 | 96.9% | 1,174 | 56 | 95.2% | 1,850 | 77 | 95.8% | 78 | 5 | 93.6% | | -- | | 1,928 | 82 | 95.7% |
| **UP** | -N | 1,787 | 27 | 98.5% | 2,455 | 32 | 98.7% | 4,242 | 59 | 98.6% | 338 | 6 | 98.2% | 252 | 8 | 96.8% | 4,832 | 73 | 98.5% |
| | -NW | 1,993 | 90 | 95.5% | 1,964 | 47 | 97.6% | 3,957 | 137 | 96.5% | 442 | 8 | 98.2% | 294 | 6 | 98.0% | 4,693 | 151 | 96.8% |
| | -W | 1,623 | 55 | 96.6% | 1,978 | 62 | 96.9% | 3,601 | 117 | 96.8% | 260 | 2 | 99.2% | 252 | 8 | 96.8% | 4,113 | 127 | 96.9% |
| | Subtotal | 5,403 | 172 | 96.8% | 6,397 | 141 | 97.8% | 11,800 | 313 | 97.3% | 1,040 | 16 | 98.5% | 798 | 22 | 97.2% | 13,638 | 351 | 97.4% |
| **System** | | 19,742 | 781 | 96.0% | 22,318 | 738 | 96.7% | 42,060 | 1,519 | 96.4% | 3,603 | 172 | 95.2% | 2,588 | 78 | 97.0% | 48,251 | 1,769 | 96.3% |

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

Delays data for most recent month is final (04/16/2020) 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-Mar | 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 | 92.7% | 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 | 94.3% | 94.0% |
| | **2017** | 95.9 | 95.6 | 96.2 | 96.3 | 95.4 | 93.7 | 96.2 | 94.4 | 92.7 | 93.8 | 91.8 | 92.1 | 95.9% | 94.5% |
| | **2018** | 89.6 | 91.6 | 92.7 | 94.2 | 90.5 | 92.2 | 91.6 | 92.7 | 92.0 | 92.4 | 92.5 | 95.1 | 91.3% | 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 | 93.2% | 95.0% |
| | **2020** | 97.3 | 96.6 | 97.5 | | | | | | | | | | 97.1% | 97.1% |
| **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 | 93.5% | 94.0% |
| **Electric** | **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 | 96.7% | 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 | 98.5% | 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 | 97.6% | 98.1% |
| | **2018** | 97.7 | 97.2 | 99.1 | 99.0 | 99.2 | 97.7 | 98.2 | 98.6 | 98.6 | 98.2 | 97.7 | 95.9 | 98.0% | 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 | 95.7% | 98.0% |
| | **2020** | 97.5 | 97.3 | 98.2 | | | | | | | | | | 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 | 97.4% | 98.0% |
| **Heritage** | **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 | 92.9% | 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 | 93.7% | 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 | 95.1% | 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 | 83.7% | 87.9% |
| | **2020** | 90.9 | 91.4 | 89.0 | | | | | | | | | | 90.4% | 90.4% |
| **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 | 90.8% | 91.0% |
| **Milw - 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 | 91.2% | 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 | 95.1% | 94.6% |
| | **2017** | 95.3 | 95.6 | 96.5 | 96.1 | 95.9 | 93.4 | 88.4 | 93.1 | 90.4 | 93.9 | 94.8 | 92.4 | 95.8% | 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 | 92.2% | 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 | 89.5% | 91.9% |
| | **2020** | 93.3 | 95.7 | 97.6 | | | | | | | | | | 95.4% | 95.4% |
| **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 | 92.8% | 93.6% |
| **Milw - 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 | 93.8% | 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 | 94.6% | 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 | 95.8% | 95.5% |
| | **2018** | 94.7 | 91.3 | 96.3 | 97.7 | 95.8 | 96.5 | 97.4 | 96.6 | 96.4 | 95.7 | 93.2 | 96.6 | 94.2% | 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 | 93.6% | 95.1% |
| | **2020** | 95.8 | 91.7 | 96.4 | | | | | | | | | | 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 | 94.4% | 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 | 89.8% | 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 | 93.1% | 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 | 93.2% | 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 | 92.0% | 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 | 91.4% | 94.3% |
| | **2020** | 92.7 | 82.0 | 95.5 | | | | | | | | | | 90.1% | 90.1% |
| **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 | 91.9% | 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-Mar | 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 | 97.3% | 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 | 94.9% | 96.1% |
| | 2017 | 95.2 | 97.1 | 97.8 | 98.0 | 94.6 | 96.0 | 95.3 | 95.2 | 95.7 | 95.9 | 94.0 | 92.8 | 96.7% | 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 | 92.8% | 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 | 91.3% | 92.0% |
| | 2020 | 92.0 | 92.6 | 97.4 | | | | | | | | | | 93.9% | 93.9% |
| 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 | 94.6% | 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 | 93.4% | 94.5% |
| | 2016 | 95.6 | 97.2 | 97.8 | 95.6 | 91.9 | 95.3 | 94.1 | 93.3 | 91.6 | 97.4 | 96.6 | 96.2 | 96.9% | 95.2% |
| | 2017 | 96.2 | 94.1 | 96.4 | 97.3 | 92.8 | 97.1 | 97.1 | 94.3 | 96.3 | 93.7 | 90.1 | 93.8 | 95.6% | 94.9% |
| | 2018 | 93.9 | 90.5 | 92.0 | 95.4 | 92.4 | 87.1 | 91.9 | 92.7 | 94.8 | 93.6 | 93.1 | 95.2 | 92.2% | 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 | 91.7% | 93.0% |
| | 2020 | 95.6 | 94.1 | 97.6 | | | | | | | | | | 95.7% | 95.7% |
| 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 | 97.6% | 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 | 97.5% | 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 | 97.6% | 97.2% |
| | 2018 | 97.6 | 94.2 | 97.1 | 97.4 | 97.6 | 97.2 | 97.7 | 96.6 | 97.4 | 96.8 | 94.2 | 94.8 | 96.4% | 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 | 92.3% | 95.3% |
| | 2020 | 98.5 | 98.6 | 98.4 | | | | | | | | | | 98.5% | 98.5% |
| 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 | 96.3% | 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 | 95.2% | 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 | 97.7% | 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 | 97.2% | 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 | 94.2% | 94.9% |
| | 2019 | 90.3 | 89.9 | 94.8 | 93.4 | 95.7 | 94.7 | 90.7 | 93.4 | 96.7 | 92.1 | 88.6 | 95.4 | 91.7% | 93.0% |
| | 2020 | 96.3 | 96.1 | 98.0 | | | | | | | | | | 96.8% | 96.8% |
| 2015-2019 average | | 95.0 | 93.6 | 96.9 | 95.9 | 96.3 | 94.6 | 93.4 | 95.4 | 95.7 | 95.7 | 93.2 | 95.2 | 95.2% | 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 | 93.8% | 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 | 96.2% | 95.1% |
| | 2017 | 95.0 | 96.5 | 96.1 | 92.9 | 93.8 | 92.4 | 94.8 | 94.3 | 94.7 | 92.9 | 94.8 | 90.7 | 95.8% | 94.1% |
| | 2018 | 92.3 | 89.0 | 94.4 | 92.8 | 88.9 | 93.9 | 91.6 | 89.9 | 92.9 | 92.2 | 91.2 | 88.5 | 92.0% | 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 | 86.3% | 92.3% |
| | 2020 | 94.9 | 98.2 | 97.8 | | | | | | | | | | 96.9% | 96.9% |
| 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 | 92.8% | 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 | 94.9% | 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 | 96.4% | 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 | 96.6% | 95.8% |
| | 2018 | 94.2 | 92.3 | 95.9 | 96.3 | 94.5 | 94.6 | 95.6 | 95.3 | 95.4 | 95.5 | 93.6 | 94.6 | 94.2% | 94.8% |
| | 2019 | 91.8 | 88.2 | 96.3 | 96.1 | 95.3 | 95.8 | 93.2 | 95.3 | 95.9 | 95.7 | 93.6 | 96.7 | 92.2% | 94.6% |
| | 2020 | 95.9 | 95.6 | 97.6 | | | | | | | | | | 96.3% | 96.3% |
| 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 | 94.9% | 95.5% |

Delays data for most recent month is final (04/16/2020) 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**
**March 2020**

| Line | Train | Date | Minutes Late | Delay Code | Delay Explanation |
|------|-------|------|--------------|------------|-------------------|
| BNSF | 1251 | Mon, Mar 09 | 7 | GT1 | Delayed at Aurora by 1288 waiting for a spot on the platform. Code failure at Union Avenue |
| **80% OT** | | Thu, Mar 12 | 8 | ZR1 | Delayed by 1288 who had to do a departure test for PTC before being able to depart Aurora. Student engineer was running 1288. |
| | | Mon, Mar 16 | 20 | H1 | Delay due to 1288 having mechanical problems and blocking the platform. |
| HC | 918 | Wed, Mar 04 | 41 | ZN | As discussed at the 9:00 AM meeting, the delay was due to CN giving late paper work related to PTC. |
| **82% OT** | | Wed, Mar 11 | 36 | ZN | (PTC BACK OFFICE/SOFTWARE) - PTC ON BOARD NOT AGREEING WITH WAYSIDE FROM STATEVILLE TO ROMEOVILLE, ALSO 5M DELAY AT CP-CANAL FOR TRAFFIC |
| | | Thu, Mar 12 | 8 | D | (GENERAL FREIGHT INTERFERENCE) - X-TRAFFIC, UP EAST MNPAH, 5600 |
| | | Mon, Mar 16 | 24 | ZD | issues setting up ptc |
| ELML | 118 | Fri, Mar 06 | 7 | CO | (SCHEDULED WIRE WORK) - 8M HW WAITING ON ME 115 TO CLEAR SINGLE TRACK |
| **80% OT** | | Thu, Mar 12 | 6 | CH | Contractor work - 6M HW WAITING ON ME115 TO CLEAR SINGLE TRACK |
| | | Fri, Mar 13 | 6 | CH | scheduled track work - riverdale substation conversion work |
| MW | 2249 | Fri, Mar 13 | 10 | U1 | 8 min late turn from 2248, 5 min slow passengers. |
| **80% OT** | | Tue, Mar 17 | 7 | J | 5 min CUS late turn from 2248, 7 min crew had passenger removed at Western Ave. |
| | | Wed, Mar 18 | 7 | I1 | 7 min late, 5 min CUS late turn 2248 (late passenger handling) |
| MW | 2254 | Thu, Mar 05 | 8 | U1 | 5 min late turn from 2249, 5 min passenger loading. |
| **53% OT** | | Tue, Mar 10 | 11 | VE1 | 11 MIN LATE. 5 MIN LATE TURN FROM 2249, 5 MIN LOCO 85 (not geared well for acceleration), 5 MIN SLOW PASSENGER LOADING also were not lined up at A5 |
| | | Thu, Mar 12 | 16 | D | 15" STOP SIGNAL B-17; 6" LATE TURN FROM #2249 |
| | | Fri, Mar 13 | 9 | U1 | 9 min late, late turn from 2249. |
| | | Tue, Mar 17 | 24 | D | 24 min late, 6 min late turn from 2249, 25 min Blocked by CP G-47 switching at Mahar lumber. |
| | | Wed, Mar 18 | 9 | I1 | 9 min late, 6 min late turn from 2249, 5 min used 1 main from Galewood B-6. |
| | | Thu, Mar 19 | 10 | I1 | 6 min late turn from 2249, 5 min used 1 main from Galewood-B6 |
| UPNW | 604 | Mon, Mar 02 | 0 | XKD | ANNULLED DUE TO METX168 TRACTION MOTOR NUMBER 2 WAS STUCK AND GRINDING (UNABLE TO MOVE ENGINE). traction motor housing was struck by large debris |
| **80% OT** | | Mon, Mar 09 | 8 | D | DELAYED @ CN @ BARRINGTON ON ACCT. OF FREIGHT INTERFERENCE (Q11851-03) |
| | | Wed, Mar 11 | 25 | KP | DELAYED 25" ACCOUNT HELD AT EDISON PARK. DISPATCHER RECEIVED INITIAL CALL FROM RMCC TO STOP ALL TRAFFIC DUE TO AUTO STUCK ON TRACKS AT HARLEM AVE MP 11.55. AFTER ARRIVAL OF TRACK INSPECTOR IT WAS DISCOVERED NO CAR STUCK ON TRACKS BUT MINOR ACCIDENT NEAR T |
| UPNW | 614 | Mon, Mar 02 | 6 | N | WAITED FOR M610 TO CLEAR ON ACCT. OF SIGNAL ISSUES @ CRYSTAL LAKE JUNCTION (RED SIGNAL 426) & XH @ MP42.53 (CHANGED OUT INSULATED JOINT ON MCHENRY TRACK CIRCUIT) comed power outage |
| **80% OT** | | Mon, Mar 09 | 6 | G | SIGNAL @ MP21.4 WENT DARK (RESTRICTED SPEED TO NEXT SIGNAL); RESTRICTED SPEED THROUGH BARRINGTON YARD LIMITS. |
| | | Thu, Mar 19 | 8 | C | RED SIGNAL AT MP7, RESTRICTED SPEED TO CY. |
| UPNW | 636 | Mon, Mar 09 | 7 | D1 | DELAYED ON ACCT. OF M632 AHEAD @ CRYSTAL LATE JUNCTION. |
| **82% OT** | | Wed, Mar 11 | 8 | D1 | WAIT FOR M632 TO CLEAR AT CRYSTAL LAKE JUNCTION DEPARTING 10" LATE FROM MCHENRY. Waiting on freight. |
| | | Thu, Mar 19 | 12 | C | SINGLE TRACKING DUE TO BROKEN RAIL AT MP51.61. |
| | | Wed, Mar 25 | 12 | RF | RED SIGNAL AT CN, NO CROSS TRAFFIC |

Data is final (04/16/2020) 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
## March 2020

| Cause Category | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| **Freight Interference - Total** | **2** | **-** | **-** | **-** | **5** | **4** | **12** | **2** | **5** | **7** | **8** | **3** | **10** | **58** |
| Freight Interference - Peak | - | - | - | - | 5 | 1 | 1 | 1 | - | 1 | 6 | 1 | 4 | 20 |
| *Primary* | *-* | *-* | *-* | *-* | *4* | *1* | *1* | *-* | *-* | *1* | *4* | *1* | *1* | *13* |
| *Secondary* | *-* | *-* | *-* | *-* | *1* | *-* | *-* | *1* | *-* | *-* | *2* | *-* | *3* | *7* |
| Freight Interference - Off-Peak | 2 | - | - | - | - | 3 | 11 | 1 | 5 | 6 | 2 | 2 | 6 | 38 |
| *Primary* | *2* | *-* | *-* | *-* | *-* | *3* | *7* | *1* | *4* | *4* | *-* | *-* | *5* | *26* |
| *Secondary* | *-* | *-* | *-* | *-* | *-* | *-* | *4* | *-* | *1* | *2* | *2* | *2* | *1* | *12* |
| **Signal/Switch Failure - Total** | **8** | **1** | **1** | **6** | **-** | **10** | **6** | **4** | **4** | **2** | **-** | **2** | **3** | **47** |
| Signal/Switch Failure - Metra/PSA | 6 | 1 | 1 | 6 | - | 6 | 6 | 2 | 4 | - | - | 1 | 3 | 36 |
| *Primary* | *4* | *1* | *1* | *6* | *-* | *4* | *4* | *-* | *4* | *-* | *-* | *1* | *3* | *28* |
| *Secondary* | *2* | *-* | *-* | *-* | *-* | *2* | *2* | *2* | *-* | *-* | *-* | *-* | *-* | *8* |
| Signal/Switch Failure - Foreign | 2 | - | - | - | - | 4 | - | 2 | - | 2 | - | 1 | - | 11 |
| *Primary* | *2* | *-* | *-* | *-* | *-* | *4* | *-* | *1* | *-* | *2* | *-* | *1* | *-* | *10* |
| *Secondary* | *-* | *-* | *-* | *-* | *-* | *-* | *-* | *1* | *-* | *-* | *-* | *-* | *-* | *1* |
| **Mechanical Failure - Total** | **5** | **-** | **-** | **-** | **-** | **4** | **9** | **5** | **5** | **1** | **6** | **-** | **2** | **37** |
| Mechanical Failure - Metra/PSA | 5 | - | - | - | - | 4 | 9 | 5 | 5 | 1 | 6 | - | 2 | 37 |
| Non-Locomotive Equipment Issue - Metra/PSA | 4 | - | - | - | - | - | - | - | - | 1 | 5 | - | 1 | 11 |
| *Primary* | *1* | *-* | *-* | *-* | *-* | *-* | *-* | *-* | *-* | *1* | *2* | *-* | *1* | *5* |
| *Secondary* | *3* | *-* | *-* | *-* | *-* | *-* | *-* | *-* | *-* | *-* | *3* | *-* | *-* | *6* |
| Locomotive Issue - Metra/PSA | 1 | - | - | - | - | 4 | 9 | 5 | 5 | - | 1 | - | 1 | 26 |
| *Primary* | *1* | *-* | *-* | *-* | *-* | *2* | *5* | *2* | *3* | *-* | *1* | *-* | *1* | *15* |
| *Secondary* | *-* | *-* | *-* | *-* | *-* | *2* | *4* | *3* | *2* | *-* | *-* | *-* | *-* | *11* |
| Mechanical Failure - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Passenger Train Interference - Total** | **-** | **-** | **-** | **-** | **-** | **-** | **1** | **-** | **-** | **1** | **-** | **-** | **-** | **2** |
| Passenger Train Interference - Metra/PSA | - | - | - | - | - | - | 1 | - | - | 1 | - | - | - | 2 |
| Passenger Train Interference - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Accident - Total** | **5** | **-** | **-** | **6** | **-** | **4** | **5** | **-** | **-** | **-** | **-** | **-** | **-** | **20** |
| Accident - Metra/PSA | 5 | - | - | 6 | - | - | 2 | - | - | - | - | - | - | 13 |
| Accident - Foreign | - | - | - | - | - | 4 | 3 | - | - | - | - | - | - | 7 |
| **Track Work - Total** | **10** | **7** | **-** | **1** | **2** | **5** | **-** | **-** | **3** | **2** | **1** | **5** | **2** | **38** |
| Track Work - Metra/PSA | 10 | 7 | - | 1 | - | 5 | - | - | 3 | - | 1 | 5 | 2 | 34 |
| Track Work - Foreign | - | - | - | - | 2 | - | - | - | - | 2 | - | - | - | 4 |
| **Human Error - Total** | **13** | **1** | **2** | **-** | **1** | **2** | **3** | **5** | **7** | **1** | **4** | **3** | **-** | **42** |
| Human Error - Metra/PSA | 12 | 1 | 2 | - | 1 | 2 | 3 | 5 | 7 | - | 4 | 2 | - | 39 |
| Human Error - Foreign | 1 | - | - | - | - | - | - | - | - | 1 | - | 1 | - | 3 |
| **PTC Related - Total** | **1** | **5** | **-** | **-** | **7** | **-** | **-** | **1** | **2** | **1** | **1** | **1** | **2** | **21** |
| PTC Related - Metra/PSA | 1 | 5 | - | - | - | - | - | 1 | 2 | 1 | 1 | 1 | 2 | 14 |
| PTC Related - Foreign | - | - | - | - | 7 | - | - | - | - | - | - | - | - | 7 |
| **Weather - Total** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **2** | **-** | **2** | **-** | **-** | **4** |
| Weather - Metra/PSA | - | - | - | - | - | - | - | - | 2 | - | 2 | - | - | 4 |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **Passenger Related - Total** | **3** | **5** | **-** | **-** | **-** | **2** | **10** | **-** | **5** | **-** | **1** | **7** | **4** | **37** |
| **Obstruction/Debris - Total** | **2** | **-** | **-** | **2** | **2** | **-** | **-** | **1** | **7** | **-** | **1** | **5** | **5** | **25** |
| **Catenary Failure - Total** | **-** | **12** | **5** | **8** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **25** |
| **Other - Total** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **3** | **-** | **3** |
| **Total Trains Delayed** | **49** | **31** | **8** | **23** | **17** | **31** | **46** | **18** | **40** | **15** | **24** | **29** | **28** | **359** |
| Total Metra/PSA Delays | 44 | 31 | 8 | 23 | 3 | 19 | 31 | 14 | 35 | 3 | 16 | 24 | 18 | 269 |
| Total Foreign Carrier Delays | 5 | 0 | 0 | 0 | 14 | 12 | 15 | 4 | 5 | 12 | 8 | 5 | 10 | 90 |

Data for current month is final (04/16/2020) version of TOPS

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

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

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

Top 2 causes for each line and the system are shaded

| Cause Category | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| **Freight Interference - Total** | **15** | **-** | **-** | **-** | **5** | **8** | **9** | **7** | **4** | **15** | **2** | **8** | **24** | **96** |
| Freight Interference - Peak | 6 | - | - | - | 5 | 1 | 2 | 2 | 1 | 7 | 0 | 4 | 7 | 35 |
| *Primary* | *2* | *-* | *-* | *-* | *3* | *1* | *2* | *2* | *0* | *5* | *-* | *2* | *4* | *21* |
| *Secondary* | *4* | *-* | *-* | *-* | *1* | *0* | *1* | *-* | *1* | *2* | *0* | *2* | *3* | *14* |
| Freight Interference - Off-Peak | 9 | - | - | - | 0 | 7 | 7 | 5 | 3 | 8 | 1 | 4 | 17 | 62 |
| *Primary* | *7* | *-* | *-* | *-* | *0* | *5* | *6* | *5* | *2* | *6* | *1* | *3* | *14* | *49* |
| *Secondary* | *2* | *-* | *-* | *-* | *-* | *3* | *1* | *0* | *1* | *1* | *1* | *1* | *3* | *13* |
| **Signal/Switch Failure - Total** | **10** | **10** | **4** | **2** | **1** | **10** | **14** | **9** | **8** | **7** | **4** | **4** | **4** | **89** |
| Signal/Switch Failure - Metra/PSA | 10 | 10 | 4 | 2 | 0 | 9 | 13 | 5 | 8 | 2 | 4 | 2 | 3 | 73 |
| *Primary* | *3* | *5* | *3* | *1* | *0* | *5* | *10* | *3* | *6* | *1* | *2* | *2* | *2* | *45* |
| *Secondary* | *6* | *5* | *1* | *1* | *-* | *4* | *3* | *1* | *2* | *1* | *2* | *0* | *0* | *28* |
| Signal/Switch Failure - Foreign | - | - | - | - | 1 | 1 | 1 | 4 | - | 5 | - | 2 | 2 | 16 |
| *Primary* | *-* | *-* | *-* | *-* | *1* | *1* | *1* | *3* | *-* | *2* | *-* | *2* | *1* | *11* |
| *Secondary* | *-* | *-* | *-* | *-* | *-* | *0* | *0* | *2* | *-* | *3* | *-* | *0* | *0* | *5* |
| **Mechanical Failure - Total** | **13** | **1** | **0** | **0** | **1** | **17** | **11** | **3** | **18** | **2** | **8** | **11** | **14** | **99** |
| Mechanical Failure - Metra/PSA | 13 | 1 | 0 | 0 | 0 | 17 | 11 | 3 | 18 | 2 | 8 | 11 | 14 | 98 |
| Non-Locomotive Equipment Issue - Metra/PSA | 6 | 1 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 1 | 2 | 3 | 9 | 28 |
| *Primary* | *2* | *1* | *0* | *0* | *0* | *1* | *0* | *1* | *0* | *1* | *1* | *1* | *3* | *12* |
| *Secondary* | *4* | *0* | *-* | *-* | *0* | *2* | *0* | *0* | *1* | *-* | *1* | *1* | *6* | *16* |
| Locomotive Issue - Metra/PSA | 7 | - | - | - | - | 14 | 10 | 2 | 16 | 1 | 6 | 8 | 5 | 70 |
| *Primary* | *2* | *-* | *-* | *-* | *-* | *4* | *3* | *1* | *4* | *1* | *2* | *3* | *2* | *21* |
| *Secondary* | *5* | *-* | *-* | *-* | *-* | *10* | *8* | *2* | *12* | *1* | *4* | *5* | *3* | *49* |
| Mechanical Failure - Foreign | - | - | - | - | 0 | 0 | - | - | - | - | - | - | - | 1 |
| **Passenger Train Interference - Total** | **1** | **0** | **-** | **-** | **1** | **2** | **0** | **1** | **0** | **2** | **-** | **-** | **-** | **7** |
| Passenger Train Interference - Metra/PSA | 1 | 0 | - | - | 0 | 1 | - | 1 | - | 0 | - | - | - | 4 |
| Passenger Train Interference - Foreign | 0 | 0 | - | - | 1 | 1 | 0 | - | 0 | 1 | - | - | - | 4 |
| **Accident - Total** | **21** | **3** | **1** | **0** | **-** | **3** | **2** | **0** | **0** | **2** | **5** | **10** | **1** | **48** |
| Accident - Metra/PSA | 20 | 3 | 1 | 0 | - | 3 | 2 | 0 | - | 1 | 5 | 10 | 1 | 46 |
| Accident - Foreign | 1 | - | - | - | - | - | - | - | 0 | 1 | - | - | - | 1 |
| **Track Work - Total** | **4** | **4** | **1** | **2** | **0** | **5** | **4** | **2** | **2** | **1** | **3** | **1** | **3** | **33** |
| Track Work - Metra/PSA | 4 | 4 | 1 | 2 | 0 | 4 | 4 | 2 | 2 | 1 | 3 | 1 | 3 | 32 |
| Track Work - Foreign | - | - | - | - | - | 1 | - | 0 | - | - | - | - | - | 1 |
| **Human Error - Total** | **11** | **1** | **1** | **1** | **1** | **11** | **8** | **4** | **4** | **3** | **5** | **4** | **6** | **58** |
| Human Error - Metra/PSA | 7 | 1 | 1 | 1 | - | 8 | 6 | 3 | 4 | 1 | 5 | 2 | 2 | 41 |
| Human Error - Foreign | 4 | - | - | - | 1 | 2 | 2 | 0 | - | 1 | 1 | 1 | 3 | 17 |
| **PTC Related - Total** | **3** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **3** | **0** | **4** | **1** | **4** | **15** |
| PTC Related - Metra/PSA | 2 | - | - | - | - | - | - | - | 3 | - | 4 | 1 | 4 | 14 |
| PTC Related - Foreign | 1 | - | - | - | - | - | - | - | - | 0 | - | - | 0 | 1 |
| **Weather - Total** | **5** | **3** | **1** | **1** | **0** | **3** | **6** | **1** | **2** | **0** | **2** | **1** | **2** | **27** |
| Weather - Metra/PSA | 5 | 3 | 1 | 1 | 0 | 3 | 6 | 1 | 2 | - | 2 | 1 | 2 | 27 |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | 0 | - | - | - | 0 |
| **Passenger Related - Total** | **7** | **5** | **1** | **1** | **-** | **10** | **9** | **1** | **7** | **1** | **5** | **8** | **14** | **69** |
| **Obstruction/Debris - Total** | **6** | **1** | **0** | **2** | **-** | **6** | **3** | **1** | **6** | **1** | **4** | **3** | **3** | **36** |
| **Catenary Failure - Total** | **-** | **2** | **0** | **1** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **3** |
| **Other - Total** | **-** | **0** | **0** | **-** | **-** | **2** | **0** | **-** | **-** | **1** | **-** | **0** | **0** | **4** |
| **Total Trains Delayed** | **95** | **31** | **10** | **10** | **9** | **76** | **68** | **28** | **54** | **34** | **43** | **51** | **75** | **584** |
| Total Metra/PSA Delays | 74 | 31 | 10 | 10 | 1 | 63 | 55 | 16 | 50 | 10 | 41 | 39 | 46 | 446 |
| Total Foreign Carrier Delays | 21 | 0 | 0 | 0 | 8 | 14 | 13 | 12 | 4 | 23 | 2 | 12 | 29 | 139 |

Data for current month is final (04/26/2019) 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 5.c: Train Delays by Cause and Line
## March 2020 Compared to Average March Over Previous Five Years: 2015-2019

| Cause Category | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| **Freight Interference - Total** | **(13)** | **-** | **-** | **-** | **-** | **(4)** | **3** | **(5)** | **1** | **(8)** | **6** | **(5)** | **(14)** | **(38)** |
| Freight Interference - Peak | (6) | - | - | - | 0 | 0 | (1) | (1) | (1) | (6) | 6 | (3) | (3) | (15) |
| *Primary* | *(2)* | *-* | *-* | *-* | *1* | *0* | *(1)* | *(2)* | *(0)* | *(4)* | *4* | *(1)* | *(3)* | *(8)* |
| *Secondary* | *(4)* | *-* | *-* | *-* | *(0)* | *(0)* | *(1)* | *1* | *(1)* | *(2)* | *2* | *(2)* | *0* | *(7)* |
| Freight Interference - Off-Peak | (7) | - | - | - | (0) | (4) | 4 | (4) | 2 | (2) | 1 | (2) | (11) | (24) |
| *Primary* | *(5)* | *-* | *-* | *-* | *(0)* | *(2)* | *1* | *(4)* | *2* | *(2)* | *(1)* | *(3)* | *(9)* | *(23)* |
| *Secondary* | *(2)* | *-* | *-* | *-* | *-* | *(3)* | *3* | *(0)* | *0* | *1* | *1* | *1* | *(2)* | *(1)* |
| **Signal/Switch Failure - Total** | **(2)** | **(9)** | **(3)** | **4** | **(1)** | **(0)** | **(8)** | **(5)** | **(4)** | **(5)** | **(4)** | **(2)** | **(1)** | **(42)** |
| Signal/Switch Failure - Metra/PSA | (4) | (9) | (3) | 4 | (0) | (3) | (7) | (3) | (4) | (2) | (4) | (1) | 0 | (37) |
| *Primary* | *1* | *(4)* | *(2)* | *5* | *(0)* | *(1)* | *(6)* | *(3)* | *(2)* | *(1)* | *(2)* | *(1)* | *1* | *(17)* |
| *Secondary* | *(4)* | *(5)* | *(1)* | *(1)* | *-* | *(2)* | *(1)* | *1* | *(2)* | *(1)* | *(2)* | *(0)* | *(0)* | *(20)* |
| Signal/Switch Failure - Foreign | 2 | - | - | - | (1) | 3 | (1) | (2) | - | (3) | - | (1) | (2) | (5) |
| *Primary* | *2* | *-* | *-* | *-* | *(1)* | *3* | *(1)* | *(2)* | *-* | *(0)* | *-* | *(1)* | *(1)* | *(1)* |
| *Secondary* | *-* | *-* | *-* | *-* | *-* | *(0)* | *-* | *(1)* | *-* | *(3)* | *-* | *(0)* | *(0)* | *(4)* |
| **Mechanical Failure - Total** | **(8)** | **(1)** | **(0)** | **(0)** | **(1)** | **(13)** | **(2)** | **2** | **(13)** | **(1)** | **(2)** | **(11)** | **(12)** | **(62)** |
| Mechanical Failure - Metra/PSA | (8) | (1) | (0) | (0) | (0) | (13) | (2) | 2 | (13) | (1) | (2) | (11) | (12) | (61) |
| Non-Locomotive Equipment Issue - Metra/PSA | (2) | (1) | (0) | (0) | (0) | (3) | (1) | (1) | (2) | 0 | 3 | (3) | (8) | (17) |
| *Primary* | *(1)* | *(1)* | *(0)* | *(0)* | *(0)* | *(1)* | *(0)* | *(1)* | *(0)* | *0* | *1* | *(1)* | *(2)* | *(7)* |
| *Secondary* | *(1)* | *(0)* | *-* | *-* | *(0)* | *(2)* | *(0)* | *(0)* | *(1)* | *-* | *2* | *(1)* | *(6)* | *(10)* |
| Locomotive Issue - Metra/PSA | (6) | - | - | - | - | (10) | (1) | 3 | (11) | (1) | (5) | (8) | (4) | (44) |
| *Primary* | *(1)* | *-* | *-* | *-* | *-* | *(2)* | *2* | *1* | *(1)* | *(1)* | *(1)* | *(3)* | *(1)* | *(6)* |
| *Secondary* | *(5)* | *-* | *-* | *-* | *-* | *(8)* | *(4)* | *1* | *(10)* | *(1)* | *(4)* | *(5)* | *(3)* | *(38)* |
| Mechanical Failure - Foreign | - | - | - | - | (0) | (0) | - | - | - | - | - | - | - | (1) |
| **Passenger Train Interference - Total** | **(1)** | **(0)** | **-** | **-** | **(1)** | **(2)** | **1** | **(1)** | **(0)** | **(1)** | **-** | **-** | **-** | **(5)** |
| Passenger Train Interference - Metra/PSA | (1) | (0) | - | - | (0) | (1) | 1 | (1) | - | 1 | - | - | - | (2) |
| Passenger Train Interference - Foreign | (0) | (0) | - | - | (1) | (1) | (0) | - | (0) | (1) | - | - | - | (4) |
| **Accident - Total** | **(16)** | **(3)** | **(1)** | **6** | **-** | **1** | **3** | **(0)** | **(0)** | **(2)** | **(5)** | **(10)** | **(1)** | **(28)** |
| Accident - Metra/PSA | (15) | (3) | (1) | 6 | - | (3) | - | (0) | - | (1) | (5) | (10) | (1) | (33) |
| Accident - Foreign | (1) | - | - | - | - | 4 | 3 | - | (0) | (1) | - | - | - | 6 |
| **Track Work - Total** | **6** | **3** | **(1)** | **(1)** | **2** | **-** | **(4)** | **(2)** | **1** | **1** | **(2)** | **4** | **(1)** | **5** |
| Track Work - Metra/PSA | 6 | 3 | (1) | (1) | (0) | 1 | (4) | (2) | 1 | (1) | (2) | 4 | (1) | 2 |
| Track Work - Foreign | - | - | - | - | 2 | (1) | - | (0) | - | 2 | - | - | - | 3 |
| **Human Error - Total** | **2** | **0** | **1** | **(1)** | **-** | **(9)** | **(5)** | **1** | **3** | **(2)** | **(1)** | **(1)** | **(6)** | **(16)** |
| Human Error - Metra/PSA | 5 | 0 | 1 | (1) | 1 | (6) | (3) | 2 | 3 | (1) | (1) | (0) | (2) | (2) |
| Human Error - Foreign | (3) | - | - | - | (1) | (2) | (2) | (0) | - | (0) | (1) | (0) | (3) | (14) |
| **PTC Related - Total** | **(2)** | **5** | **-** | **-** | **7** | **-** | **-** | **1** | **(1)** | **1** | **(3)** | **0** | **(2)** | **6** |
| PTC Related - Metra/PSA | (1) | 5 | - | - | - | - | - | 1 | (1) | 1 | (3) | 0 | (2) | - |
| PTC Related - Foreign | (1) | - | - | - | 7 | - | - | - | - | (0) | - | - | (0) | 6 |
| **Weather - Total** | **(5)** | **(3)** | **(1)** | **(1)** | **(0)** | **(3)** | **(6)** | **(1)** | **-** | **(0)** | **(0)** | **(1)** | **(2)** | **(23)** |
| Weather - Metra/PSA | (5) | (3) | (1) | (1) | (0) | (3) | (6) | (1) | - | - | (0) | (1) | (2) | (23) |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | (0) | - | - | - | (0) |
| **Passenger Related - Total** | **(4)** | **0** | **(1)** | **(1)** | **-** | **(8)** | **1** | **(1)** | **(2)** | **(1)** | **(4)** | **(1)** | **(10)** | **(32)** |
| **Obstruction/Debris - Total** | **(4)** | **(1)** | **(0)** | **-** | **2** | **(6)** | **(3)** | **(0)** | **1** | **(1)** | **(3)** | **2** | **2** | **(11)** |
| **Catenary Failure - Total** | **-** | **10** | **5** | **7** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **22** |
| **Other - Total** | **-** | **(0)** | **(0)** | **-** | **-** | **(2)** | **(0)** | **-** | **-** | **(1)** | **-** | **3** | **(0)** | **(1)** |
| **Total Trains Delayed** | **(46)** | **0** | **(2)** | **13** | **8** | **(45)** | **(22)** | **(10)** | **(14)** | **(19)** | **(19)** | **(22)** | **(47)** | **(225)** |
| Total Metra/PSA Delays | -30 | 0 | -2 | 13 | 2 | -44 | -24 | -2 | -15 | -7 | -25 | -15 | -28 | -177 |
| Total Foreign Carrier Delays | -16 | 0 | 0 | 0 | 6 | -2 | 2 | -8 | 1 | -11 | 6 | -7 | -19 | -49 |

Data for current month is final (04/16/2020) version of TOPS

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

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

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

## Table 6.a: Train Delays by Cause and Line - YTD
### January - March 2020

Top 2 causes for each line and the system are shaded

| Cause Category | BNSF | Electric ML | Electric BI | Electric SC | HER | Milw N | Milw W | NCS | RI | SWS | Union Pacific N | Union Pacific NW | Union Pacific W | SYSTEM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Freight Interference - Total** | 8 | - | - | - | 11 | 10 | 51 | 8 | 11 | 22 | 8 | 6 | 30 | 165 |
| Freight Interference - Peak | - | - | - | - | 11 | 2 | 6 | 5 | 1 | 4 | 6 | 3 | 14 | 52 |
| *Primary* | - | - | - | - | *9* | *2* | *6* | *1* | *1* | *2* | *4* | *3* | *8* | *36* |
| *Secondary* | - | - | - | - | *2* | - | - | *4* | - | *2* | *2* | - | *6* | *16* |
| Freight Interference - Off-Peak | 8 | - | - | - | - | 8 | 45 | 3 | 10 | 18 | 2 | 3 | 16 | 113 |
| *Primary* | *8* | - | - | - | - | *5* | *35* | *3* | *8* | *12* | - | *1* | *11* | *83* |
| *Secondary* | - | - | - | - | - | *3* | *10* | - | *2* | *6* | *2* | *2* | *5* | *30* |
| **Signal/Switch Failure - Total** | 18 | 4 | 9 | 15 | 5 | 40 | 21 | 64 | 59 | 24 | 3 | 14 | 4 | 280 |
| Signal/Switch Failure - Metra/PSA | 9 | 4 | 9 | 15 | 1 | 33 | 21 | 8 | 57 | 9 | 2 | 11 | 4 | 183 |
| *Primary* | *7* | *3* | *6* | *14* | *1* | *21* | *16* | *6* | *36* | *5* | *2* | *5* | *4* | *126* |
| *Secondary* | *2* | *1* | *3* | *1* | - | *12* | *5* | *2* | *21* | *4* | - | *6* | - | *57* |
| Signal/Switch Failure - Foreign | 9 | - | - | - | 4 | 7 | - | 56 | 2 | 15 | 1 | 3 | - | 97 |
| *Primary* | *9* | - | - | - | *4* | *5* | - | *54* | *2* | *9* | - | *3* | - | *86* |
| *Secondary* | - | - | - | - | - | *2* | - | *2* | - | *6* | *1* | - | - | *11* |
| **Mechanical Failure - Total** | 49 | 12 | 4 | 2 | - | 43 | 43 | 8 | 30 | 11 | 13 | 13 | 14 | 242 |
| Mechanical Failure - Metra/PSA | 49 | 1 | 2 | 1 | - | 37 | 43 | 8 | 30 | 11 | 13 | 13 | 14 | 222 |
| Non-Locomotive Equipment Issue - Metra/PSA | 24 | 1 | 2 | 1 | - | 9 | 7 | - | 8 | 10 | 11 | 7 | 5 | 85 |
| *Primary* | *7* | *1* | *1* | *1* | - | *1* | *3* | - | *1* | *6* | *5* | *4* | *3* | *33* |
| *Secondary* | *17* | - | *1* | - | - | *8* | *4* | - | *7* | *4* | *6* | *3* | *2* | *52* |
| Locomotive Issue - Metra/PSA | 25 | - | - | - | - | 28 | 36 | 8 | 22 | 1 | 2 | 6 | 9 | 137 |
| *Primary* | *7* | - | - | - | - | *8* | *13* | *2* | *11* | *1* | *2* | *1* | *4* | *49* |
| *Secondary* | *18* | - | - | - | - | *20* | *23* | *6* | *11* | - | - | *5* | *5* | *88* |
| Mechanical Failure - Foreign | - | 11 | 2 | 1 | - | 6 | - | - | - | - | - | - | - | 20 |
| **Passenger Train Interference - Total** | - | 1 | - | 1 | 1 | 4 | 2 | 2 | 1 | 2 | - | - | - | 14 |
| Passenger Train Interference - Metra/PSA | - | - | - | - | - | 2 | 2 | 2 | - | 1 | - | - | - | 7 |
| Passenger Train Interference - Foreign | - | 1 | - | 1 | 1 | 2 | - | - | 1 | 1 | - | - | - | 7 |
| **Accident - Total** | 14 | 1 | - | 11 | - | 24 | 5 | - | 3 | 7 | - | 5 | 25 | 95 |
| Accident - Metra/PSA | 14 | - | - | 11 | - | 20 | 2 | - | 3 | 7 | - | 5 | 25 | 87 |
| Accident - Foreign | - | 1 | - | - | - | 4 | 3 | - | - | - | - | - | - | 8 |
| **Track Work - Total** | 34 | 11 | 1 | 3 | 2 | 14 | 4 | - | 26 | 6 | 8 | 5 | 11 | 125 |
| Track Work - Metra/PSA | 34 | 11 | 1 | 3 | - | 14 | 4 | - | 26 | - | 8 | 5 | 11 | 117 |
| Track Work - Foreign | - | - | - | - | 2 | - | - | - | - | 6 | - | - | - | 8 |
| **Human Error - Total** | 28 | 28 | 4 | 7 | 4 | 44 | 27 | 16 | 30 | 4 | 15 | 26 | 11 | 244 |
| Human Error - Metra/PSA | 23 | 28 | 4 | 7 | 2 | 38 | 23 | 12 | 30 | 1 | 15 | 22 | 11 | 216 |
| Human Error - Foreign | 5 | - | - | - | 2 | 6 | 4 | 4 | - | 3 | - | 4 | - | 28 |
| **PTC Related - Total** | 3 | 10 | 1 | - | 17 | 4 | 3 | 2 | 32 | 2 | 13 | 7 | 6 | 100 |
| PTC Related - Metra/PSA | 2 | 10 | 1 | - | 5 | 3 | 3 | 2 | 32 | 1 | 13 | 7 | 6 | 85 |
| PTC Related - Foreign | 1 | - | - | - | 12 | 1 | - | - | - | 1 | - | - | - | 15 |
| **Weather - Total** | 8 | 14 | 6 | 4 | - | 5 | 29 | 6 | 29 | 3 | 7 | 12 | 3 | 126 |
| Weather - Metra/PSA | 8 | 14 | 6 | 4 | - | 5 | 29 | 6 | 29 | 2 | 7 | 12 | 3 | 125 |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | 1 | - | - | - | 1 |
| **Passenger Related - Total** | 13 | 33 | 7 | 1 | 1 | 4 | 22 | - | 25 | - | 5 | 26 | 12 | 149 |
| **Obstruction/Debris - Total** | 9 | 12 | 4 | 6 | 2 | 4 | 12 | 14 | 54 | - | 1 | 32 | 11 | 161 |
| **Catenary Failure - Total** | - | 27 | 8 | 11 | - | - | - | - | - | - | - | - | - | 46 |
| **Other - Total** | 1 | - | - | 6 | - | 1 | - | 2 | 6 | 1 | - | 5 | - | 22 |
| **Total Trains Delayed** | 185 | 153 | 44 | 67 | 43 | 197 | 219 | 122 | 306 | 82 | 73 | 151 | 127 | 1,769 |
| Total Metra/PSA Delays | 162 | 140 | 42 | 65 | 11 | 161 | 161 | 54 | 292 | 33 | 64 | 138 | 97 | 1,420 |
| Total Foreign Carrier Delays | 23 | 13 | 2 | 2 | 32 | 36 | 58 | 68 | 14 | 49 | 9 | 13 | 30 | 349 |

Data for current month is final (04/16/2020) version of TOPS

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

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

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

Top 2 causes for each line and the system are shaded

| Cause Category | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| **Freight Interference - Total** | **41** | **-** | **-** | **-** | **14** | **39** | **30** | **22** | **19** | **37** | **4** | **23** | **74** | **303** |
| Freight Interference - Peak | 19 | - | - | - | 12 | 9 | 8 | 8 | 7 | 14 | 1 | 13 | 21 | 111 |
| *Primary* | *10* | *-* | *-* | *-* | *10* | *6* | *5* | *6* | *4* | *10* | *1* | *7* | *10* | *69* |
| *Secondary* | *9* | *-* | *-* | *-* | *2* | *3* | *3* | *2* | *2* | *4* | *0* | *5* | *11* | *42* |
| Freight Interference - Off-Peak | 22 | - | - | - | 2 | 30 | 22 | 14 | 13 | 23 | 3 | 10 | 53 | 193 |
| *Primary* | *16* | *-* | *-* | *-* | *2* | *19* | *16* | *12* | *9* | *17* | *2* | *7* | *42* | *141* |
| *Secondary* | *6* | *-* | *-* | *-* | *-* | *12* | *6* | *2* | *3* | *6* | *1* | *4* | *11* | *52* |
| **Signal/Switch Failure - Total** | **68** | **30** | **12** | **13** | **9** | **44** | **46** | **27** | **36** | **29** | **11** | **16** | **34** | **373** |
| Signal/Switch Failure - Metra/PSA | 39 | 30 | 12 | 13 | 2 | 32 | 39 | 15 | 35 | 7 | 11 | 10 | 27 | 271 |
| *Primary* | *24* | *19* | *8* | *11* | *1* | *18* | *27* | *9* | *25* | *5* | *5* | *7* | *10* | *171* |
| *Secondary* | *16* | *11* | *3* | *3* | *0* | *14* | *11* | *6* | *10* | *2* | *5* | *3* | *16* | *101* |
| Signal/Switch Failure - Foreign | 28 | - | - | - | 7 | 12 | 7 | 12 | 0 | 21 | - | 6 | 7 | 101 |
| *Primary* | *20* | *-* | *-* | *-* | *6* | *6* | *5* | *7* | *0* | *13* | *-* | *4* | *5* | *67* |
| *Secondary* | *8* | *-* | *-* | *-* | *1* | *5* | *2* | *5* | *-* | *8* | *-* | *2* | *2* | *34* |
| **Mechanical Failure - Total** | **58** | **7** | **3** | **2** | **2** | **62** | **34** | **13** | **55** | **8** | **33** | **30** | **40** | **348** |
| Mechanical Failure - Metra/PSA | 57 | 6 | 3 | 2 | 2 | 54 | 34 | 13 | 55 | 8 | 33 | 30 | 40 | 336 |
| Non-Locomotive Equipment Issue - Metra/PSA | 19 | 6 | 3 | 2 | 1 | 9 | 4 | 3 | 6 | 3 | 10 | 12 | 21 | 98 |
| *Primary* | *8* | *2* | *1* | *0* | *0* | *4* | *2* | *2* | *3* | *2* | *4* | *5* | *9* | *43* |
| *Secondary* | *11* | *4* | *2* | *1* | *0* | *5* | *2* | *1* | *3* | *1* | *6* | *8* | *12* | *56* |
| Locomotive Issue - Metra/PSA | 39 | - | - | - | 1 | 46 | 30 | 10 | 49 | 5 | 23 | 18 | 19 | 238 |
| *Primary* | *10* | *-* | *-* | *-* | *1* | *12* | *11* | *2* | *15* | *2* | *6* | *6* | *6* | *70* |
| *Secondary* | *29* | *-* | *-* | *-* | *0* | *34* | *19* | *7* | *34* | *3* | *17* | *12* | *13* | *168* |
| Mechanical Failure - Foreign | 1 | 1 | 0 | 0 | 0 | 8 | 0 | 1 | - | - | - | - | - | 12 |
| **Passenger Train Interference - Total** | **4** | **3** | **1** | **1** | **2** | **11** | **1** | **4** | **2** | **5** | **0** | **-** | **2** | **36** |
| Passenger Train Interference - Metra/PSA | 1 | 1 | 1 | 0 | 0 | 8 | 0 | 4 | 1 | 0 | 0 | - | 2 | 18 |
| Passenger Train Interference - Foreign | 4 | 1 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 5 | - | - | - | 18 |
| **Accident - Total** | **27** | **21** | **4** | **2** | **2** | **11** | **16** | **4** | **11** | **6** | **18** | **29** | **13** | **162** |
| Accident - Metra/PSA | 25 | 7 | 2 | 2 | 0 | 9 | 16 | 4 | 9 | 3 | 18 | 29 | 7 | 131 |
| Accident - Foreign | 1 | 13 | 2 | - | 1 | 2 | 0 | 0 | 2 | 3 | - | - | 6 | 31 |
| **Track Work - Total** | **26** | **13** | **2** | **5** | **2** | **12** | **7** | **4** | **6** | **3** | **6** | **6** | **6** | **99** |
| Track Work - Metra/PSA | 22 | 13 | 2 | 5 | 2 | 11 | 6 | 4 | 6 | 3 | 6 | 6 | 6 | 93 |
| Track Work - Foreign | 4 | - | - | - | - | 1 | 1 | 0 | - | - | - | - | - | 6 |
| **Human Error - Total** | **55** | **5** | **3** | **3** | **6** | **40** | **23** | **12** | **23** | **12** | **19** | **16** | **23** | **240** |
| Human Error - Metra/PSA | 28 | 5 | 3 | 3 | 1 | 24 | 13 | 6 | 23 | 2 | 17 | 12 | 18 | 155 |
| Human Error - Foreign | 27 | - | - | - | 4 | 16 | 11 | 6 | - | 10 | 1 | 4 | 5 | 85 |
| **PTC Related - Total** | **6** | **2** | **1** | **2** | **-** | **1** | **1** | **1** | **5** | **0** | **21** | **6** | **22** | **68** |
| PTC Related - Metra/PSA | 5 | 2 | 1 | 2 | - | 1 | 1 | 1 | 5 | - | 21 | 6 | 21 | 66 |
| PTC Related - Foreign | 1 | - | - | - | - | - | - | - | - | 0 | - | - | 1 | 2 |
| **Weather - Total** | **96** | **73** | **23** | **30** | **3** | **52** | **41** | **12** | **78** | **10** | **41** | **48** | **35** | **542** |
| Weather - Metra/PSA | 95 | 73 | 23 | 30 | 3 | 50 | 41 | 12 | 78 | 8 | 41 | 48 | 35 | 537 |
| Weather - Foreign | 0 | - | - | - | - | 2 | 0 | - | 0 | 1 | - | - | 0 | 5 |
| **Passenger Related - Total** | **17** | **18** | **5** | **4** | **0** | **26** | **23** | **4** | **25** | **2** | **22** | **24** | **40** | **209** |
| **Obstruction/Debris - Total** | **26** | **5** | **4** | **10** | **-** | **16** | **15** | **6** | **19** | **7** | **10** | **20** | **16** | **155** |
| **Catenary Failure - Total** | **-** | **9** | **2** | **4** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **15** |
| **Other - Total** | **5** | **0** | **1** | **0** | **-** | **2** | **2** | **0** | **2** | **1** | **1** | **4** | **1** | **19** |
| **Total Trains Delayed** | **429** | **187** | **62** | **76** | **39** | **317** | **238** | **109** | **279** | **119** | **186** | **223** | **305** | **2,569** |
| Total Metra/PSA Delays | 320 | 171 | 59 | 75 | 10 | 234 | 188 | 67 | 257 | 41 | 180 | 190 | 211 | 2,004 |
| Total Foreign Carrier Delays | 108 | 16 | 3 | 1 | 29 | 84 | 50 | 42 | 22 | 78 | 6 | 33 | 94 | 565 |

Data for current month is final (04/26/2019) 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 - March 2020 Compared to Average January - March Average Over Previous Five Years: 2015-2019

| Cause Category | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| **Freight Interference - Total** | (33) | - | - | - | (3) | (29) | 21 | (14) | (8) | (15) | 4 | (17) | (44) | (138) |
| Freight Interference - Peak | (19) | - | - | - | (1) | (7) | (2) | (3) | (6) | (10) | 5 | (10) | (7) | (59) |
| *Primary* | (10) | - | - | - | (1) | (4) | 1 | (5) | (3) | (8) | 3 | (4) | (2) | (33) |
| *Secondary* | (9) | - | - | - | - | (3) | (3) | 2 | (2) | (2) | 2 | (5) | (5) | (26) |
| Freight Interference - Off-Peak | (14) | - | - | - | (2) | (22) | 23 | (11) | (3) | (5) | (1) | (7) | (37) | (80) |
| *Primary* | (8) | - | - | - | (2) | (14) | 19 | (9) | (1) | (5) | (2) | (6) | (31) | (58) |
| *Secondary* | (6) | - | - | - | - | (9) | 4 | (2) | (2) | (0) | 1 | (2) | (6) | (22) |
| **Signal/Switch Failure - Total** | (50) | (26) | (3) | 2 | (4) | (4) | (25) | 37 | 23 | (5) | (8) | (2) | (30) | (93) |
| Signal/Switch Failure - Metra/PSA | (30) | (26) | (3) | 2 | (1) | 1 | (18) | (7) | 22 | 2 | (9) | 1 | (23) | (88) |
| *Primary* | (17) | (16) | (2) | 3 | (0) | 3 | (11) | (3) | 11 | (0) | (3) | (2) | (6) | (45) |
| *Secondary* | (14) | (10) | (0) | (2) | (0) | (2) | (6) | (4) | 11 | 2 | (5) | 3 | (6) | (44) |
| Signal/Switch Failure - Foreign | (19) | - | - | - | (3) | (5) | (7) | 44 | 2 | (6) | 1 | (3) | (7) | (4) |
| *Primary* | (11) | - | - | - | (2) | (1) | (5) | 47 | 2 | (4) | - | (1) | (5) | 19 |
| *Secondary* | (8) | - | - | - | (1) | (3) | (2) | (3) | - | (2) | 1 | (2) | (2) | (23) |
| **Mechanical Failure - Total** | (9) | 5 | 1 | 0 | (2) | (19) | 9 | (5) | (25) | 3 | (20) | (17) | (26) | (106) |
| Mechanical Failure - Metra/PSA | (8) | (5) | (1) | (1) | (2) | (17) | 9 | (5) | (25) | 3 | (20) | (17) | (26) | (114) |
| Non-Locomotive Equipment Issue - Metra/PSA | 5 | (5) | (1) | (1) | (1) | 0 | 3 | (3) | 2 | 7 | 1 | (5) | (16) | (13) |
| *Primary* | (1) | (1) | - | 1 | (0) | (3) | 1 | (2) | (2) | 4 | 1 | (1) | (6) | (10) |
| *Secondary* | 6 | (4) | (1) | (1) | (0) | 3 | 2 | (1) | 4 | 3 | - | (5) | (10) | (4) |
| Locomotive Issue - Metra/PSA | (14) | - | - | - | (1) | (18) | 6 | (2) | (27) | (4) | (21) | (12) | (10) | (101) |
| *Primary* | (3) | - | - | - | (1) | (4) | 2 | (0) | (4) | (1) | (4) | (5) | (2) | (21) |
| *Secondary* | (11) | - | - | - | (0) | (14) | 4 | (1) | (23) | (3) | (17) | (7) | (8) | (80) |
| Mechanical Failure - Foreign | (1) | 10 | 2 | 1 | (0) | (2) | (0) | (1) | - | - | - | - | - | 8 |
| **Passenger Train Interference - Total** | (4) | (2) | (1) | (0) | (1) | (7) | 1 | (2) | (1) | (3) | (0) | - | (2) | (22) |
| Passenger Train Interference - Metra/PSA | (1) | (1) | (1) | (0) | (0) | (6) | 2 | (2) | (1) | 1 | (0) | - | (2) | (11) |
| Passenger Train Interference - Foreign | (4) | (0) | (0) | - | (1) | (2) | (0) | (0) | 1 | (4) | | | | (11) |
| **Accident - Total** | (13) | (20) | (4) | 9 | (2) | 13 | (11) | (4) | (8) | 1 | (18) | (24) | 12 | (67) |
| Accident - Metra/PSA | (11) | (7) | (2) | 9 | (0) | 11 | (14) | (4) | (6) | 4 | (18) | (24) | 18 | (44) |
| Accident - Foreign | (1) | (12) | (2) | - | (1) | 2 | 3 | (0) | (2) | (3) | - | - | (6) | (23) |
| **Track Work - Total** | 8 | (2) | (1) | (2) | 0 | 2 | (3) | (4) | 20 | 3 | 2 | (1) | 5 | 26 |
| Track Work - Metra/PSA | 12 | (2) | (1) | (2) | (2) | 3 | (2) | (4) | 20 | (3) | 2 | (1) | 5 | 24 |
| Track Work - Foreign | (4) | - | - | - | 2 | (1) | (1) | (0) | - | 6 | - | - | - | 2 |
| **Human Error - Total** | (27) | 23 | 1 | 4 | (2) | 4 | 4 | 4 | 7 | (8) | (4) | 10 | (12) | 4 |
| Human Error - Metra/PSA | (5) | 23 | 1 | 4 | 1 | 14 | 10 | 6 | 7 | (1) | (2) | 10 | (7) | 61 |
| Human Error - Foreign | (22) | - | - | - | (2) | (10) | (7) | (2) | - | (7) | (1) | 0 | (5) | (57) |
| **PTC Related - Total** | (3) | 8 | 0 | (2) | 17 | 3 | 2 | 1 | 27 | 2 | (8) | 1 | (16) | 32 |
| PTC Related - Metra/PSA | (3) | 8 | 0 | (2) | 5 | 2 | 2 | 1 | 27 | 1 | (8) | 1 | (15) | 19 |
| PTC Related - Foreign | (0) | - | - | - | 12 | 1 | - | - | - | 1 | - | - | (1) | 13 |
| **Weather - Total** | (88) | (59) | (17) | (26) | (3) | (47) | (12) | (6) | (49) | (7) | (34) | (36) | (32) | (416) |
| Weather - Metra/PSA | (87) | (59) | (17) | (26) | (3) | (45) | (12) | (6) | (49) | (6) | (34) | (36) | (32) | (412) |
| Weather - Foreign | (0) | - | - | - | - | (2) | (0) | - | (0) | (0) | - | - | - | (4) |
| **Passenger Related - Total** | (4) | 15 | 2 | (3) | 1 | (22) | (1) | (4) | 0 | (2) | (17) | 2 | (28) | (60) |
| **Obstruction/Debris - Total** | (17) | 7 | (0) | (4) | 2 | (12) | (3) | 8 | 35 | (7) | (9) | 12 | (5) | 6 |
| **Catenary Failure - Total** | - | 18 | 6 | 7 | - | - | - | - | - | - | - | - | - | 31 |
| **Other - Total** | (4) | (0) | (1) | 6 | - | (1) | (2) | 2 | 4 | - | (1) | 1 | (1) | 3 |
| **Total Trains Delayed** | (244) | (34) | (18) | (9) | 4 | (120) | (19) | 13 | 27 | (37) | (113) | (72) | (178) | (800) |
| Total Metra/PSA Delays | -158 | -31 | -17 | -10 | 1 | -73 | -27 | -13 | 35 | -8 | -116 | -52 | -114 | -584 |
| Total Foreign Carrier Delays | -85 | -3 | -1 | 1 | 3 | -48 | 8 | 26 | -8 | -29 | 3 | -20 | -64 | -216 |

Data for current month is final (04/16/2020) version of TOPS

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

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

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

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

| Cause Category | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Mar | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Freight Interference - Total** | **55** | **52** | **58** | | | | | | | | | | **165** | **9.3%** |
| Freight Interference - Peak | 19 | 13 | 20 | | | | | | | | | | 52 | 2.9% |
| *Primary* | *13* | *10* | *13* | | | | | | | | | | *36* | *2.0%* |
| *Secondary* | *6* | *3* | *7* | | | | | | | | | | *16* | *0.9%* |
| Freight Interference - Off-Peak | 36 | 39 | 38 | | | | | | | | | | 113 | 6.4% |
| *Primary* | *26* | *31* | *26* | | | | | | | | | | *83* | *4.7%* |
| *Secondary* | *10* | *8* | *12* | | | | | | | | | | *30* | *1.7%* |
| **Signal/Switch Failure - Total** | **87** | **146** | **47** | | | | | | | | | | **280** | **15.8%** |
| Signal/Switch Failure - Metra/PSA | 70 | 77 | 36 | | | | | | | | | | 183 | 10.3% |
| *Primary* | *52* | *46* | *28* | | | | | | | | | | *126* | *7.1%* |
| *Secondary* | *18* | *31* | *8* | | | | | | | | | | *57* | *3.2%* |
| Signal/Switch Failure - Foreign | 17 | 69 | 11 | | | | | | | | | | 97 | 5.5% |
| *Primary* | *15* | *61* | *10* | | | | | | | | | | *86* | *4.9%* |
| *Secondary* | *2* | *8* | *1* | | | | | | | | | | *11* | *0.6%* |
| **Mechanical Failure - Total** | **99** | **106** | **37** | | | | | | | | | | **242** | **13.7%** |
| Mechanical Failure - Metra/PSA | 93 | 92 | 37 | | | | | | | | | | 222 | 12.5% |
| Non-Locomotive Equipment Issue - Metra/PSA | 29 | 45 | 11 | | | | | | | | | | 85 | 4.8% |
| *Primary* | *12* | *16* | *5* | | | | | | | | | | *33* | *1.9%* |
| *Secondary* | *17* | *29* | *6* | | | | | | | | | | *52* | *2.9%* |
| Locomotive Issue - Metra/PSA | 64 | 47 | 26 | | | | | | | | | | 137 | 7.7% |
| *Primary* | *16* | *18* | *15* | | | | | | | | | | *49* | *2.8%* |
| *Secondary* | *48* | *29* | *11* | | | | | | | | | | *88* | *5.0%* |
| Mechanical Failure - Foreign | 6 | 14 | - | | | | | | | | | | 20 | 1.1% |
| **Passenger Train Interference - Total** | **5** | **7** | **2** | | | | | | | | | | **14** | **0.8%** |
| Passenger Train Interference - Metra/PSA | 3 | 2 | 2 | | | | | | | | | | 7 | 0.4% |
| Passenger Train Interference - Foreign | 2 | 5 | - | | | | | | | | | | 7 | 0.4% |
| **Accident - Total** | **57** | **18** | **20** | | | | | | | | | | **95** | **5.4%** |
| Accident - Metra/PSA | 57 | 17 | 13 | | | | | | | | | | 87 | 4.9% |
| Accident - Foreign | - | 1 | 7 | | | | | | | | | | 8 | 0.5% |
| **Track Work - Total** | **41** | **46** | **38** | | | | | | | | | | **125** | **7.1%** |
| Track Work - Metra/PSA | 40 | 43 | 34 | | | | | | | | | | 117 | 6.6% |
| Track Work - Foreign | 1 | 3 | 4 | | | | | | | | | | 8 | 0.5% |
| **Human Error - Total** | **103** | **99** | **42** | | | | | | | | | | **244** | **13.8%** |
| Human Error - Metra/PSA | 97 | 80 | 39 | | | | | | | | | | 216 | 12.2% |
| Human Error - Foreign | 6 | 19 | 3 | | | | | | | | | | 28 | 1.6% |
| **PTC Related - Total** | **43** | **36** | **21** | | | | | | | | | | **100** | **5.7%** |
| PTC Related - Metra/PSA | 39 | 32 | 14 | | | | | | | | | | 85 | 4.8% |
| PTC Related - Foreign | 4 | 4 | 7 | | | | | | | | | | 15 | 0.8% |
| **Weather - Total** | **33** | **89** | **4** | | | | | | | | | | **126** | **7.1%** |
| Weather - Metra/PSA | 32 | 89 | 4 | | | | | | | | | | 125 | 7.1% |
| Weather - Foreign | 1 | - | - | | | | | | | | | | 1 | 0.1% |
| **Passenger Related - Total** | **57** | **55** | **37** | | | | | | | | | | **149** | **8.4%** |
| **Obstruction/Debris - Total** | **97** | **39** | **25** | | | | | | | | | | **161** | **9.1%** |
| **Catenary Failure - Total** | **21** | **-** | **25** | | | | | | | | | | **46** | **2.6%** |
| **Other - Total** | **11** | **8** | **3** | | | | | | | | | | **22** | **1.2%** |
| **Total Trains Delayed** | **709** | **701** | **359** | | | | | | | | | | **1,769** | **100.0%** |
| Total Metra/PSA Delays | 617 | 534 | 269 | | | | | | | | | | 1,420 | 80.3% |
| Total Foreign Carrier Delays | 92 | 167 | 90 | | | | | | | | | | 349 | 19.7% |

Data for current month is final (04/16/2020) version of TOPS

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

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

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

| Cause Category | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Mar | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Freight Interference - Total** | **100** | **141** | **102** | **75** | **75** | **91** | **124** | **88** | **65** | **70** | **92** | **47** | **343** | **9.1%** |
| Freight Interference - Peak | 38 | 52 | 39 | 25 | 29 | 39 | 34 | 37 | 21 | 20 | 25 | 7 | 129 | 3.4% |
| *Primary* | *27* | *33* | *25* | *17* | *20* | *20* | *16* | *19* | *16* | *15* | *17* | *7* | *85* | *2.3%* |
| *Secondary* | *11* | *19* | *14* | *8* | *9* | *19* | *18* | *18* | *5* | *5* | *8* | *-* | *44* | *1.2%* |
| Freight Interference - Off-Peak | 62 | 89 | 63 | 50 | 46 | 52 | 90 | 51 | 44 | 50 | 67 | 40 | 214 | 5.7% |
| *Primary* | *35* | *54* | *49* | *30* | *32* | *40* | *56* | *36* | *34* | *37* | *52* | *30* | *138* | *3.7%* |
| *Secondary* | *27* | *35* | *14* | *20* | *14* | *12* | *34* | *15* | *10* | *13* | *15* | *10* | *76* | *2.0%* |
| **Signal/Switch Failure - Total** | **127** | **276** | **103** | **140** | **168** | **82** | **147** | **103** | **92** | **76** | **220** | **64** | **506** | **13.5%** |
| Signal/Switch Failure - Metra/PSA | 91 | 203 | 66 | 92 | 126 | 63 | 106 | 82 | 86 | 64 | 176 | 52 | 360 | 9.6% |
| *Primary* | *76* | *139* | *54* | *63* | *79* | *50* | *73* | *51* | *52* | *42* | *107* | *39* | *269* | *7.2%* |
| *Secondary* | *15* | *64* | *12* | *29* | *47* | *13* | *33* | *31* | *34* | *22* | *69* | *13* | *91* | *2.4%* |
| Signal/Switch Failure - Foreign | 36 | 73 | 37 | 48 | 42 | 19 | 41 | 21 | 6 | 12 | 44 | 12 | 146 | 3.9% |
| *Primary* | *27* | *51* | *25* | *30* | *32* | *14* | *33* | *13* | *6* | *9* | *28* | *5* | *103* | *2.7%* |
| *Secondary* | *9* | *22* | *12* | *18* | *10* | *5* | *8* | *8* | *-* | *3* | *16* | *7* | *43* | *1.1%* |
| **Mechanical Failure - Total** | **127** | **134** | **84** | **82** | **117** | **132** | **98** | **130** | **71** | **125** | **71** | **81** | **345** | **9.2%** |
| Mechanical Failure - Metra/PSA | 124 | 119 | 84 | 82 | 117 | 132 | 98 | 129 | 71 | 125 | 71 | 65 | 327 | 8.7% |
| Non-Locomotive Equipment Issue - Metra/PSA | 24 | 46 | 31 | 35 | 31 | 34 | 21 | 35 | 24 | 35 | 15 | 26 | 101 | 2.7% |
| *Primary* | *13* | *17* | *13* | *15* | *17* | *17* | *14* | *16* | *12* | *10* | *10* | *12* | *43* | *1.1%* |
| *Secondary* | *11* | *29* | *18* | *20* | *14* | *17* | *7* | *19* | *12* | *25* | *5* | *14* | *58* | *1.5%* |
| Locomotive Issue - Metra/PSA | 100 | 73 | 53 | 47 | 86 | 98 | 77 | 94 | 47 | 90 | 56 | 39 | 226 | 6.0% |
| *Primary* | *28* | *23* | *19* | *18* | *25* | *28* | *24* | *25* | *17* | *29* | *27* | *22* | *70* | *1.9%* |
| *Secondary* | *72* | *50* | *34* | *29* | *61* | *70* | *53* | *69* | *30* | *61* | *29* | *17* | *156* | *4.2%* |
| Mechanical Failure - Foreign | 3 | 15 | - | - | - | - | - | 1 | - | - | - | 16 | 18 | 0.5% |
| **Passenger Train Interference - Total** | **20** | **13** | **17** | **1** | **6** | **26** | **21** | **8** | **9** | **7** | **9** | **13** | **50** | **1.3%** |
| Passenger Train Interference - Metra/PSA | 6 | 8 | 4 | - | - | 5 | 4 | 1 | 1 | 4 | 4 | 4 | 18 | 0.5% |
| Passenger Train Interference - Foreign | 14 | 5 | 13 | 1 | 6 | 21 | 17 | 7 | 8 | 3 | 5 | 9 | 32 | 0.9% |
| **Accident - Total** | **47** | **171** | **21** | **30** | **45** | **25** | **63** | **96** | **37** | **26** | **5** | **25** | **239** | **6.4%** |
| Accident - Metra/PSA | 7 | 84 | 20 | 22 | 45 | 24 | 38 | 67 | 36 | 26 | 4 | 18 | 111 | 3.0% |
| Accident - Foreign | 40 | 87 | 1 | 8 | - | 1 | 25 | 29 | 1 | - | 1 | 7 | 128 | 3.4% |
| **Track Work - Total** | **11** | **52** | **38** | **61** | **75** | **87** | **152** | **77** | **91** | **58** | **139** | **10** | **101** | **2.7%** |
| Track Work - Metra/PSA | 11 | 46 | 32 | 61 | 72 | 87 | 152 | 77 | 91 | 58 | 137 | 10 | 89 | 2.4% |
| Track Work - Foreign | - | 6 | 6 | - | 3 | - | - | - | - | - | 2 | - | 12 | 0.3% |
| **Human Error - Total** | **99** | **249** | **60** | **52** | **92** | **57** | **108** | **88** | **81** | **71** | **66** | **45** | **408** | **10.9%** |
| Human Error - Metra/PSA | 87 | 101 | 23 | 32 | 73 | 40 | 78 | 50 | 62 | 52 | 49 | 37 | 211 | 5.6% |
| Human Error - Foreign | 12 | 148 | 37 | 20 | 19 | 17 | 30 | 38 | 19 | 19 | 17 | 8 | 197 | 5.2% |
| **PTC Related - Total** | **79** | **131** | **63** | **63** | **50** | **23** | **100** | **29** | **29** | **41** | **27** | **30** | **273** | **7.3%** |
| PTC Related - Metra/PSA | 77 | 130 | 57 | 61 | 47 | 22 | 98 | 25 | 28 | 41 | 27 | 30 | 264 | 7.0% |
| PTC Related - Foreign | 2 | 1 | 6 | 2 | 3 | 1 | 2 | 4 | 1 | - | - | - | 9 | 0.2% |
| **Weather - Total** | **591** | **401** | **18** | **37** | **23** | **12** | **120** | **25** | **35** | **151** | **238** | **25** | **1,010** | **26.9%** |
| Weather - Metra/PSA | 586 | 400 | 18 | 37 | 23 | 12 | 120 | 25 | 35 | 151 | 238 | 25 | 1,004 | 26.7% |
| Weather - Foreign | 5 | 1 | - | - | - | - | - | - | - | - | - | - | 6 | 0.2% |
| **Passenger Related - Total** | **41** | **141** | **68** | **60** | **98** | **110** | **166** | **105** | **74** | **60** | **88** | **111** | **250** | **6.7%** |
| **Obstruction/Debris - Total** | **90** | **86** | **36** | **52** | **59** | **36** | **78** | **64** | **64** | **76** | **66** | **84** | **212** | **5.6%** |
| **Catenary Failure - Total** | **-** | **-** | **-** | **-** | **3** | **1** | **-** | **3** | **-** | **1** | **2** | **10** | **-** | **0.0%** |
| **Other - Total** | **9** | **10** | **-** | **6** | **-** | **1** | **1** | **-** | **2** | **4** | **3** | **1** | **19** | **0.5%** |
| **Total Trains Delayed** | **1,341** | **1,805** | **610** | **659** | **811** | **683** | **1,178** | **816** | **650** | **766** | **1,026** | **546** | **3,756** | **100.0%** |
| Total Metra/PSA Delays | 1,129 | 1,328 | 408 | 505 | 661 | 533 | 939 | 628 | 550 | 659 | 865 | 447 | 2,865 | 76.3% |
| Total Foreign Carrier Delays | 212 | 477 | 202 | 154 | 150 | 150 | 239 | 188 | 100 | 107 | 161 | 99 | 891 | 23.7% |

Data for current month is final (04/26/2019) 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.*

| Minutes | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| **Weekday Peak *** | | | | | | | | | | | | | | |
| 6-10 | 14 | 2 | 1 | 1 | 4 | 4 | 4 | 5 | 5 | 2 | 3 | 12 | 5 | 62 |
| 11-15 | 6 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 2 | 1 | 4 | 0 | 1 | 24 |
| 16-20 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 |
| 21+ | 1 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 1 | 0 | 1 | 1 | 1 | 14 |
| Annulled | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 4 |
| Sub-Total | 22 | 2 | 1 | 1 | 14 | 4 | 12 | 9 | 9 | 3 | 9 | 15 | 7 | 108 |
| **Weekday Off-Peak **** | | | | | | | | | | | | | | |
| 6-10 | 8 | 14 | 0 | 3 | 3 | 5 | 15 | 2 | 15 | 5 | 6 | 3 | 5 | 84 |
| 11-15 | 2 | 0 | 1 | 1 | 0 | 3 | 4 | 1 | 2 | 3 | 1 | 3 | 4 | 25 |
| 16-20 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 2 | 2 | 16 |
| 21+ | 1 | 1 | 0 | 0 | 0 | 6 | 5 | 4 | 1 | 2 | 3 | 2 | 6 | 31 |
| Annulled | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| Sub-Total | 16 | 16 | 2 | 10 | 3 | 14 | 25 | 9 | 20 | 11 | 13 | 10 | 17 | 166 |
| **Saturday** | | | | | | | | | | | | | | |
| 6-10 | 1 | 0 | 1 | 2 | 0 | 8 | 3 | 0 | 6 | 0 | 2 | 2 | 0 | 25 |
| 11-15 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 7 |
| 16-20 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 21+ | 2 | 4 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| Annulled | 1 | 6 | 2 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Sub-Total | 6 | 11 | 5 | 10 | 0 | 12 | 6 | 0 | 8 | 1 | 2 | 3 | 1 | 65 |
| **Sunday-Holiday** | | | | | | | | | | | | | | |
| 6-10 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 11-15 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 9 |
| 16-20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 21+ | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Annulled | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Sub-Total | 5 | 2 | 0 | 2 | 0 | 1 | 3 | 0 | 3 | 0 | 0 | 1 | 3 | 20 |
| **March 2020 Total** | | | | | | | | | | | | | | |
| 6-10 | 25 | 16 | 2 | 8 | 7 | 17 | 22 | 7 | 27 | 7 | 11 | 17 | 10 | 176 |
| 11-15 | 10 | 3 | 1 | 1 | 4 | 6 | 9 | 3 | 6 | 5 | 5 | 4 | 8 | 65 |
| 16-20 | 2 | 1 | 1 | 2 | 1 | 0 | 2 | 2 | 4 | 1 | 2 | 3 | 3 | 24 |
| 21+ | 5 | 5 | 2 | 3 | 5 | 8 | 10 | 5 | 2 | 2 | 4 | 4 | 7 | 62 |
| Annulled | 7 | 6 | 2 | 9 | 0 | 0 | 3 | 1 | 1 | 0 | 2 | 1 | 0 | 32 |
| TOTAL | 49 | 31 | 8 | 23 | 17 | 31 | 46 | 18 | 40 | 15 | 24 | 29 | 28 | 359 |
| **2020 Year-to-Date** | | | | | | | | | | | | | | |
| 6-10 | 74 | 82 | 27 | 33 | 21 | 94 | 101 | 57 | 182 | 30 | 29 | 70 | 37 | 837 |
| 11-15 | 41 | 18 | 4 | 7 | 10 | 30 | 49 | 27 | 56 | 16 | 21 | 28 | 26 | 333 |
| 16-20 | 20 | 16 | 3 | 3 | 4 | 11 | 16 | 12 | 28 | 8 | 9 | 16 | 16 | 162 |
| 21+ | 24 | 24 | 8 | 13 | 8 | 43 | 43 | 25 | 36 | 20 | 8 | 28 | 36 | 316 |
| Annulled | 26 | 13 | 2 | 11 | 0 | 19 | 10 | 1 | 4 | 8 | 6 | 9 | 12 | 121 |
| TOTAL | 185 | 153 | 44 | 67 | 43 | 197 | 219 | 122 | 306 | 82 | 73 | 151 | 127 | 1,769 |

**Share of Delays by Duration**

| Minutes | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| **March 2020 Total** | | | | | | | | | | | | | | |
| 6-10 | 51.0% | 51.6% | 25.0% | 34.8% | 41.2% | 54.8% | 47.8% | 38.9% | 67.5% | 46.7% | 45.8% | 58.6% | 35.7% | 49.0% |
| 11-15 | 20.4% | 9.7% | 12.5% | 4.3% | 23.5% | 19.4% | 19.6% | 16.7% | 15.0% | 33.3% | 20.8% | 13.8% | 28.6% | 18.1% |
| 16-20 | 4.1% | 3.2% | 12.5% | 8.7% | 5.9% | 0.0% | 4.3% | 11.1% | 10.0% | 6.7% | 8.3% | 10.3% | 10.7% | 6.7% |
| 21+ | 10.2% | 16.1% | 25.0% | 13.0% | 29.4% | 25.8% | 21.7% | 27.8% | 5.0% | 13.3% | 16.7% | 13.8% | 25.0% | 17.3% |
| Annulled | 14.3% | 19.4% | 25.0% | 39.1% | 0.0% | 0.0% | 6.5% | 5.6% | 2.5% | 0.0% | 8.3% | 3.4% | 0.0% | 8.9% |
| 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 | 40.0% | 53.6% | 61.4% | 49.3% | 48.8% | 47.7% | 46.1% | 46.7% | 59.5% | 36.6% | 39.7% | 46.4% | 29.1% | 47.3% |
| 11-15 | 22.2% | 11.8% | 9.1% | 10.4% | 23.3% | 15.2% | 22.4% | 22.1% | 18.3% | 19.5% | 28.8% | 18.5% | 20.5% | 18.8% |
| 16-20 | 10.8% | 10.5% | 6.8% | 4.5% | 9.3% | 5.6% | 7.3% | 9.8% | 9.2% | 9.8% | 12.3% | 10.6% | 12.6% | 9.2% |
| 21+ | 13.0% | 15.7% | 18.2% | 19.4% | 18.6% | 21.8% | 19.6% | 20.5% | 11.8% | 24.4% | 11.0% | 18.5% | 28.3% | 17.9% |
| Annulled | 14.1% | 8.5% | 4.5% | 16.4% | 0.0% | 9.6% | 4.6% | 0.8% | 1.3% | 9.8% | 8.2% | 6.0% | 9.4% | 6.8% |
| 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 (04/16/2020) version from TOPS.