

Subject: PROPOSED SCHEDULE CHANGE
Date: Tue, 20 Mar 2018 13:54:54 +0000
From: Maggie Munger <Mmunger@ginsbergjacobs.com>
To: "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Dear Metra:

I am writing because you have changed both my morning and evening train schedule.

It seems like the Scheduled trains that stops at Brookfield have been changed. I can work around the am schedule, but you have also cut out the train I take in the evening that **leaves Union station at 5:13 pm**. Now there is only a 5:06 (which a lot of people just cannot make) or the 5:36 (which means that I have to wait quite a while for). After the rate hike that was just implemented, I don't think it is too much to ask that you not cut out the 5:13pm train to Brookfield that I just make to get home. Especially when there are so little trains that stop at Brookfield to begin with.

I hope that you reconsider the scheduled train I mentioned above since it will have undue stress and complications on not only myself.

Thank you

Subject: proposed schedule changes
Date: Tue, 20 Mar 2018 10:22:17 -0400
From: 7(1)(b)
To: BNSFservice2018@metrarr.com

I reviewed your proposed schedule changes and I want you to reinstate the morning inbound train stop at LaGrange Stone Ave for train 1240.. This train station has a huge group of people who use it. There is a large Metra parking lot right next to it. The elimination of the morning express stop at Stone Ave will double the crowd waiting for pick up in the morning.

Inbound train

1240 - currently stops at Stone Ave at 7:55 am but the proposed schedule would eliminate it. Eliminating this stop would give riders a choice of arriving at Union Station at either 7:50 am or 8:35 am, which is a 45 minute gap, far to long for such a busy stop and for most commuters trying to get to work on time.

Please do not eliminate the inbound stop at LaGrange Stone Ave for train #1240.

Thank you,

7(1)(b)

Subject: proposed schedule change
Date: Tue, 20 Mar 2018 14:37:30 +0000
From: "Wolinski, Christine" <CWolinski@eiia.org>
To: "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

PLEASE do not eliminate the 5:00 PM express to Naperville. My day is long enough and now Metra wants to make it longer. We pay a hefty price to ride the train, it should be convenient for us not Metra. Do not eliminate the 5:00 PM express.

Since you want to make our train rides longer, please upgrade the cars and clean them once a month. They are filthy. Take a hint from Boston Mass Transit. They have new, clean cars and are certainly not at late as Metra

Christine Wolinski

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Subject: proposed schedule
Date: Tue, 20 Mar 2018 14:48:24 +0000
From: "Haffner, John" <haffner@cboe.com>
To: ""bnsfservice2018@metrarr.com"" <bnsfservice2018@metrarr.com>

Dear Sirs;

Train 1249 currently departs Union Station at 4:37 and is proposed to be moved to 4:23 departure; this change is onerous on my schedule at work. Please consider moving to no earlier than 4:30,

Thanks,

John



John Haffner | Manager, Cboe Floor Official, OSC

Cboe Global Markets

400 South LaSalle Street | Chicago, IL 60605

T. 312-786-7086

M. 312.617.8051

F. 312-786-7050

haffner@cboe.com | cboe.com >

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Subject: Proposed Schedule Change
Date: Tue, 20 Mar 2018 17:14:32 +0000
From: "Herbert, Elizabeth" <elizabeth.herbert@bmo.com>
To: "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Hello,

I am disappointed in the changes being proposed for Brookfield, in-bound to US and US to Brookfield out-bound.

While my morning train would only be 5 minutes later than it is now, due to the fact that the train is rarely on time arriving at US currently, I will never be able to make it to work by 8:30, and the previous train is 50 minutes prior.

At the end of the day my usual out-bound train from US has been moved up by 7 minutes, making it impossible for me to catch and as a result delaying my arrival home by 32 minutes, since I will have to take a 5:36pm outbound train.

As commuters we pay a tidy sum to Metra every month, which is raised almost every year. I ride the busiest line in the Metra system, so you would think that there would be a convenient time for riders to make it to the office by 8:30, which frankly is a very common start time, maybe the most common start time.

Perhaps the in-bound times can be revisited?

Sincerely,

Elizabeth Herbert

7(1)(b)

Subject: BNSF Stone Ave
Date: Tue, 20 Mar 2018 18:14:27 +0000 (UTC)
From: Randy Woolley <7(1)(b)>
To: <BNSFservice2018@metrarr.com>

I ride the BNSF line and would be severely inconvenienced if both the 7:32 and 7:55 morning trains are eliminated. I would be forced to stop taking Metra and drive to work.

Thanks,
C. Randall Woolley

Subject: New Schedule = Not Happy
Date: Tue, 20 Mar 2018 18:50:54 +0000
From: "Scheckel, Inga" <IScheckel@lockelord.com>
To: "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

I have been taking the BNSF for 40 years and recent service is some of the worst I have ever experienced. Mechanical failures are daily on the line. Perhaps doesn't always affect me but hear it more and more. Those little apology late slips don't do anything at my office anymore. It's my time off that I need to make up. Last week 1.5 hours late due to breakdown and then over an hour late home the same day due to a jumper. Way too long sitting on trains!

Now you are going to take away trains? Take the busiest line and cut trains and raise fares? Something is wrong with that picture. But what choice do we have? Now that more companies are clocking in on computers that 15 minutes can make a huge difference. So I will be up catching an earlier train and I am already on an early train! My day just got longer. My sleep was just decreased.

And where are you planning on putting the people? There aren't empty seats on my trains. None.

-A Lisle passenger

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Inga Scheckel  
Paralegal  
Locke Lord LLP  
111 S. Wacker Dr.  
Chicago, IL 60606-4410  
312-443-0289 Direct  
312-896-6289 Fax  
[ischeckel@lockelord.com](mailto:ischeckel@lockelord.com)  
[www.lockelord.com](http://www.lockelord.com)



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**Subject:** Proposed change to BNSF schedule  
**Date:** Tue, 20 Mar 2018 13:56:40 -0500  
**From:** Brian Moore <7(1)(b)>  
**To:** BNSFservice2018@metrarr.com

Dear Metra,

The proposed schedule for the BNSF line eliminates a train arriving at the Congress Park station between 4 and 5 p.m. This is unacceptable. The stop at that time is always busy and many of those people rely on the 4:48 p.m. departure from Union Station to attend to countless family obligations during the workweek.

Please find a way to keep a BNSF train servicing Congress Park between 4 and 5 p.m.

Thank you,  
Michael Moore

**Subject:** BNSF Updated Schedule  
**Date:** Tue, 20 Mar 2018 14:48:50 -0500  
**From:** Adam Weiss 7(1)(b)  
**To:** BNSFservice2018@metrarr.com

To whom it may concern,

Today while I was on my way to work, I was notified that there was a proposed schedule change that could take effect this summer. After reading the changes, I want to express my concerns with a few of the times, most notably the 5:13 to 5:06 from Union Station. For most people (including myself), 5:06 is not a reasonable time to depart from the station, when most people are leaving the office at 5:00 pm. With that being said, many parents that I ride the train with rely on that train to get home at an adequate time to pick up their kids from after school activities.

I rely on this train so that I can get home before 6 to coach. Most people who would be able to take this new train are generally the ones that can leave work early anyways, and are usually taking the 4:48.

Furthermore, the 7:53 am train departing from Harlem is once again a train I rely on to get to work, since I start work at 8:40.

Please reconsider these proposed changes, as it will greatly affect many current travelers. These times haven't been changes in YEARS and I don't understand why that should change now.

Best,

**Subject:** proposed schedule changes  
**Date:** Tue, 20 Mar 2018 21:17:12 +0000  
**From:** Tim Tiernan <tim.tiernan@navigant.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

I would like to provide feedback on the proposed schedule changes related to the PTC rollout.

I understand you need to adjust the schedule to allow time to flip the PTC system at the end of each run, but I am opposed to some of these changes, particularly to the one item below:

| Adding 3 more stops after Halsted to the Outbound 4:52 pm train (which used to be the 4:53) before La Grange Road, when it used to express to La Grange Road after Halsted, arriving (at least) 5 minutes later now.

Over the past 2 years I think the service level has gone down significantly while the fares continue to rise, and are due to rise every year. There has been no improvement in the on-time performance (it seems to be getting worse), and we have seen literally 1 new car on only a few trains, despite the claim that all the old cars were being replaced. The tracks are in a state of disrepair, as it evidenced by the loud and bumpy ride, and switches continue to fail and cause delays on a frequent basis year-round, regardless of the weather conditions.

Please consider leaving the 4:52 (or 4:53) pm Outbound train an express between Halsted and La Grange Road. Getting home on time is just as important if not more important than getting downtown.

Thank you.

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**TIM TIERNAN** | HRIS Senior Manager  
Information Technology | Navigant  
150 N Riverside Plaza | Suite 2100 | Chicago, IL 60606 | USA  
312.583.5725 Direct | 708.557.2637 Mobile | [tim.tiernan@navigant.com](mailto:tim.tiernan@navigant.com)  
[navigant.com](http://navigant.com)

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**Subject:** Stone Avenue  
**Date:** Tue, 20 Mar 2018 17:01:03 -0500  
**From:** Christine DeMasi <7(1)(b)>  
**To:** BNSFservice2018@metrarr.com

I board at Lagrange Stone Ave and frequently take the 644 and 753 trains in the morning. The platform is typically packed for both those that trains and would hate to lose both those options for myself and would make the other train times incredibly crowded

Outbound- I daily take the [437 train to Stone Avenue](#) which is another popular train and only current option to bring riders home close to the [5pm](#) hour.

I think Metra may be underestimating the number of commuters to traveling to and from stone Ave. That trains station is located closest to the majority of commuter parking in Lagrange.

I hope you will take my comments into consideration before removing so many rush hour options to Stone Avenue.

Christine Demasi  
BNSF daily rider to stone Ave  
Sent from my iPhone

**Subject:** Proposed changes  
**Date:** Tue, 20 Mar 2018 19:15:37 -0500  
**From:** Thom Vander Wagen 7(1)(b)  
**To:** BNSFservice2018@metrarr.com

Hi. I'm not sure you realize how many people use the Congress Park station.  
I would ask that the #1255 4:52 pm outbound train stop there.  
There is no outbound train from 3:19 to 5:15 at Congress park.  
There is no outbound train from 5:41 pm to 7:07pm either.  
This station has become much more crowded in the last two years.

Sent from my iPhone

**Subject:** New schedule proposal  
**Date:** Tue, 20 Mar 2018 07:12:24 -0500  
**From:** Ryan Hitch 7(1)(b) >  
**To:** BNSFservice2018@metrarr.com

Losing the 6:47 express train out of La Grange would be a bummer. It's a very popular/busy train and this would impact a lot of people.

Don't do it.

Thanks,  
Ryan Hitch

Sent from my iPhone

**Subject:** Proposed Schedule  
**Date:** Tue, 20 Mar 2018 13:20:56 +0000  
**From:** Mary Wright <Mary.Wright@careerbuilder.com>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

Hello,

The morning proposed inbound options for Highlands stops to Chicago are not accommodating. A 6:23 without another option for 45 more minutes at 7:04?

Please keep the 6:38 that originates at Highlands. It is a great early option for people in our neighborhood.

I know in our case this now affects day care, forcing us to pay for extra time, when we already got hit with an increased metra monthly.

Thank you for taking this into consideration.

**Mary Wright**  
**Senior Account Executive**  
  
200 N. LaSalle Street  
Chicago, IL 60601  
Direct: 312.698.0529  
Email: [mary.wright@careerbuilder.com](mailto:mary.wright@careerbuilder.com)



**Subject:** schedule change  
**Date:** Tue, 20 Mar 2018 08:30:10 -0500  
**From:** Ginny Keeling <7(1)(b)>  
**To:** bnsfservice2018@metrarr.com

I like the proposed schedule changes.

Ginny

**Subject:** Proposed schedule  
**Date:** Tue, 20 Mar 2018 13:36:52 +0000  
**From:** Jessalyn Hendricks <JHendricks@global-aero.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

I am highly disappointed with the new proposed schedule. I have to be to work at 8:30a and I leave from Brookfield. Your new schedule only offers one option for me- the 7a train which gets me to work an hour early. I normally take the 7:45, which is perfect. Your new proposed 7:50 will make me late every day.

Also my going home train the 4:37p is proposed to be eliminated, I cannot make your suggested 4:23. Which requires me to take the 4:52. Essentially your new proposed schedule adds 45 minutes in the morning, and 15 minutes more in the afternoon.

You are depriving me of an hour of time that could be spent at home.  
Highly dissatisfied with the proposed schedule.

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**Jessalyn Hendricks** | CFII, Underwriter | **Global Aerospace Inc.**  
311 South Wacker Drive Suite 2360, Chicago, Illinois, 60606  
+1 (312) 429 3182 (w) | +1 (312) 513 8911 (c) | [www.global-aero.com](http://www.global-aero.com)

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**Subject:** BNSF Schedule Comments  
**Date:** Tue, 20 Mar 2018 13:31:23 +0000  
**From:** "Messina, Janet" <Janet.Messina@bcbsa.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Comments on Morning Schedule RTE 59: I believe the morning schedule of express will result in extreme overcrowding, as most of the express trains are between 5AM and 6AM and within minutes of one another, with less trains between 6AM and 7AM. The current 6:36 AM train is almost standing room only from Rte59. I currently take the 6:12 AM which relieves some of the crowding. Taking the 6:05 AM will be an inconvenience, especially in the winter weather when salt trucks haven't even been on the side roads. I respectfully request that the 6:12 AM train be kept on the schedule.

Thank you.

**Janet Messina, PAHM**  
Licensure Consultant  
Legal & Governance  
Blue Cross Blue Shield Association  
225 N. Michigan Avenue  
Chicago, IL 60601-7680  
(312) 297-5645 Phone  
[janet.messina@bcbsa.com](mailto:janet.messina@bcbsa.com)

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**Subject:** New train schedule  
**Date:** Tue, 20 Mar 2018 13:59:03 +0000  
**From:** Patric Galloway <7(1)(b)>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

I review your new train schedule and no sir i do not like it, leave the existing schedule alone

Patric Galloway 7(1)(b)  
Sent from my Windows 10 phone

**Subject:** BNSF Proposed Schedule  
**Date:** Tue, 20 Mar 2018 14:06:32 +0000  
**From:** Emily Barron <emily.barron@centro.net>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

Hello. Thank you for allowing riders to give feedback on the proposed new schedule.

I think the schedule looks good and will have minimal impact on riders. I do want to call out the 9:07am stop at Clarendon Hills to Union Station. THANK YOU!! THANK YOU!! This new time is exactly what I needed.

I work full time downtown and also have a young family. My kids are in preschool and their school doesn't start until 8:45. Currently, when I drop them off I miss the current 8:54am and the next train isn't until 9:56. I feel like I waste an hour of my day waiting for the 9:56 train and I don't get to work until after 11am. The new proposed 9:07am will help me tremendously. Please keep it!

Thank you for adding the 9:07 stop in Clarendon Hills. Please, please keep it!!

Thank you,  
Emily

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emily barron | evp talent & development | **centro**

p 312.397.3334 | m 773.412.8278

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11 e. madison st., 6<sup>th</sup> floor chicago, il 60602

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**Subject:** Feedback on proposed BNSF schedule changes  
**Date:** Tue, 20 Mar 2018 13:41:45 +0000  
**From:** "Lahsin, Regina C." <rlahsin@sidley.com>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

Good morning,

I have reviewed the proposed schedule changes for the BNSF line, and I had one comment/suggestion. Having two early morning express trains originating from the Downtown Naperville station *only 8 minutes apart* and then not having another express train for 31 minutes is a very bad idea. By eliminating the current 6:20 train, commuters will either have to arrive significantly earlier, or they will be forced to take what will surely be a VERY crowded 6:44 AM train. Please consider moving the proposed train #1212 to a later schedule...something between trains numbers 1208 and 1222.

Thank you for your consideration.

Regina Lahsin

**REGINA C. LAHSIN**

Senior Business Development and Marketing Manager

**SIDLEY AUSTIN LLP**

One South Dearborn

Chicago, IL 60603

+1 312 456 4189

[rlahsin@sidley.com](mailto:rlahsin@sidley.com)

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**Subject:** Congress Park  
**Date:** Tue, 20 Mar 2018 14:18:57 +0000  
**From:** Kyle Whitehead <7(1)(b)>  
**To:** BNSFservice2018@metrarr.com

The proposed schedule change is problematic for all of us who board at Congress Park. Having no trains depart Congress Park between 7:31am and 8:41am inconveniences the vast majority of riders who are looking to arrive at their downtown office by 9am. It would force us to choose between being an hour early or at least 15-minutes late. Metra should do everything it can to run a train that departs Congress Park between 8:15am and 8:30am or risk losing riders to the growing number of alternative options.

Kyle Whitehead

**Subject:** Proposed Train Schedule  
**Date:** Tue, 20 Mar 2018 14:00:40 +0000 (UTC)  
**From:** "M. LaFond" <7(1)(b)>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

You need to put Stone Avenue stop on 4:23 pm from Union Station. There is not enough parking available in downtown LaGrange and it is very congested and the other alternative is Western Springs which ups the zone from C to D for people.

The Stone Avenue stop has a high usage and although close to LaGrange is much more convenient and less of a mess for people.

Meg LaFond



**Subject:** Proposed Schedule Changes  
**Date:** Tue, 20 Mar 2018 09:43:47 -0500  
**From:** Jean Meisenburg <7(1)(b)>  
**To:** bnsfservice2018@metrarr.com

To Whom It May Concern:

Here are my thoughts on the proposed schedule changes for the BNSF Metra schedule, there aren't enough trains to accommodate your ridership, your inconveniencing riders with fewer choices, and while "safer" for the railroad employees is always a good thing, Metra has already fallen short on too many promises for their customers and there is no upside for the proposed changes for the riders, who yet again face the burden of your proposed changes.

First of all, both of my usual trains did not make your new schedule. Now, there are comparable trains within a few minutes of my morning inbound train and my afternoon outbound train, that is not the issue. The thing you'd have to ride either of my trains to know is that we are standing room only most days (the seats that face each other at the end of each train car always have 4 people squished into them). When I am running late for the train, I can walk almost all the way to the head car before finding a stairwell or vestibule with enough room for me to stand-up for the ride home. It is worse on days when there are delays/mechanical/switch failures. (I am currently 36 weeks pregnant, and have stood for the train ride home, because it was too full, and your riders were already disgruntled for me to ask if someone would mind standing so I could have a seat that was occupied, even I would have really liked to sit down too). It frustrates me that we all pay the same fee to ride the train, whether we are able to have a seat or not.

On days when we are late, or you've cancelled a train for "mechanical failure" the trains are stuffed to an unsafe level with passengers (when the conductors can't navigate the aisles, or the vestibules are so crowded there are people or back packs overhanging the doorways until the doors close). I know my usual train is long enough that it overhangs the station platform by 3 cars in the morning, and the outbound train barely fits on the platforms in the evening. Is your plan to add more cars to the trains that you propose to run, to ensure we all fit on the train? What is your plan for when there are delays and the trains become even more crowded?

As a former wife of a railroad employee, and with several friends who continue to work in the railroad industry (track inspectors, track labors/welders/supervisors, conductors, and signal maintainers), I can appreciate the need for safety. However, as your customer, I read your statement about the PTC Safety Control System, and thought, "it sounds nice, but it is not my problem." If over a decade of experience in skilled sales has taught me anything it is this, there are many things that your customers don't really care about, and that includes the problems that you face when your budget doesn't balance, or what may make you want to cut back on service/the quality of the product they are receiving.

As your customer, this is where I get to be a little self-centered (just like my customers/clients have every right to be with me, when I am at work). In the last 4 years, my monthly commuter pass has gone up 25% or more than \$600/year. Nothing else in my life has had nearly as high of an inflation rate, and you can bet your fare increases are outpacing the raises I am earning at work.

At every fare increase, we have been promised: new equipment, better maintenance, and fewer delays. I haven't objected to the fare increases, because I can see that you need those things, but I am still waiting. Occasionally, I see a new passenger car. We need new passenger cars, a few weeks ago, one of the cars on our train was closed because there was a hole in the floor, but it was still added to our train. If the engines are new, forgive my ignorance, I usually sit at the east end of the train, and rarely see the engine while boarding/disembarking.

I do know from the maintenance side of things we have not seen improvements. We've been late for signal issues at Chicago Union Station, just this morning I was late because our train was experiencing mechanical failure and couldn't travel at track speed. We were told "to be grateful we were moving," by the conductors. I've been late to work too many times to count, and late getting home too many times to keep track of this year alone.

Of the people I commute with on the train, I am one of the few who has an employer that understands my tardiness for your failure to operate on schedule. Many of my fellow commuters are not as lucky, even with your mass produced generic late slips, they face write-ups, being reprimanded and reminded they should plan better (for your inconsistencies) to ensure they are at their desks on time. I do have to wonder if there should be a refund for the cost of the train ride for your passengers on the days when you have an epic failure to get us where we need to be at the scheduled time. (We miss our connections, and that causes headaches - the poor PACE bus drivers have a hard time judging if they've met the correct train at the station when we are off schedule - the last time I was late and took the bus home, that was the entire radio chatter by PACE for the 30 minutes I was on the bus - guessing which trains were arriving at the Downers Grove train station, and trying to ensure the proper buses were in Downers Grove, Belmont and Lisle to meet those trains.)

I'm not ignorant, I know that over the last 4 years, a significant portion of our fare increases has gone to covering salary increases for Metra employees (predominately executive salaries and bonuses), and that honestly bothers me when I'm paying more, promised better service, receiving the same lacking service, and NOW you want to talk about cutting trains? No, that is unacceptable. I think you need to find a better solution that puts your customers first for once.

As for how to reconcile it on your end, I suggest you do what your riders have been doing with

their personal budgets every time your fares go up. By taking a long hard look at the budget (are there places that could survive a budget cut? What about the budget for the 8 ounce bottles of water I see Metra employees consuming as I board the train in the station? What about only offering bonuses based on how many delays were caused by their department – more delays due to switch issues, smaller or no bonus for those responsible... more delays due to mechanical failure... smaller or no bonus for those who should have maintained it better...). By taking a long hard look at your equipment roster and getting creative (you have the equipment, budget and staffing you need if you can utilize them better). There is another solution, besides making your riders pay (yet again) for your lack of preparation and planning. It is there, you just need to find it.

Jean

**Subject:** Proposed schedule changes  
**Date:** Tue, 20 Mar 2018 15:02:19 +0000  
**From:** Raquel Lopez <rlopez@brookweiner.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

To whom it may concern:

Making changes to the schedule is not necessarily the problem. The problem is the spacing between the schedule. Looking at it I would think it's a weekend schedule. Many people working downtown have a 8:30am – 5:00pm schedule or 9:00am – 5:00pm schedule. Your new times will not allow most of us to get to the station to catch our train home in the evening. As to the morning, with all your delays, the schedule will not allow to arrive to our work on time either.

Being that every year your rates increase, I would think your service would too. By making these changes you are limiting your customers and may opt to take other means of transportation.

My suggestion would be to either not change the schedules during "traffic hour" or to have more trains run in between closer together.

Thank you,

Raquel Lopez, Administrative Assistant  
BrookWeiner L.L.C.

125 S. Wacker Drive, Suite 1000  
Chicago, IL 60606  
Tel: 312-205-3201 Fax: 312-629-0901

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**Subject:** Service change schedule  
**Date:** Tue, 20 Mar 2018 15:12:05 +0000 (UTC)  
**From:** TOMASZ SZCZODRUCH 7(1)(b)  
**To:** <BNSFservice2018@metrarr.com>

Good Morning,

I was taking a look at the proposed schedule change and wanted to provide my thoughts.

For Inbound from Aurora to Chicago I think we should keep the 1216 train as is with the time and not adding in additional stops. This train arrives a little after 7am which is well timed for most people to get to work at 7:30am.

For the Outbound from Chicago to Aurora the 1249 could leave a little earlier from the 4:37pm it currently leaves at, but 4:23pm might be a little too early for those just leaving work. Perhaps at 4:30pm even?

Also, I have always been curious as to why a gap exists from 10:30am to 12:30pm on the Outbound trains? If someone misses the 10:30am then that person will have to wait 2 hours for the next train which seems like a large wait time. I have left early a few times and having something in between 10:30am and 12:30pm would have been more convenient than trying to rush to get to the 10:30am or waiting around for the 12:30pm. Perhaps an 11:30am train?

Also, could you provide a timeframe on when any changes would be implemented?

Thanks,

Tomasz

**Subject:** Proposed Schedule comments  
**Date:** Tue, 20 Mar 2018 14:41:32 +0000 (UTC)  
**From:** Nicole Bogacki <7(1)(b)>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

Thank you for sharing the proposed scheduled changes with us. I am on my 14th year riding round trip from Rt. 59 to Union Station every weekday.

The Good:

I think the inbound morning schedule changes are fine and do not greatly affect what time I leave my house, as I would usually give myself a few minutes' buffer before the train anyway. And I do like that the last outbound express train of the evening (formerly 6:52, proposed to 7:03) would be a tad later, as it gives us a little extra time for those evenings we hang out in the city after work.

The Bad:

However, I am disappointed--and even a little dismayed--in the proposed changes to the evening rush outbound. For those of us who get off work at 5:00, the 5:22 p.m. train, arriving at Rt 59 around 6:03, has been a mainstay for years. To see that I'd now have to arrive later, at 6:15, feels like a big deal. I know, it's less than 15 minutes later, but at the end of a long day, when you just want to get home, where you still have a lot to do, 10-15 minutes makes a big difference. Leaving work earlier isn't an option available to me. Sprinting to Union Station to try to catch the new 5:11, which will be a 20-minute longer ride and still reach Rt 59 later than I'm accustomed, doesn't seem like a good option either.

Couldn't a Rt 59 stop be added to the proposed 5:20 going to Lisle, Naperville and Aurora? I suppose that would result in too heavy a passenger load -- hundreds (or thousands?) of 59ers would want to catch that extremely convenient train.

Thanks again for even asking for comments.

Nicole Bogacki

**Subject:** 4:38  
**Date:** Tue, 20 Mar 2018 15:34:56 +0000  
**From:** "Hanson, Dawn" <Dawn.Hanson@plusone.com>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

Hello,

Please replace the 4:38 departure to Brookfield.

Dawn

---

**Dawn Hanson | Club71**

General Manager

71 S. Wacker Drive, 2<sup>nd</sup> Fl  
Chicago, IL 60606  
312.899.5924  
[dawn.hanson@plusone.com](mailto:dawn.hanson@plusone.com)  
[www.plusone.com](http://www.plusone.com)

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**Subject:** Modified Schedule  
**Date:** Tue, 20 Mar 2018 15:54:09 +0000  
**From:** "Wright, Donna" <dwright@tjbc.com>  
**To:** "BNSFSERVICE2018@metrarr.com" <BNSFSERVICE2018@metrarr.com>

Your Fairview Station REVISED departure at 7:35 AM (which now departs at 7:28) proposes to leave 7 minutes later, adds two more stops and arrives at Union Station at 8:16 (11 minutes later). Due to morning traffic from freights and other trains, the current 7:28 train arrives 5-8 minutes late every morning or 8:15. This makes my entry to the office EXACTLY AT 8:30 OR THEREAFTER. So I can only assume that the traffic will not improve and the 8:16 will arrive at 8:25 making my commute from the train to the office arrival past 8:30.

The proposed 7:42 train (which now departs at 7:48) proposes to leave 5 minutes earlier, adds 13 more stops and arrives 12 minutes later. So instead of arriving at 8:23 (which it rarely does - and arrives at 8:30) it will arrive at 8:35 which is likely 8:45.

Ultimately these changes will force everyone on this line to take the 7:03 AM (Train 1232) and be early for work or take the 7:35 (Train 1240) and sprint to the office. I see the 7:42 train losing riders because of the late arrival to Union Station and already crowded train by the time it gets to Fairview thru LaGrange.

Of course I think these modified changes will not be compatible to those of us who need to get to work by 8:30.

Donna Wright  
Project Manager – Tenant Coordination  
225 West Washington, Suite 2300  
Chicago, IL 60606  
Office 312-441-4105 Cell 312-823-4110 [www.tjbc.com](http://www.tjbc.com)



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**Subject:** I think changing the schedule is ridiculous  
**Date:** Tue, 20 Mar 2018 16:10:25 +0000  
**From:** Dana Doty <dana.doty@guntymccarthy.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Just a big inconvenience.

**Subject:** Please do not destroy the BNSF  
**Date:** Tue, 20 Mar 2018 18:48:06 +0000  
**From:** "Cashman, John" <jcashman@MLAGlobal.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Deleting the pure express trains from Hinsdale and Clarendon Hills is a terrible mistake. Many more people will drive now or work from home and this will harm the business for BNSF. Guaratneed.

Sincerely,

John Cashman

President

1 South Wacker Drive Suite 1750 Chicago, IL 60615

[O +1 312-456-5601](#) | [M +1 773-255-0963](#)



[my in profile](#)

[BIO](#)

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**Subject:** Proposed Schedule  
**Date:** Tue, 20 Mar 2018 19:07:59 +0000  
**From:** Andjelka Vujovic <7(1)(b)>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

Hi,

I'm emailing you today because I was reviewing your proposed schedule change. I have a conflict with Metra changing the morning 7:48 train that departs from Riverside to 7:40. We now get into the station at 8:16 and changing that time would get us into the station at 8:21. This would make it very hard for anyone who starts at 8:30 to make it to work. Please reconsider changing the morning time. Also, I feel that the local stops (A-C) do not get as many options as to the (D an on stops). We all rely on the Metra whether we live 20 miles from the city or 40.

Thank you in advance for taking the time to read this email.

Angie Vujovic  
Metra Commuter for 17 years.

**Subject:** 7:55 Stone Avenue train to Union  
**Date:** Tue, 20 Mar 2018 19:31:54 +0000 (UTC)  
**From:** Kathleen Elwood <7(1)(b)>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Please do not eliminate the 7:55 train to Union Station! There are many of us who depend on that train to get to work! Thank you for considering keeping that stop.  
Kathy Elwood

**Subject:** proposed schedule - Western Springs  
**Date:** Tue, 20 Mar 2018 21:22:35 +0000  
**From:** "Danielson, A. (Arlene)" <Arlene.Danielson@akzonobel.com>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

To whom it may concern,

The proposed changes adversely impact LaGrange Road and Western Springs riders. The proposed schedule removes popular trains at key times for both inbound and outbound trains in zone C and D. Removing key / very popular express trains is not well received.

Please keep the following express / semi express trains:

- 1216 leaving Western Springs at 6:53 AM
- 1249 leaving union station at 4:37 PM

The addition of earlier express / semi express trains to and from Western Springs is good:

- 1206 leaving Western Springs at 5:55
- 1216 leaving Western Springs at 6:26

Thanks,

**Arlene Danielson**  
Project Manager  
PMO Department

T +1 312 544-7022  
M +1 630 918-7890  
E arlene.danielson@akzonobel.com

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**Subject:** proposed schedule change  
**Date:** Tue, 20 Mar 2018 16:22:58 -0500  
**From:** Julie Gipsh Bottger 7(1)(b) >  
**To:** bnsfservice2018@metrarr.com

Hello,

I think that the new schedule is terrible. My 1 hr 15 min commute to work will now be 1 hr and 45 min. You are taking away trains and making more stops. I am a nurse at Northwestern Medicine and have to clock in and out and cannot be more than 7 min late. Please consider at least not changing 7:28 am express train that originates from Fairview Ave and arrives at Union about 8:05.

Thank you,  
Julie



**Subject:** New schedule  
**Date:** Tue, 20 Mar 2018 16:47:19 -0500  
**From:** Moster 7(1)(b)  
**To:** bnsfservice2018@metrarr.com

Can you please keep the 321 departure to clarendon Hills. I run to catch the train. I will miss it if you move it to 319. Also, any chance you can make it more of an express?

Thanks!  
Jim Moster  
Sent from my iPhone

**Subject:** Proposed BNSF Schedule Change  
**Date:** Tue, 20 Mar 2018 18:12:33 -0500  
**From:** Brian Essig 7(1)(b) >  
**To:** bnsfservice2018@metrarr.com

The proposed schedule change is terrible. You are reducing the number of trains which is going to lead to over crowding and slower commutes. Union station is already a mess because of the massive numbers of people getting off trains in the morning and rushing to their trains in the evening. You can't just dump more people into the concourse. This is unsafe. You need to be doing the opposite - running more trains and staggering the arrival times so people can exit Union Station or get to their outbound train quickly and safely.

I use the Berwyn station, which is always extremely busy during the morning and evening commutes. Please provide more trains that stop at this station. There are several express trains that you are proposing in the morning and evening that should have Berwyn stops added. Like I said, Berwyn is a very busy station and additional stops will help alleviate overcrowding on the trains and Union Station.

Thank you,

Brian Essig

**Subject:** Feedback for proposed changes  
**Date:** Tue, 20 Mar 2018 23:35:00 +0000  
**From:** Sandy Welson 7(1)(b)  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

Hello,

Please add a train in between #1249 & 1255, or shorten the time gap between those two trains.

It would be great if there was an express train that leaves union station soon after 4:30pm to Hinsdale (ideally, Westmont).

Thank you,

Sandy

Sent on my LG Phone.

**Subject:** BNSF Schedule Changes  
**Date:** Wed, 21 Mar 2018 00:28:15 +0000  
**From:** "Podboy, Tim" <Tim.Podboy@heitman.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

I am emailing regarding the proposed Metra BNSF schedule changes and ask you to reconsider the elimination of 2 of the in-bound Hinsdale express trains during the morning rush. There are currently 4 in-bound Hinsdale express trains during the morning rush and Metra is proposing eliminating 2 of those express trains. In addition, the two remaining express trains are at the bookend of the morning rush (6:45am departure and 8:41am departure). Please reconsider and add back at least 1 express train sometime during the 7 o'clock hour. The proposed changes negatively impact all of the riders that typically ride the Hinsdale express trains, which includes the Hinsdale stop west to Fairview. Other locations with in-bound express trains, such as Downers Grove and Naperville, don't appear to have any decrease in the number of express trains. It appears Hinsdale and the stations immediately west are unduly impacted by the proposed changes.

## Existing BNSF In-Bound

| Train # | Stop     | Departure | # stops before Union | Arrival | Time    | Train # | Stop     | Departure |
|---------|----------|-----------|----------------------|---------|---------|---------|----------|-----------|
| BN1218  | Hinsdale | 6:50am    | 0                    | 7:12am  | 22 mins | BN1218  | Hinsdale | 6:45am    |
| BN1238  | Hinsdale | 7:40am    | 0                    | 8:05am  | 25 mins | BN 1226 | Hinsdale | 7:02am    |
| BN1248  | Hinsdale | 8:00am    | 0                    | 8:23am  | 23 mins | BN 1232 | Hinsdale | 7:14am    |

|                                                    |          |           |                      |         |         |                                                                                    |          |        |
|----------------------------------------------------|----------|-----------|----------------------|---------|---------|------------------------------------------------------------------------------------|----------|--------|
| BN 1258                                            | Hinsdale | 8:29am    | 0                    | 8:51am  | 22 mins | BN 1240                                                                            | Hinsdale | 7:48am |
|                                                    |          |           |                      |         |         |                                                                                    |          | 8:00am |
|                                                    |          |           |                      |         |         | BN 1248                                                                            | Hinsdale | m      |
| 4 express trains from Hinsdale during morning rush |          |           |                      |         |         |                                                                                    |          |        |
|                                                    |          |           |                      |         |         | BN 1258                                                                            | Hinsdale | 8:41am |
|                                                    |          |           |                      |         |         | 2 express trains from Hinsdale during morning rush but only on the extreme bookend |          |        |
| Existing BNSF In-Bound                             |          |           |                      |         |         |                                                                                    |          |        |
| D<br>e<br>p<br>a<br>r<br>t<br>u<br>r<br>e          |          |           |                      |         |         |                                                                                    |          |        |
| Train #                                            | Stop     | Departure | # stops before Union | Arrival | Time    | Train #                                                                            | Stop     | re     |
| BN 1214                                            | Downers  | 6:36am    | 0                    | 7:03am  | 27 mins | BN 1214                                                                            | Downers  | 6:25a  |

|         |         |        |   |  |        |         |         |         |    |
|---------|---------|--------|---|--|--------|---------|---------|---------|----|
|         |         |        |   |  |        |         |         |         | m  |
|         |         |        |   |  |        |         |         |         | 6: |
|         |         |        |   |  |        |         |         |         | 4  |
|         |         |        |   |  |        |         |         |         | 8  |
|         |         |        |   |  |        |         |         |         | a  |
| BN 1224 | Downers | 7:01am | 0 |  | 7:28am | 27 mins | BN 1220 | Downers | m  |
|         |         |        |   |  |        |         |         |         | 7: |
|         |         |        |   |  |        |         |         |         | 1  |
|         |         |        |   |  |        |         |         |         | 3  |
|         |         |        |   |  |        |         |         |         | a  |
| BN 1232 | Downers | 7:22am | 0 |  | 7:49am | 27 mins | BN 1228 | Downers | m  |
|         |         |        |   |  |        |         |         |         | 7: |
|         |         |        |   |  |        |         |         |         | 3  |
|         |         |        |   |  |        |         |         |         | 4  |
|         |         |        |   |  |        |         |         |         | a  |
| BN 1240 | Downers | 7:42am | 0 |  | 8:10am | 28 mins | BN 1236 | Downers | m  |
|         |         |        |   |  |        |         |         |         | 7: |
|         |         |        |   |  |        |         |         |         | 5  |
|         |         |        |   |  |        |         |         |         | 8  |
|         |         |        |   |  |        |         |         |         | a  |
| BN 1250 | Downers | 8:01am | 0 |  | 8:27am | 26 mins | BN 1244 | Downers | m  |

5 express trains from Downers during morning rush



Sincerely,

Tim Podboy

7(1)(b)

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**Subject:** PTC changes  
**Date:** Wed, 21 Mar 2018 01:24:59 +0000  
**From:** Dan Smith <7(1)(b)>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Metra,

Why are all express trains from Lagrange to union stations being disregarded? Currently I take the 648am in at 708am from Lagrange to Union. Then I take 453 union arriving 513pm in la grange. This schedule times up with the pace bus for me. Your changes is adding 30 mins extra to my commute.

I pay you \$159 a month A-C and \$30 a month to pace. You have no regard for pace metra connection with this new shedule. Your prices continue to go up constantly yet you are neglecting express trains to and from la grange rd.

Please explain. I might start driving to work if nothing is done to change la grange to union. \$159 a month that you will no longer receive.

Hope something can be settled from this.

Sincerely,

Metra monthly pass commuter for 6 years.

**Subject:** Proposed BNSF changes to schedule...  
**Date:** Wed, 21 Mar 2018 01:58:52 +0000 (UTC)  
**From:** MIKE BELL 7(1)(b) >  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Hello there,

After speaking with my wife who already leaves for work before 6am and hopes if all goes well to be home around 5:30pm, knowing she misses her 1 and 4 year old sons, I have to say the proposed new schedule is going to wreak even more havoc on our lives. Currently it would add at least 30minutes onto her already long day. I hope if there are revisions made, that they take into account people with families who all ready have very long days away from their loved ones.

Thank you,  
Michael Bell

7(1)(b)

**Subject:** BNSF Metra Schedule Change  
**Date:** Tue, 20 Mar 2018 22:35:41 -0500  
**From:** ROBERT GOECKEL <robert.goeckel@bbva.com>  
**To:** BNSFservice2018@metrarr.com

I am a daily rider of the BNSF line to and from Chicago, and am emailing regarding the proposed Metra BNSF schedule changes. I ask you to reconsider the elimination of 2 of the in-bound Hinsdale express trains during the morning rush. There are currently 4 in-bound Hinsdale express trains during the morning rush and Metra is proposing eliminating 2 of those express trains. In addition, the two remaining express trains are 2 hours apart at the beginning and end of the morning rush (6:45am departure and 8:41am departure). Please reconsider adding back the express trains, preferably around 7:40 and 8:00, which would accommodate a majority of workers who arrive at their jobs around 8:15-8:30, a common starting time. The proposed changes negatively impact all of the riders that typically ride the Hinsdale express trains, which includes the Hinsdale stop west to Fairview. Other locations with in-bound express trains, such as Downers Grove, don't appear to have any decrease in the number of express trains. It appears Hinsdale and the stations immediately west are unduly impacted by the proposed changes, which doesn't seem balanced relative to other BNSF communities.

Sincerely,  
Rob Goeckel

--

**BBVA Compass**  
**Robert E. Goeckel**  
Senior Vice President  
Commercial Real Estate - Chicago/Midwest  
311 S. Wacker Dr., Suite 2590, Chicago, IL 60606  
Tel: 312-279-6532, Mobile: 312-209-7005

**Subject:** New schedules  
**Date:** Tue, 20 Mar 2018 11:10:07 +0000 (UTC)  
**From:** Patti Bachman 7(1)(b) >  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

I would prefer you leave the schedules as is. Us long time riders know the times of the trains we need and changing the schedule will effects our daily routines and our job times. I would prefer my monies go to train and track maintaince and not on producing proposed schedule changes and new schedules

Thank you

[Sent from Yahoo Mail on Android](#)

**Subject:** Proposed Time Changes  
**Date:** Tue, 20 Mar 2018 06:53:38 -0500  
**From:** Erin Walker 7(1)(b)  
**To:** BNSFservice2018@metrarr.com

The 40 minute gap for Lisle and Belmont users in the morning (between trains 1204 & 1214) is too large. Please add Lisle and Belmont to train number 1208 to address this issue.

Thanks.

7(1)(b)

**Subject:** Congress Park schedule changes  
**Date:** Tue, 20 Mar 2018 12:44:56 +0000  
**From:** Amanda Lombardi <amanda.lombardi@mediacom.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

I have reviewed the proposed schedule changes for the BNSF line and object to the changes impacting Congress Park for many reasons.

- 1) You are eliminating the 8:27am train. This train is key for the area as it is the only option that enables parents in the area to get their kids to school and still make a train that gets them to work downtown by 9am. (School starts at 8am in the area)
- 2) This impacts people who have chosen to move to Brookfield and the surrounding area or might choose to in the near future when you drop options. Compounding this is the fact that any areas past Brookfield have no parking (unless you arrive at 6am) or a 6 month to 10 year wait for parking which limits options to work around. This does not only impact Brookfield as likely about half or more of CP commuters come from LaGrangr and surrounding areas.
- 3) You also are eliminating the 4:48 train outbound which is also the only option for parents to get home for their families. Daycares close at 6pm and families of children under 2 have restrictions to how long their child can be in daycare so you essentially creating two-pronged restrictions. In addition, for families that use the outbound trains, you are providing no options for a 2 hour window.
- 4) Making these changes will cause a ripple effect or more people on the 7:17 and 7:38 which already often have limited seating. Have you considered that and thinking about how you will accommodate?
- 5) The combination of the above are likely to negatively impact growth of the Brookfield area as existing and new potential homeowners will find their options limited. I'm sure you are aware but most people in Chicagoland area who look to move to the suburbs network and are armed with perspective on communities with the best inbound and outbound express options to help inform their decision. Your decisions are more than scheduling, it impacts short and long term factor for communities.

Thank you for your attention. I recommend setting up time with the villages and communities you are impacting to find alternative and new best options.

Sincerely,  
Amanda Lombardi

Sent from my iPhone

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**Subject:** New schedule  
**Date:** Tue, 20 Mar 2018 05:47:03 -0700  
**From:** <scaldwell@walshtrading.com>  
**To:** bnsfservice2018@metrarr.com

Hi,

I see from your proposed new schedule that you will be dropping the 6:44am from Stone Ave and replacing it with a 6:31am train. So you replace a 22 minute ride with a 30 minute ride. I am not the only rider that enjoys the present 6:44 train; the load on at Stone Ave and LaGrange Road fills the train. Please rethink how you juggle this morning schedule.

Thanks,

Steve Caldwell

7(1)(b)

Stephen Caldwell  
Walsh Trading, Inc.  
[scaldwell@walshtrading.com](mailto:scaldwell@walshtrading.com)  
[www.walshtrading.com](http://www.walshtrading.com)

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Suite 750  
Chicago, IL 60604  
Direct: 312.957.8083  
800.587.6275  
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**Subject:** Schedule changes on bsnf to Fairview Ave., DG  
**Date:** Tue, 20 Mar 2018 12:57:31 +0000  
**From:** Tamara Was <TWas@fitcheven.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Hi I'm just giving feedback on the new schedule from Union to Fairview Avenue This is a bad move for taking away the 428 and making it 417. How can anyone who gets off work at 4 make it in 15 minutes to the train? Bring back the same time you have had it, there are many many people who take that train to Fairview that gets in at 5 pm.

Also -the 423 pm to Fairview is going to be AN HOUR LONG? Seriously?

What happened to the 4:38 and some of the other trains – they don't even stop at Fairview? Are we all to start working later hours just to get to the western suburbs now?

Please REVISE this schedule to help all of us that go to Downers Grove, take out stops going to Aurora and Rte. 59 somewhat.

These revisions are not fair I don't think, I've been riding this train for 20 years, and now we have to have hours-long rides or stay at work or hang out at union station (which stinks of diesel fuel?)

Tamara S. Was | [Legal Patent Assistant](#)

**FITCH EVEN**

Fitch, Even, Tabin & Flannery LLP

120 South LaSalle Street, Suite 2100 | Chicago, Illinois 60603

P 312.577.7000 | F 312.577.7007

**Subject:** Proposed New BNSF Schedule  
**Date:** Tue, 20 Mar 2018 13:21:40 +0000 (UTC)  
**From:** Pat Negovan 7(1)(b) >  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

To Whom It May Concern,

I am a long-time Metra rider and am writing to comment on concerns about the proposed new schedule for the BNSF rail line. These are not little changes but significant ones with significant impact. I currently commute into the city from Berwyn, IL. Specifically, I note that there is little change to the 5:37 AM train and the 6:18 AM train from Berwyn to Chicago but after that the changes are significant and I question the addition of the 6:25 AM train which is only 11 minutes after the proposed 6:14 AM train. I currently take the 7:00 AM train which has a good on time record and now you plan to eliminate it and have a 6:45 AM or a 7:11 AM train. The 6:45 AM is too early for me and the 7:11 AM is too late. Plus you now have almost 30 minutes between trains when you have only 11 between the 6:14 and 6:25? Also, I feel this will make the 7:11 AM train more crowded because it most likely will accommodate more of the 7:00 AM commuters and the current 7:17 AM commuters. The same can be said for the evening trains. I currently take the 5:36 PM but note that you will now have a 5:06 PM instead of the 5:13 PM. Many of the 5:13 commuters may not be able to make the 5:06 and it will put more of them on the 5:36, making that train more crowded. It seems to me that you may be lessening overcrowding on some trains and creating overcrowding on others. Also, the 5:36 makes no additional stops but now the scheduled arrival time into Berwyn is 4 minutes later. While I understand and appreciate the need for the new safety feature, I also feel you are changing the schedules to ensure a more on time rating for you.

I have always been an advocate for taking the train versus driving and always preferred working in the city as opposed to the suburbs for that reason, but have to say that over the last few years I am getting more discouraged and frustrated with my commute.

The schedule is probably a done deal and my and other comments may not affect the outcome, but I felt the need to express my concerns.

Thank you.

Signed,

A long-time commuter

**Subject:** new schedule proposal  
**Date:** Tue, 20 Mar 2018 08:44:46 -0500  
**From:** Casey Tushaus <7(1)(b)>  
**To:** BNSFservice2018@metrarr.com

Hi,

This email is to comment on the new train schedule proposal. As a resident of Clarendon Hills, there are several adjustments that will have large impact on the working families and their ability to get kids to and from school or daycare.

In the evening, the adjustment/ elimination of the old 4:37 and 4:53 trains will cause issues, by providing fewer options for people to get home in a reasonable amount of time. The 4:23 train proposal is at a much worse time for people to actually leave work and take the train- very few people can leave shortly after 4 to catch this train- it's unrealistic. For the new 4:52, it's ~10 minutes slower than the old 4:53 option. That's not a good trade off, and costs families extra time at the end of the day.

In the morning, currently there is a large split of people that take the 7:34/7:54am trains. by moving those trains, I believe the new 7:42 train is going to be very crowded, as the new 8:07 will arrive too late.

I hope there are adjustments that can be made to get closer to the original schedule.

Sincerely,

Casey Tushaus

**Subject:** Feedback on proposed schedule changes  
**Date:** Tue, 20 Mar 2018 13:49:59 +0000  
**From:** <john.vantassel@ubs.com>  
**To:** <bnsfservice2018@metrarr.com>  
**Attachments:** disclaim.txt

I travel to—from LaGrange road and the proposed schedule has a 42 minute gap between limited stop trains heading downtown during rush hour – 6:33 to 7:15. This seems like a large gap for what I think is a busy station. Currently we have options of 6:47 and 7:15 during this time frame and both make just one stop before Union Station.

John Van Tassel  
Managing Director – Fixed Income  
Head of Investment Research and Decision Support

**UBS Asset Management**  
One North Wacker Drive, Chicago, IL 60606  
Tel: +1 312 525 7271 | Fax: +1 312 525 7994  
<https://www.ubs.com/am>

**Subject:** Feedback on proposed schedule changes  
**Date:** Tue, 20 Mar 2018 14:01:49 +0000  
**From:** Pradeep Tekkey <7(1)(b)>  
**To:** bnsfservice2018@metrarr.com

I am a regular commuter from Clarendon Hills to Union Station. Please incorporate a stop at Clarendon Hills station for inbound train # 1224.

Thank you,  
Pradeep Tekkey

**Subject:** Proposed Changes to BNSF  
**Date:** Tue, 20 Mar 2018 14:04:32 +0000  
**From:** "Ponto, Amy N (US - Chicago)" <amponto@deloitte.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

To Whom It May Concern:

I reviewed the proposed changes for the BNSF line and see serious issues with the new schedule. Several people in Clarendon Hills and West Hinsdale currently take 7:34/7:37 train to downtown. It appears that train is being fully eliminated. For someone like myself, I need to be at work and in meetings by 8:30 – something the new schedule would not accommodate by taking the 7:42/7:44 train. I would then have to take the earlier train at 6:57/6:59 but unfortunately do not have child coverage that early. By changing the schedule you will be putting hundreds of people into a bind with child care and getting to work on time. Thanks for your consideration.

Amy Ponto

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v.T.1

**Subject:** Proposed Schedule Changes\_Comments  
**Date:** Tue, 20 Mar 2018 09:29:23 -0500  
**From:** Krunal Patel 7(1)(b) >  
**To:** BNSFservice2018@metrarr.com

The following are my comments (RT 59 rider, Naperville Resident)

Based on the new housing that is already being constructed (i.e. mass housing at rt 59 station, pulte homes north of station, etc) and proposed (i.e. 95th/ rt 59 wagner farms, ashwood park, etc) in the city of Naperville near the route 59 station; there is a MAJOR need for adding a route 59 express. The proposed schedule changes are somewhat addressing this by not having outbound express trains stop at both Naperville and Route 59 stations, however the new schedule does not have any route 59 expresses anymore:

Inbound:

- The inbound trains proposed are similar to the current schedule. One major issue us riders see is the congestion when arriving and unloading at union station. The 2 trains which provide the "first" group of 8:00am start time commuters, 6:37 am and 6:57am trains, take a VERY long time unloading at union station due to the congestion. The main reason for this is both Naperville and Route 59 riders (Naperville residents) are on these trains which is the same being proposed in the changes. This should be revised to have a route 59 only express and Naperville only. This will help immensely with both travel times and unloading times, resulting in an overall shorter commute.

Outbound:

- New express train 4:38 pm to Naperville (1st) and RT59 (2nd) is a wonderful addition. Would be ideal if this train was at 4:45pm to help commuters leaving work at 4:30pm to catch this train and to take fully advantage of it.
- 5:02 pm express replaces current 5:00 pm express but stops at one additional station. If I were to guess, 80-90% of the people on this train will be route 59 riders (same ones on the 5pm express currently) which will end up "congesting" the train for the Downers Grove and Belmont riders, making it difficult (longer time) to depart the trains. I suggest this train be looked at in more detail and remove one of the stops to really make it a rt 59 express. Does it need to stop at Belmont??? Naperville is in desperate need for a rt 59 express to account for all of the new residents in the area that have moved in recently and will move in the near future.
- 5:28 pm express replaces current 5:22 pm express. Same comment as the 5:02 pm express. At a minimum, if this can't be a route 59 express, we should consider removing one of the stops to make this more efficient.



There are ALOT of people that will move into Naperville (which will ride the metra from route 59) in the next 5 years with all of the housing proposed south of 95th and route 59. The capacity issues seen now will only get worse once all of those houses are built. To help with the capacity (will never resolve it) the comments listed above should be highly considered (mainly having a route 59 only express).

I am a metra rider for 12 years and going. I took the Milwaukee West line for over 10 years with 1 goal in mind -> move to Naperville to catch the great expresses BNSF has to offer. As I accomplished this goal (with the help of my wife of course), I quickly realized that BNSF is very popular and heavily congested because many commuters have the same goal in mind that I did!

--

Thanks,  
Krunal K. Patel, P.E., S.E. (IL)

**Subject:** Proposed Schedule Change  
**Date:** Tue, 20 Mar 2018 14:45:34 +0000  
**From:** "Wexelbaum, Josh" <Joshua.Wexelbaum@millercoors.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>  
**Cc:** "Wexelbaum, Josh" <Joshua.Wexelbaum@millercoors.com>

Dear Sir or Madam,

I have reviewed your proposed schedule changes, find your outbound options unacceptable and am requesting that you reconsider so as to provide solutions that meet the needs of your riders. Many of your Route 59 riders are working parents who have to pick up their children from daycare facilities by 6PM or 6:30PM.

- Your elimination of the 5:00PM and replacement with 5:02PM costs riders 7 minutes and makes it unlikely they will be able to continue to make a 6PM pick-up. Conversely, the elimination of the 4:44PM and its replacement with 4:38PM also makes it unlikely folks will be able to leave work early enough to make this train.
- Your elimination of the 5:22PM and replacement with the 5:28PM will cost riders 12 minutes, making a 6:30PM pick-up extremely unlikely if not impossible.

Please recognize that Route 59 is one of your busiest (if not your busiest) station and many of its riders are working parents. This schedule presents a great challenge to their ability to effectively manage after school pick-ups and as such may require us to seek alternative transport.

Sincerely,

**Joshua D. Wexelbaum**

**Marketing Director • Emerging Brands**

250 South Wacker Drive, Suite 800 • Chicago, Illinois 60606

[Joshua.Wexelbaum@MillerCoors.com](mailto:Joshua.Wexelbaum@MillerCoors.com) • Office (312) 496-5754 • Cell (414) 803-5197

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**Subject:** BNSF Proposed Schedule Change  
**Date:** Tue, 20 Mar 2018 15:03:29 +0000  
**From:** Paul Herdzina <pherdzina@mekustanager.com>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

Metra,

I'm going to be as nice of possible here. But the fees have gone up and you are providing less service. This is not right. I normally go along with the flow but this new change just do not work for me or my wife..

**Week Day Mornings from Aurora to Chicago**

You have almost an hour gap from 7:00am to 7:50am from Brookfield, Hollywood, Riverside, Harlem Avenue, Berwyn, LaVergne, Cicero, Western Avenue and Halstead.

In this time you have 8 express trains going by those stops most express from the farther out suburbs. This is not acceptable as people need to get to work at a convenient schedule that works for them. a half hour gap is not to horrible. What gives, the conductors know that people get on at these stops. You keep dropping service and yes less people will use the service, it does not work to get them downtown to work.

**Week Day Evenings from Chicago to Aurora**

It appears you are trying to keep trains running every ½ hour I will say that is not as good as you once had but still respectable.

Please reconsider your scheduling as this effect many people.

Thank you,

**Paul Herdzina**

**Subject:** DO NOT CHANGE THE HINSDALE HIGHLANDS SCHEDULE .. PLEASE!  
**Date:** Tue, 20 Mar 2018 11:04:55 -0400  
**From:** Lisad1126 7(1)(b) >  
**To:** bnsfservice2018@metrarr.com

Dear BNSF Metra -

The morning proposed inbound options for Highlands stops to Chicago are not accommodating. A train at 6:23 without another option for 45 more minutes at 7:04 ? This just is not acceptable.

Please keep the 6:38 that originates at Highlands. It is a great early option for people in our neighborhood.

This is very inconvenient for me and others, making us arrive later at work.  
The most recent fare hike should not come along with disruptions in service.

Please listen to your riders -  
Thank you

LISA SEXTON

7(1)(b)

**Subject:** BNSF Proposal  
**Date:** Tue, 20 Mar 2018 11:05:56 -0500  
**From:** Amanda McGuire 7(1)(b) >  
**To:** BNSFservice2018@metrarr.com

Dear Metra,

I appreciate the upcoming changes to implement the PTC safety system. As most can agree, safety is the most important aspect of a commute and I appreciate Metra making positive changes for its customers. However, I have concerns over the proposed BNSF schedule. I live in Brookfield and commute daily into the city via Metra for work. I currently take the 8:12am train into Union Station and depart Union Station on the 5:13pm train on weekdays. In September 2017, I purchased my home in Brookfield, one block from the Brookfield train station, largely because of the availability and convenience of the BNSF Metra trains.

With the proposed changes, residents in Brookfield will be significantly affected for both the morning and evening commutes. Brookfield residents who have the ordinary 9-5 workday, like myself, will be forced to either drive to a nearby station, consequently increasing their monthly expenses, or extend their days by at least 60 minutes each day, if there are no delays. As many do not work within two-three blocks of the train station, commuters along this train line will not be accommodated by the 8:19am inbound train, which is set to arrive Union Station at 8:51am, nor the 5:06pm outbound train, thus being forced to take the 7:50am inbound train and the 5:36pm outbound train. This extra hour of each day is crucial for many family's lives and I am requesting Metra to reevaluate the proposed schedule changes.

Thank you,  
Amanda McGuire  
BNSF Commuter

**Subject:** Highlands Train Schedule Change  
**Date:** Tue, 20 Mar 2018 11:57:45 -0500  
**From:** Sally Parsons <7(1)(b)>  
**To:** bnsfservice2018@metrarr.com

The proposed inbound options from Highlands to Chicago are  
***not acceptable.***

Please do not eliminate the 6:38 that originates at Highlands. It is extremely convenient for my schedule. It will lengthen my daily commute in a very unacceptable manner, causing additional financial hardships and time.

Thank You. Please do not eliminate this from the schedule.

--

Sally Parsons

7(1)(b)

**Subject:** Schedule Change  
**Date:** Tue, 20 Mar 2018 12:33:10 -0500  
**From:** Ed Pietrzak 7(1)(b) >  
**To:** BNSFservice2018@metrarr.com

I have reviewed the proposed schedule change and feel that the new schedule creates large holes in time frames when trains were before (7-8 am brookfield to downtown). The number of trains also seems to be decreasing at the Congress Park stop in the morning. The evening trains are also getting stretched out. Taking into account that a commuter will now need to leave earlier and wait to take the train home, you are extending their overall work day. This also does not seem to take into effect that people do not just take the train, but rely on other methods of transportation to get to and from the respective train stations.

I understand that changes have to be made, but I feel that the changes can be better managed.

I also am wondering about the timing of this, since I have heard from several railroad personnel that the system is not ready nor working at the moment.  
Thank you.



**Subject:** Feedback  
**Date:** Tue, 20 Mar 2018 13:44:19 -0500  
**From:** Joe Tramontana 7(1)(b)  
**To:** bnsfservice2018@metrarr.com

I applaud the change but have concerns about Route 59 improving. For Inbound, why have an express at 5:57 and 6:05am only 8 minutes apart? Seems like you will be causing much heavier loading on the 6:37 with the 6:12 disappearing. Outbound- no trains to route 59 between 4:39 and 5:02? This really stinks that the 4:44 is gone. I see massive congestion in the Route 59 parking lot since people will be forced on the 5:02pm. Please don't neglect the parking lot issues with congestion at 59...

- Joe T

**Subject:** BNSF Revised Schedule for PTC Installation  
**Date:** Tue, 20 Mar 2018 18:46:20 +0000  
**From:** Claudia Barlog <claudia.barlog@bartlit-beck.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

The most unreliable rail line in the system – the BNSF - is messing with commuter schedules.

And for this additional inconvenience our fares went up again this year!

I had to switch to an earlier train six months ago, that being the 7:28 a.m. 1234 train from Western Springs to Union Station, to avoid being regularly late for work, due to the consistently late 7:50 a.m. BNSF train. Now I get to work a full 45 minutes early – for which I am not reimbursed.

And now you are proposing to eliminate the 7:28 a.m. Western Springs stop for the 1234 train, and cram us all onto the 7:20 a.m. 1232 train!

Obviously, whomever makes these decisions does not use the BNSF train to commute to/from their employment.

I can hardly wait for the inevitable train delays caused by the PTC installation, to add to the daily irritation of commuting on the BNSF.

Claudia Barlog

**Claudia Barlog** | **Bartlit Beck Herman Palenchar & Scott LLP** | claudia.barlog@bartlit-beck.com | 312-494-4137

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**Subject:** SCHEDULE CHANGE COMMENT  
**Date:** Tue, 20 Mar 2018 19:28:20 +0000 (UTC)  
**From:** Kate Kelly <7(1)(b)>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

To whom it may concern:

while I am happy that safety is a top priority for you and you need to integrate the system, I take issue with the schedule.

Your ridership at STONE AVE STATION is being disserved. the ridership from that station is huge due to walking and local parking. to have no train between 7:25 and 8:10 for such a HUGE station is untenable. trains in between stop at La Grange Road, whose ridership is only slightly larger if at all.

PLEASE add Stone back into the stops.

Kate Kelly

7(1)(b)

**Subject:** Proposed Weekday Schedule BNSF  
**Date:** Tue, 20 Mar 2018 20:56:16 +0000  
**From:** "Tribe, Michael" <Michael.Tribe@mufgsecurities.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Eliminating the 4:37pm train out of Union Station is a huge problem. As it is, this train is completely packed every weekday. Now with eliminating this train, unless you are adding an additional 8 cars to the 4:53pm, there will not be enough seats for all riders. The 4:37pm barely has enough seats for riders now.

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**Subject:** Proposed changes  
**Date:** Tue, 20 Mar 2018 16:46:11 -0500  
**From:** 7(1)(b)  
**To:** BNSFservice2018@metrarr.com

With regard to the change of train 1254, it is simply too late for employees to get to work on time when they have a start time of 9 am. The train does not get into Union Station until 8:51 assuming it is arriving on time, but it is often late.

Sent from my iPhone

**Subject:** BNSF Schedule Changes and Pace  
**Date:** Tue, 20 Mar 2018 16:51:34 -0500  
**From:** Anthony Marotta <7(1)(b)>  
**To:** BNSFservice2018@metrarr.com

Good afternoon,

I received and reviewed the proposed schedule changes for the BNSF line. The schedule appears to be fine, but I have two questions:

1. When will these changes take effect?
2. How will this change (or not change) the corresponding PACE Bus Schedules? The buses operate on the current schedule, so will they change accordingly?

Many thanks for your time.

Best,

Tony

**Subject:** Proposed schedule change.  
**Date:** Tue, 20 Mar 2018 17:56:30 -0500  
**From:** Kelly Collins 7(1)(b)  
**To:** BNSFservice2018@metrarr.com

Please do not add more stops to the 1248 train from Aurora to Chicago. I get on at Clarendon Hills Road at 7:54 am. If you add six more stops, it will affect my day in a negative way. Please add those additional stops to another train.

Kelly Collins

7(1)(b)

**Subject:** New schedule for Berwyn am trains  
**Date:** Tue, 20 Mar 2018 23:01:33 +0000  
**From:** André B 7(1)(b) >  
**To:** BNSFservice2018@metrarr.com

Given the number of people who ride the 7 am inbound departure to Chicago and the number on the 7:17 am departure it seems rather shortsighted to get rid of the 7 am departure. So essentially there are only 2 trains now between 6:30 and 8 am whereas other stations further out still have 3 during this time.

Makes me think about getting back in my car or using Pace and CTA.

Andre Buckles  
Concerned long time rider



**Subject:** BNSF  
**Date:** Tue, 20 Mar 2018 17:50:07 -0500  
**From:** Laura 7(1)(b)  
**To:** BNSFservice2018@metrarr.com

I am exceptionally disappointed in the proposed train schedule, specifically Stone Avenue. For someone who has to connect to a shuttle, this will increase my already long day.

While increasing public safety is always a good thing, I also see this as just another reason that Metra will use as an excuse for their poor service.

- Laura  
Sent from my iPhone

**Subject:** Proposed BNSF Schedule Changes  
**Date:** Tue, 20 Mar 2018 18:49:20 -0500  
**From:** Adam Tarr <7(1)(b)>  
**To:** BNSFservice2018@metrarr.com

Metra,

This email is in response to your request for public comment regarding the proposed BNSF schedule changes. I live in Downers Grove and commute into Chicago during the work week, boarding the train at Fairview Avenue for the past 11 years. My usual train is the 7:28am out of Fairview. I understand that changes to the schedule are required due to the upcoming Positive Track Control system and appreciate that schedule changes are not an easy task. However, I do feel that some of the schedule changes are disproportionately disadvantageous to folks like myself which I will detail below with an example.

While everyone will likely need to adjust to some level of change, the 7:28 Fairview commuters are getting "double hit" with the proposed changes. In general the Fairview stop is a semi-express, starting at Fairview and stopping 4 more times and then expressing to Chicago. It appears that in many cases extra stops have been added to Fairview starting trains, making these commutes longer, which is the first negative change. Second, the 7:28 is gone without a replacement train at a similar time. The next train (7:35) will arrive in Chicago too late (given the additional stops and how long the trip would be) and the train before it is 25 minutes earlier at 7:03. An opportunity cost of 25 minutes per day; for some this is lost sleep, for me this is all of the time I have with my children in the morning. It is material- totaling over 100 hours each year! Not to mention that in this example, the train ride is also an extra 13 minutes longer.

Again, I understand the necessity of change, but feel more care needs to be taken to avoid situations like the above. Multiple changes can compound on one another and result in unacceptable outcomes. Overall the outbound schedule seemed reasonable but I would ask that you revisit the proposed inbound schedule with the above in mind to minimize disruptions. One potential idea is to add Fairview as the last stop on the Lisle/Belmont/DG expresses in. Thank you for your time and attention to this matter.

Adam Tarr

**Subject:** PTC changes  
**Date:** Wed, 21 Mar 2018 01:05:58 +0000  
**From:** Dan Smith <7(1)(b)>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Metra,

Why are all express trains from Lagrange to union stations being disregarded? Currently I take the 648am in at 708am from Lagrange to Union. Then I take 453 union arriving 513pm in la grange. This schedule times up with the pace bus for me. Your changes is adding 30 mins extra to my commute.

I pay you \$159 a month A-C and \$30 a month to pace. You have no regard for pace metra connection with this new shedule. Your prices continue to go up constantly yet you are neglecting express trains to and from la grange rd.

Please explain. I might start driving to work if nothing is done to change la grange to union. \$159 a month that you will no longer receive.

Hope something can be settled from this.

Sincerely,

Metra monthly pass commuter for 6 years.

**Subject:** Schedule  
**Date:** Wed, 21 Mar 2018 01:22:07 +0000  
**From:** "Quattrochi, Joseph" <jquattrochi@walshgroup.com>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

**Subject:** Proposed schedule change  
**Date:** Tue, 20 Mar 2018 12:59:05 +0000  
**From:** Lisa Lizzo <llizzo@craneandnorcross.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

I have reviewed the proposed schedule change and the 1255 train is adding 3 more stops than before that already have many stops. I am not in favor of that change as well as the 1218 train that leaves my stop 5 minutes earlier than the current time. I believe people have set up schedules for when trains leave and arrive and to change those times makes it difficult for us to deal with buses, family schedules, etc.... Also to be adding stops which takes longer and then also to increase fares every year for the past several at the same time is not fair to the commuter.

Thank you and I hope you rethink the above changes.

Lisa Lizzo

**Subject:** Proposed schedule  
**Date:** Tue, 20 Mar 2018 13:10:26 +0000  
**From:** Chris Virgilio 7(1)(b) >  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Taking the 437 train and moving up to 423 and adding stops stinks. There are too many express trains and adding too many locals for people on La Grange etc. just keep what you have. Then adding extra stops to the 452 is even worse

Sent from my iPhone

**Subject:** Schedule Change  
**Date:** Tue, 20 Mar 2018 08:21:49 -0500  
**From:** myles dorado 7(1)(b) [REDACTED]  
**To:** bnsfservice2018@metrarr.com

This is an excellent schedule change. For commuters in Aurora, this is perfect.

When would this go into effect?

-Myles

**Subject:** proposed schedule change  
**Date:** Tue, 20 Mar 2018 13:44:00 +0000  
**From:** "Hnitecki, Kristina" <Kristina.Hnitecki@united.com>  
**To:** "bnsfservice2018@metrarr.com" <bnsfservice2018@metrarr.com>

There needs to be an additional stop between 7-9am for folks east of lagrange road. That is right in the middle of the morning commute.

Do NOT like the proposed changes

For those of us who start at 8:30 we would have to take a 7am train.

NOT GOOD

**Kristina Hnitecki**

HR Manager-Corporate Human Resources

United | Corporate Support Center  
233 S. Wacker Drive 5th Floor | Chicago, IL 60606  
Tel 872-825-8679 | [kristina.hnitecki@united.com](mailto:kristina.hnitecki@united.com)

[united.com](http://united.com)

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Every little bit helps, think before you print.



**Subject:** New proposed schedule  
**Date:** Tue, 20 Mar 2018 13:28:07 +0000  
**From:** Allysia Jaques <ajagues@nwsarchitects.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

To whom that may concern,

I think that it makes no sense to get it rid of the 4:44 to aurora(via Route 59). When it is packed everyday, you changed the train to 4:42 but does not stop at route 59.

I don't think that it is a good idea to only have 2 trains in 30 mins that go to your 2 busiest stations.

You should either add another train or move the time of the 4:38 to closer to 4:45.

Thank you,

*Allysia Jaques,*

*Designer*

**NWS Architects Inc | Chadha+Associates**

200 West Monroe St

Suite 2070

Chicago IL 60606

T 312 332 2062 x 231

F 312 332 9894

E [ajagues@nwsarchitects.com](mailto:ajagues@nwsarchitects.com)

**Subject:** Proposed Schedule Change  
**Date:** Tue, 20 Mar 2018 14:04:51 +0000  
**From:** "Walsh, Kathy G - CHICAGO IL" <kathy\_walsh@ml.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

The proposed schedule changes would completely get rid of 2 trains that I normally take: The 6:41 am from Western Springs to Union and the 4:37pm out of Union Station to go home. Also, the new 4:52pm to Aurora would be making more stops than the existing 4:53pm. The only express to the LaGrange area is the 5:15pm.

I see lots of people taking the 6:41am at Western Springs to the city. Why would you get rid of it?

Same goes for the 4:37pm to Aurora. Lots of folks are on that train. The new 4:23pm is too early to catch for someone getting off of work in the Loop at 4pm.

So these changes will not work for me and I bet will not work for a lot of people.

Thank you for listening.

**Kathy G. Walsh**

Registered Senior Client Associate

[Hickey Rogers Butler & Associates](#)

Merrill Lynch, Pierce, Fenner & Smith Inc.

33 W. Monroe St. Suite 2200 Chicago, IL 60603

T 312-499-4619 F 312-428-4049 Toll Free 800-852-6297

[kathy\\_walsh@ml.com](mailto:kathy_walsh@ml.com)

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**Subject:** Proposed Schedule Change on BNSF  
**Date:** Tue, 20 Mar 2018 14:26:46 +0000  
**From:** Lisa Heim <Lisa@hhwv.net>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

I am **strongly opposed** to the proposed schedule changes on the BNSF. I've been taking the train for over 30 years from Stone Ave. LaGrange to Union Station. Both of my daily rides would be affected – no longer could I take the 7:55 am from Stone in the morning and the 4:37 pm to Stone has also been changed. The parking situation in LaGrange is such that finding parking closer to the LaGrange Road Station would be very problematic, if not impossible, plus my office would really disapprove of any work schedule changes that would need to be made to accommodate the proposed schedule.

These changes would be quite detrimental to me as well as the many others who board with me at Stone Avenue daily. I fear the trains that do run would also be very crowded and uncomfortable due to less trains.

**Please reconsider these changes!**

Lisa Heim  
Hlustik, Huizenga, Williams & Vander Woude, Ltd.  
20 N.Wacker Drive, Suite 2800  
Chicago, IL 60606  
Telephone: (312) 372-1033  
Telefax: (312) 372-6388  
E-mail: lisa@hhwv.net

**Subject:** Highlands Train schedule  
**Date:** Tue, 20 Mar 2018 09:46:44 -0500  
**From:** margo sexton <7(1)(b)>  
**To:** bnsfservice2018@metrarr.com

Hello,

The morning proposed inbound options for Highlands stops to Chicago are not accommodating. A 6:23 without another option for 45 more minutes at 7:04?

Please keep the 6:38 that originates at Highlands. It is a great early option for people in our neighborhood.

I know in our case this now affects day care, forcing us to pay for extra time, when we already got hit with an increased metra monthly.

Thank you for taking this into consideration.

Margo Black

**Subject:** Proposed schedule change  
**Date:** Tue, 20 Mar 2018 14:15:40 +0000  
**From:** Maria Marquez <Maria.Marquez@cdw.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

To whom it may concern at Metra:

In all honesty the changes aren't completely bad as far as the time it takes to get downtown versus now. They are survivable. For example, I get on at LaVergne and normally take the 7:56 am which gets into Union on a good day at 8:18am. On a good day. Sometimes I take the 7:20 and on a good day you are at Union by 7:50. I emphasize on a good day. Anyways my point is that my new time based on proposed change is 8:04 and will supposedly get into Union at 8:21, so total ride time is cut done by a few minutes and I should still walk into my office around the same time. But that would be on a good day.

So here is my bigger problem. LaVergne is already an underserved station. We have probably the least options of trains to take into the city. Less than Berwyn, Riverside, Harlem and Cicero. Yet we have many people getting on. Now with the proposed changes, in the morning it looks like overall all of these stations are being reduced to less options to take a train into the city which means you will be fitting in more people into less trains on trains that are already pretty full each day. Sometimes I don't even get a seat in the morning, yet I pay for a seat. So that will be interesting. (Btw, a campaign needs to be in place to direct people to move belongings off seats. They didn't pay for an extra seat for their belongings. I have no problem saying something but wow how people get pissed because you ask for a seat you paid for. Common sense should prevail her but it doesn't always.)

In all honesty every year you are raising prices and the trains don't get better (old and there always seems to be a mechanical issue delaying the trains in the morning – so good luck keeping to the times on proposed schedule). Yes, is it better than driving into the city? Of course, but starting to be better less and less each year and that also doesn't mean you get to skimp on service. You can't keep on increasing prices and delivering the same service. You also can't discriminate on those neighborhoods closest to the city. Just because Naperville riders (and western stops closer to that area) might be more affluent doesn't mean that BNSF service should be catered to them as it already seems. I know that the proposed change will probably go through regardless of commuters who might not benefit by it but this is what you should think about.

**Maria Marquez**

**Subject:** Proposed changes to BNSF schedule  
**Date:** Tue, 20 Mar 2018 15:37:18 +0000  
**From:** Bruce Rodman <7(1)(b)>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>  
**Cc:** "metrboard@metrarr.com" <metrboard@metrarr.com>

While I understand that it is highly unlikely that any meaningful changes will be made to your so-called proposal, I would like to register my belief that the significant changes to the first two express trains - 1200 and 1204 - by making them almost 15 minutes earlier, will significantly decrease ridership on those trains. I believe that you are over-estimating the amount of time it will take the engineer to re-initialize the system; based on your video, he will basically activate it and then verify information that is already entered in the system. You are also confusing the matter by implying that the conductors' regular duties somehow add to the amount of time needed - according to the PTC video, they have no PTC-related duties, and if you think those conferences amongst themselves take place during the flipping process, you obviously don't take the train - and also burying the fact that some of these proposed changes are for reasons OTHER than PTC. I typically take the 1204, and many of my coworkers take the 1200. I think you're simply assuming that if these trains become more difficult to catch from a scheduling standpoint, that people will take the next available train. In some cases, that is simply not an option, and if I make the decision to leave before 5 a.m. to catch my usual train, it will get me into Chicago at a time when my linkup pass will not be valid for CTA use. (Similarly, I hope you have communicated with Pace on the changes that will be necessary to their schedules.) I think you would be better off making the earliest two expresses a little less early, but that's only the meaningless opinion of someone who has ridden the BNSF every day for 25-plus years. At some point, Metra leadership is going to have to accept some responsibility for the continued declines in ridership attributable to its policy decisions.

**Subject:** Comment re: proposed BNSF schedule  
**Date:** Tue, 20 Mar 2018 16:02:08 +0000  
**From:** "White, Jaya F." <Jaya.White@quarles.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Hi, my main comment is with respect to the Congress Park stop.

As the schedule currently stands, commuters can catch an express train straight from Congress Park to Union Station and get to work at a reasonable hour (the 8:27 am train). There is also a return trip that allows parents of kids in childcare to get our kids within the required time frame (no later than 6 pm after getting car and driving to the daycare center) (the 4:48 local train; or if everything is on time, the next express train).

The proposed schedule does not provide for either of these. We will have to either go to LaGrange or Brookfield. LaGrange does not even have available parking near the train station and Brookfield is not near those of us who live on the southwest side of Brookfield. Congress Park is an optimal stop for those of us with childcare obligations and who live on the southwest side of Brookfield.

Suggestion: Add a Congress Park stop from Union Station around the current drop off time of the current 4:48 train (arrives at Congress Park at 5:17 pm) and add an earlier express train from Congress Park to Union Station (proposed time of 8:41 am is too late for most commuters). Or at a minimum, please include Congress Park in more of your proposed trips.

Thank you for your time and consideration.

Jaya White (resident of Brookfield and within walking distance of the Congress Park stop).



**Jaya White** / Attorney  
[Jaya.White@quarles.com](mailto:Jaya.White@quarles.com) / [LinkedIn BIO vCard](#)

**Quarles & Brady LLP**  
300 N. LaSalle Street, Suite 4000 / Chicago, IL 60654-3406  
Office 312-715-5242 / [quarles.com](http://quarles.com)  
Assistant Maribel Torres 312-715-5056

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**Subject:** Proposed Train Schedule Changes for the BNSF  
**Date:** Tue, 20 Mar 2018 16:51:06 +0000 (UTC)  
**From:** Katy Moore <7(1)(b)>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

Dear Metra Staff,

Please do not move up the start of train 1200 inbound train from Aurora to Chicago. It is just too early. I know that 13 minutes does not seem like very much, but at that time of day it is a big deal. I currently get on the 1200 at LaGrange road; it departs at 5:14 and expresses into Union Station. If that train arrives earlier in Chicago, I will have to wait in the dark and the cold for the bus that doesn't leave until 5:35 am. I will not arrive at work earlier, I'll just spend time that I could have used at home getting my family's lunches ready or putting makeup on standing around the bus stop. (Not to mention the sleep that I will lose because I have to get up just that much earlier.)

Thanks for your consideration,  
Katy Moore  
longtime BNSF rider



**Subject:** Feedback  
**Date:** Tue, 20 Mar 2018 12:52:14 -0500  
**From:** Karthikeyan Ganapathy 7(1)(b)  
**To:** BNSFservice2018@metrarr.com

Hi,

The proposed changes are awful. The schedule that we currently have is much better.

Kindly requesting you, please do not make this proposed change to the BNSF schedule.

Regards,  
Karthikeyan.

**Subject:** revised schedule  
**Date:** Tue, 20 Mar 2018 17:55:18 +0000  
**From:** Dave Baniewicz <DBaniewicz@NovakConstruction.com>  
**To:** "BNSFservice2018@metrarr.com" <BNSFservice2018@metrarr.com>

This revised schedule is HORRIBLE. First it makes the earlier inbound trains leave 15 minutes earlier for the early morning commuter. Also the later trains arrive at 9:00 or after 9:00Am making it difficult for those who start at 9 must take an earlier train. Also the evening trains after 6:00 are running about 15 minutes later which means those who have to work later get home later. The Naperville express trains have been cut back to only 2 outbound why? Naperville is one of the largest stops on the line. One last point there is less express service to the stops between La Grange Road and Fairview and more consolidating those stations with the ones closest to the city making the commute from Westmont and farivew much longer like a midday or weekend train.

Metra and BNSF needs to rethink this schedule and how it is going to make for as much as a 30 -45 minute longer commute a day for some riders.

[Dave Baniewicz](#)