

**From:** [Dave Patterson](#)  
**To:** [FOIA Metra](#)  
**Subject:** RE: 18-FOIA-295 Response EMD F59PH Locomotives (Goodloe Transportation - Patterson, D.)  
**Date:** Tuesday, February 5, 2019 2:35:18 PM  
**Attachments:** [image010.emz](#)  
[image001.png](#)  
[image002.png](#)  
[image004.png](#)  
[image006.png](#)  
[image008.png](#)  
[Targeted Threat Protection Unsafe Links.msg](#)  
[RTSC response to RFP No. 50268.pdf](#)

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Dear Ms. Ollie,

Thank you for the timeliness of your response – 18-FOIA-295 EMD F59PH Locomotives. We have follow-up questions:

**1.** Regarding Metra’s response 18-FOIA-295 EMD F59PH Locomotives, section II responsive document “Metra Consent Agenda Capital Procurements from October 9 thru November 8, 2018” dated November 9, 2018, and as set forth in its Exhibit A-4 for the recommendation to sole source purchase three F59PH locomotives from Progress Rail Services Corporation (PRS) and Metra Contract number PO0036691 – Purchase Agreement with Progress Rail Services Corporation for the purchase of three F59PH locomotives from PRS, were the three F59PH locomotives approved for purchase from PRS previously offered to Metra by Rail Transportation Services Corporation (RTSC) pursuant to RTSC’s bid response to RFP No. 50268 exhibit 1-N (enclosed here as attachment 1 –*RTSC response to RFP No. 50268, dated 2/4/2016*)?

With respect to this question, please note that the RTSC’s bid response to RFP No. 50268 lists the F59PH locomotives’ serial numbers. Also, attachments 2, 3, and 4 (Umler equipment historical lineage reports) identify the reporting mark lineage of RBRX locomotives 18523, 18524 and 18531 and their subsequent owners and owner reporting marks LTEX and PRLX (PRLX a Progress Rail Services Corporation reporting mark).

**2.** If the answer to question 1 is yes, which line item numbers on RTSC’s bid response to RFP No. 50268, Exhibit 1-N (attachment 2) correspond to the three F59PH locomotives approved for purchase and sole sourced by Metra from Progress Rail Services Corporation?

**3.** What is Metra’s justification for rejecting RTSC’s bid response to RFP No. 50268, exhibit 1-N, which offered **up to six** F59PH used locomotives for **\$600,000 each**, and approving for purchase on a sole source basis three F59PH locomotives for **\$841,793 each** from PRS.

**4.** Given the RTSC bid response to RFP No. 50268 Exhibit 1-N in attachment 2 offering six F59PH locomotives for sale, how did Metra come to a conclusion that only a single source for F59PH locomotives existed?

**5.** Regarding Metra’s response 18-FOIA-295 EMD F59PH Locomotives, section I. Background, and our requests:

- 2.** With regard to the value of the acquisition (as reported in the Response to 18-FOIA-270 - \$2,525,379.00), does the purchase amount include locomotive shop charges;
  - 3.** If locomotive shop charges are included in the acquisition value (as reported in the Response to 18-FOIA-270 - \$2,525,379.00), what amount are the locomotive shop charges;
- 

and Metra’s response highlighted below:

With regard to items No. 1, 2, 3, and 6, Metra's Procurement Department is providing you with Contract No. PO0036691 ("Responsive Document"). With regard to items No. 4 and 5, Metra's Grants Department advises that "[o]ur recent purchase of EMD F59s [was] funded solely by Metra Capital funds". Additionally, a summary of the procurement of the EMD F59PH locomotives can be obtained

Nothing provided in the responsive document provides a breakout of the locomotive shop charges. The question remains unanswered so we wish to make the request again.

6. If the answer to question 4 above is undeterminable by Metra, what is the core value of the 3 used EMD F59PH locomotives? For the purpose of this question core value is the value placed on the 3 EMD F59PH locomotives prior to any work required of the Contractor to comply with Exhibit 1-A(1) Metra Specification M-14-002, Rev. F. in Contract number PO0036691 – Purchase Agreement with Progress Rail Services Corporation.

7. Regarding Metra's response 18-FOIA-295 EMD F59PH Locomotives, section I. Background, and our requests:

4. Were Federal and/or State funds utilized for the acquisition of the EMD F59PH locomotives;
5. If Federal and or State funds were used for the acquisition of the EMD F59PH locomotives, what was the name of the Federal and/or State funding source (e.g., Federal Transit Administration or other); and

and Metra's response highlighted below:

With regard to items No. 1, 2, 3, and 6, Metra's Procurement Department is providing you with Contract No. PO0036691 ("Responsive Document"). With regard to items No. 4 and 5, Metra's Grants Department advises that "[o]ur recent purchase of EMD F59s [was] funded solely by Metra Capital funds". Additionally, a summary of the procurement of the EMD F59PH locomotives can be obtained

What were the source(s) of "Metra's Capital Funds" from which this acquisition was funded? Were the sources a pool of local, state and federal funds? Regards to this question, we understand that funding can be fungible; however, it is also our understanding that Metra relies overwhelmingly on local, state and federal assistance for major infrastructure and rolling stock capital costs as explained below on Metra's website.



#### How is Metra funded?

Metra uses fare revenues to pay for 55 percent of its operating costs and public subsidies, primarily a regional transportation sales tax, for most of the rest. For its capital costs, including major infrastructure and rolling stock expenses, Metra relies overwhelmingly on local, state and federal assistance.

8. Regarding Metra's response 18-FOIA-295 EMD F59PH Locomotives, section II responsive document "Contract number PO0036691 – Purchase Agreement with Progress Rail Services Corporation" for three used F59PH locomotives and as provided in its Exhibit 1 section E. **FOIA REQUIREMENTS**, can we please receive all electronic communication (emails), pursuant to 5 ILCS 140/2, section 2 (c) "Public Records", between Metra and the Contractor regarding the procurement of these F59PH used locomotives?

Please consider the information contained herein as confidential and for Metra's internal use only. Any external dissemination is prohibited without prior consent in writing.

Thank you.

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**From:** FOIA Metra [mailto:FOIA@metrarr.com]  
**Sent:** Wednesday, January 23, 2019 11:50 AM  
**To:** Dave Patterson  
**Cc:** FOIA Metra  
**Subject:** 18-FOIA-295 Response EMD F59PH Locomotives (Goodloe Transportation - Patterson, D.)

Dear Mr. Patterson:

Attached is Metra's Response to your above-mentioned request for records.

Thank you,  
Freedom of Information Officer



**Metra** is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates nearly 700 weekday trains, providing nearly 290,000 passenger trips each weekday.

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