



## Description of Intended Sole Source Purchase

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This description of commodities or contractual services intended for purchase from a sole source is posted in accordance with section 287.057(3)(c), Florida Statutes and will remain posted for a period of at least seven (7) business days.

**Commodity or Service Required:** Track and Signal Modifications and Construction

### **Description:**

The South Florida Rail Corridor ("SFRC") is a 72-mile rail corridor between mainline M.P. SX964.9 and SX1037 that is owned by the Florida Department of Transportation ("FDOT") and currently dispatched and maintained by the South Florida Regional Transportation Authority ("SFRTA") pursuant to an Operating Agreement with FDOT. Current rail traffic includes Tri-Rail commuter rail service (operated by SFRTA), CSXT freight service, and Amtrak intercity passenger service. CSXT owns and operates the tracks on either end of the SFRC (north of Dyer Interlocking and south/west of Oleander Junction). CSXT also maintains perpetual exclusive freight easement rights on the SFRC through a separate agreement with FDOT.

In 2013, FDOT received a TIGER Grant from the Federal Railroad Administration (FRA) to make two new rail connections between the existing SFRC and the FECR Corridor. These two new connections are identified as the Northwood and Iris connections, located at the north and south ends of the SFRC, respectively. SFRTA, through a Memorandum of Agreement and Joint Participation Agreements with FDOT, is responsible for the final design and construction of the portions of the Phase 1A (Northwood Connection/Rehabilitation) and Phase 1B (Iris Connection) within the SFRC. The purpose of this Sole Source Justification is to outline the process and the conclusions reached by SFRTA regarding procurement and implementation of the Work (as defined below).

### **Intended Source:**

Veolia Transportation Maintenance and Infrastructure, Inc. (Prime) and Xorail, Inc. (Subcontractor)

### **Estimated Dollar Amount:**

\$3,848,023.00

### **Justification for Sole Source Acquisition:**

**The following summarizes the decision factors that validate the sole sourcing of the Work to VTMI and Xorail:**

**Current Knowledge and Responsibility of Existing SFRC Track and Signal System:** VTMI was awarded a contract by SFRTA in December 2014 to provide Maintenance of Way (MOW) Services on the SFRC, which had previously been provided by CSXT. VTMI is currently responsible for all maintenance of the track and railroad signals, including the wayside dispatch system on the SFRC. Through this MOW Services contract, VTMI is the exclusive provider of track and signal maintenance for the SFRC. As SFRTA's MOW Contractor, VTMI has exclusive access to all SFRC track and signal facilities in the field as well as as-built and as in service documentation. VTMI has the forces in place and can quickly and more efficiently mobilize to perform this work than another contractor.

Additionally, modifications to the track and railroad signal system need to be integrated with SFRTA's dispatch system. VTMI is SFRTA's maintainer of all wayside components and communications links to SFRTA's dispatch system.

Xorail, formerly known as Southwest Signal Engineering Company, is the Engineer of Record for the railroad signal system on the SFRC. Additionally, Xorail has been the exclusive signal designer and contractor for both CSXT and SFRTA on the SFRC since the State purchased the SFRC in 1988. Xorail's exclusive knowledge and experience with the SFRC signal system will be crucial for quick mobilization and project execution. Many of the existing signal systems on the SFRC are older generation and maintenance documentation is not readily available so any other contractor would require Xorail's support to integrate any new components.

**Recommended Procurement Approach:** SFRTA intends to utilize the Sole Source procurement method to contract with VTMI, as the Prime, and Xorail as their subcontractor, as the sole source contractor for the final design and construction of the portions of the Phase 1A (Northwood Connection/Rehabilitation) and Phase 1B (Iris Connection) within the SFRC.