



Description of Intended Sole Source Purchase

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This description of 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: Enhanced Automatic Train Control (E-ATC) Parts.

Description:

SFRTA operates Tri-Rail, a commuter rail service, on a 72 mile rail corridor providing service to Palm Beach, Broward and Miami-Dade counties. This service makes stops at eighteen (18) Tri-rail stations and comprises as many as fifty (50) scheduled trains per day. 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 rights on the SFRC through a separate agreement with FDOT.

On May 27th, 2016 the SFRTA Board approved the Tri-Rail Downtown Miami Link access, Operating and Funding Agreement (“Operating Agreement”) in concept and principal. The Operating Agreement was executed by all parties as of August 8, 2016. On December 9th 2016, the SFRTA board approved additional agreements as identified in the Operating Agreement.

In order to operate along the FEC the Tri-Rail fleet must be equipped with onboard cab signaling equipment, which will also be used for Positive Train Control (PTC) along the Florida East Coast (FEC) corridor. Procurement of long-lead parts to support Operations, and Positive Train Control capabilities, along the FEC are needed to support planned revenue service operations to the Miami Station.

Intended Sole Source:

ALSTOM SIGNALING OPERATION, LLC. (ALSTOM)

Justification for Sole Source Acquisition:

Florida East Coast Railway (FECR) operates with cab signaling equipment on-board their locomotives. Cab signaling is a railway safety system that communicates track status and condition information to the cab, crew compartment or driver's compartment of a locomotive, railcar or multiple unit. The information is continually updated giving an easy to read display to the train driver or engine driver.

Additionally, since the FEC will host both freight and passenger service, FECR is responsible for procuring and implementing a Positive Train Control (“PTC”) System no later than December 31, 2018 (the

“Deadline”) pursuant to the Rail Safety Improvement Act (“RSIA”) of 2008 § 104, Pub. L. 110-432, 122 Stat. 4854 (Oct. 16, 2008) (codified at 9 U.S.C. § 20157)) and 49 U.S.C. §20157(a)(2)(A)(i)(1).

FECR has submitted a PTC Implementation Plan (PTCIP) with the FRA stating Enhanced Automatic Train Control (E-ATC) as their PTC system of choice.

SFRTA, as a tenant on the FEC, must ensure that the Tri-Rail fleet is equipped with compatible equipment to address both cab signaling and PTC requirements along the FEC. ALSTOM is the sole manufacturer of E-ATC system components that meets the type-approved PTC system being deployed by FECR and its other tenant, All Aboard Florida (AAF).

Recommended Procurement Approach: For the reasons stated above, SFRTA intends to utilize the Sole Source procurement method to contract with ALSTOM for Enhanced Automatic Train Control (E-ATC) Parts.