EMERGENCY RESPONSE PLAN

PASSENGER TRAIN EMERGENCY
PREPAREDNESS PLAN

For the

Central Florida Rail Corridor

In preparation for

Florida Department of Transportation
District 5

Prepared in accordance with the requirements established by:

TITLE 49 CODE OF FEDERAL REGULATIONS PART 239

Revised 09/17/14

JOINT WITH:

CFRC, BOMBARDIER TRANSPORTATION, HERZOG TECHNOLOGIES and AMTRAK-NATIONAL RAILROAD PASSENGER CORPORATION

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October 5, 2014

Susan Reinertson
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Amtrak
60 Massachusetts Avenue, NE
Washington, DC 20002

SUBJECT: Passenger Train Emergency Preparedness Plan (PTEPP)

Dear Ms. Reinertson:

I have attached SunRail's Passenger Emergency Preparedness Plan for your review and concurrence. Kindly sign in the signature block below to acknowledge your concurrence. Please return the signed and dated letter to me by email or US postal service at your earliest convenience.

Sincerely,

Pamela McCombe

Pamela McCombe
Manager of Safety and Security
SunRail, Central Florida Rail Corridor

cc: Tawny Olore, SunRail Project Manager
Doug Stencil, SunRail Director of Operations

Susan Reinertson
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November 7, 2014
Date

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Manager of Safety and Security
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801 SunRail Drive
Sanford, Florida 32771

October 5, 2014

Reed Lanham
Manager of Safety
Herzog Technical Industries
801 SunRail Drive
Sanford, Florida 32771

SUBJECT: Passenger Train Emergency Preparedness Plan (PTEPP)

Dear Mr. Lanham:

I have attached SunRail's Passenger Emergency Preparedness Plan for your review and concurrence. Kindly sign in the signature block below to acknowledge your concurrence and return to me by email or mail at your earliest convenience.

Sincerely,

Pamela McCombe

Pamela McCombe
Manager of Safety and Security
SunRail, Central Florida Rail Corridor

cc: Tawny Olore, SunRail Project Manager
Doug Stencil, SunRail Director of Operations

Reed Lanham
Reed Lanham
Manager of Safety, HTI

10-6-2014
Date

Pamela McCombe
Manager of Safety and Security
Central Florida Rail
Corridor/SunRail 801 SunRail Drive
Sanford, Florida 32771

October 5, 2014

Claude Bellware
Interim General Manager
Bombardier Transportation
801 SunRail Dr.
Sanford, FL 32771

SUBJECT: Passenger Train Emergency Preparedness Plan (PTEPP)

Dear Mr. Bellware:

I have attached SunRails's Passenger Emergency Preparedness Plan for your review and concurrence. Kindly sign in the signature block below to acknowledge your concurrence. Please return the signed and dated letter to me by email or US postal service at your earliest convenience.

Sincerely,

Pamela McCombe

Pamela McCombe
Manager of Safety and Security
SunRail, Central Florida Rail Corridor

cc: Tawny Olore, SunRail Project Manager
Doug Stencil, SunRail Director of Operations

Claude Bellware
Interim General Manager
Bombardier Transportation

November 17, 2014

Date:

Revision Log

Draft	Revised By	Date	Issue / Revision Description
---	---	08/10/2011	Original Document
		09/14/2011	Added Appendix F and G and location of SSCC per FRA direction. Remains original version.
1.0	CFRC	09/30/2011	Added Roadway Worker Contracting as provider of services for the SSCC.
2.0	CFRC	05/22/2012	Revised SSCC references, contacts list and telephone numbers, CFCRT Project information.
2.1	CFRC	08/23/2012	Revised added titles, equipment, Territory Familiarization procedures
3.0	Bombardier	07/11/13	Bombardier's first revision to reflect transfer of Dispatch Supervisory Control
4.0	Bombardier	11/01/13	Bombardier's revision to reflect comments received 07/08/13 and equipment pre-revenue testing & mobilization
5.0	Bombardier	01/08/14	Bombardier's revision to reflect comments received 12/15/13
6.0	Bombardier	02/04/14	Bombardier's revision to reflect comments received 1/31/14
7.0	Bombardier	04/07/14	Bombardier's revision to reflect comments received by FRA
8.0	Bombardier	09/17/14	Bombardier's revision to reflect comments received by FRA during audit.

Contents

1.0 INTRODUCTION

The Federal Railroad Administration (FRA) published the Passenger Train Emergency Preparedness Final Rule in title 49 Code of Federal Regulations (CFR) Part 239 on May 4, 1998. Additional stipulations pertaining to this Rule are contained in Part 223 Subpart B (Safety Glazing Standards; Specific Requirements); and Part 238 §§113 &114Passenger Equipment Standards). The Rule is not intended to prevent an accident; rather, it was promulgated to mitigate the loss of life and injury. The regulation requires the compliance of each affected railroad; therefore, this plan has been developed as a collaborative effort between Central Florida Rail Corridor (CFRC), BOMBARDIER TRANSPORTATION and Amtrak.. A copy of this plan has been filed with the office of the Associate Administrator of Safety, Federal Railroad Administration.

Homeland Security Presidential Directive (HSPD) 5 requires all federal departments and agencies to adopt the National Incident Management System (NIMS) and use it in their individual domestic incident management and emergency prevention, preparedness, response and recovery mitigation programs and activities.

As first responding agencies adopt and employ this directive, it is vital to passenger safety and emergency preparedness that an understanding of this directive, with respect to first responders, be achieved and supported by railroad officials, staff and crews and is consistent with the National Incident Management System. Additionally, Presidential Executive Order: Individuals with Disabilities in Emergency Preparedness, dated July 2004 has been incorporated into this joint Emergency Preparedness plan.

This plan will be reviewed and updated annually to evaluate the past year's performance, and to identify modifications that are needed and to establish objectives and initiatives for the coming year.

2.0 POLICY

The primary concern of CFRC, (referred herein as Bombardier and Amtrak, is to ensure that maximum safety is afforded to employees and the general public during all phases of operations. During any type of emergency situation it is the responsibility of CFRC, Bombardier Transportation and Amtrak employees, to ensure that passengers and others who may have been involved in an emergency receive needed medical care as well as cooperative assistance in safely completing travel to their intended destination.

The purpose of this joint CFRC, Bombardier and Amtrak Passenger Train Emergency Preparedness Plan (PTEPP) is to provide the structure for comprehensive assistance and mutual aid as necessary under the direction of the specified railroad officials, their designees, and local emergency responders present.

Recognizing that outside emergency responders may arrive at the emergency scene first, as well as the essential role they play in evacuations, rescue and hazard mitigation on scene; this plan involves those agencies in the pre-planning and training exercises necessary to train personnel on the operational and physical characteristics of the railroad, equipment and facilities, and to establish contacts with key personnel.

Responsibility for the content of and issuance of this plan, as well as oversight of CFRC compliance efforts is with the FDOT Passenger Rail Operations Manager, and the Bombardier Safety and Security Manager. Oversight for Amtrak compliance is with Amtrak's Transportation Emergency Management and Corporate Security, Environmental Health and Safety, and Human Capital Departments. Responsibility for the execution of the plan is with CFRC, Bombardier and Amtrak as detailed within the Plan.

3.0 PURPOSE, SCOPE AND OPERATING TERRITORY

Purpose: This plan, along with attachments and appendices, is the controlling document to be used during any passenger train emergency situation that may occur on the CFRC railroad. While the overall objective is to ensure passenger and employee safety during any emergency in compliance with 49 CFR 238 and 239, this plan may establish additional or more stringent provisions. The specific objectives of this plan involves emergency preparedness planning activities including:

1. Preservation of life
2. Injury prevention and control.
3. Expeditious restoration of service.
4. Asset protection against loss.
5. Assistance in any subsequent accident investigation process conducted by the National Transportation Safety Board (NTSB), the Federal Railroad Administration (FRA) and/or any federal or state agencies

Scope: This plan applies to Bombardier operations employees and Amtrak on-board employees.

Operating Territory: The CFRC Railroad, owned by the Florida Department of Transportation, extends from Mile Post (MP) A749.61 at DeLand in Volusia County to MP A813.82 at the Poinciana Industrial Park in Osceola County (Figure 3-1). The corridor spans approximately 61 miles and has a maximum track speed of 79 MPH. There are 146 highway-rail grade crossings across the corridor. SunRail operates 34 commuter trains on weekdays in addition to several freight trains operated by the CSX & FCEN and 6 passenger trains operated by Amtrak.

The CFRC's Initial Operating Segment (IOS) from MP A761.86 to MP A796.49, 18 miles of double track has been added along with the installation of a new Centralized Traffic Control (CTC) signal system and additional universal crossovers equipped with dual control power operated switches under the command of a train dispatcher located within the OCC in Sanford. The CTC system is supplemented by a wayside Automatic Block Signal (ABS) system designed to be fail-safe. In addition to train dispatching and operations, Bombardier is responsible for maintenance-of-way and equipment servicing. Signal maintenance activities are performed by Herzog Technologies, Inc.

Train dispatching services for the CFRC are conducted by Bombardier, the Operations & Maintenance (O&M) contractor, who assumed supervisory control responsibility from CSX on July 29, 2013. The CFRC SunRail Central Dispatching Office (CDO) is located within the OCC building at 801 SunRail Drive, Sanford, Florida.

The Safety and Security Communication Coordinator (SSCC) is also located within the CDO and will receive notification of all accidents and incidents reported to the CFRC train dispatcher. The SSCC is responsible to communicate this information to emergency responders, designated CFRC officials, Bombardier and appropriate federal, state and local agencies. The SSCC also receives and routes less urgent reports relevant to safety, security, environmental, and customer service issues that occur on the Corridor. The less urgent calls received by the SSCC will be transferred to the customer service representative for resolution.

SunRail Commuter Train Service is scheduled to begin operations in May of 2014 over the Initial Operating Segment (IOS) between MP A761.86 and A796.49, and will serve twelve station stops.

The Phase 2 South Project scheduled to open in 2017, will extend SunRail service 17.2 miles to the south terminus of the corridor and add four additional stations. The Phase 2 North Project extends 12 miles north from the IOS to MP A 749.61, adding one new station while completing the SunRail operational route.

When SunRail Commuter Train Service is fully operational in 2017 there will be seventeen "open concept" low level train stations, with mini high platforms for boarding special need passengers, along the 61 mile CFRC Corridor.

1.	Deland Station	Phase 2
2.	Debary Station	Phase 1
3.	Sanford Station	Phase 1
4.	Lake Mary Station	Phase 1
5.	Longwood Station	Phase 1
6.	Altamonte Springs Station	Phase 1
7.	Maitland Station	Phase 1
8.	Winter Park Station	Phase 1
9.	Florida Hospital Station	Phase 1
10.	Lynx Central Station	Phase 1

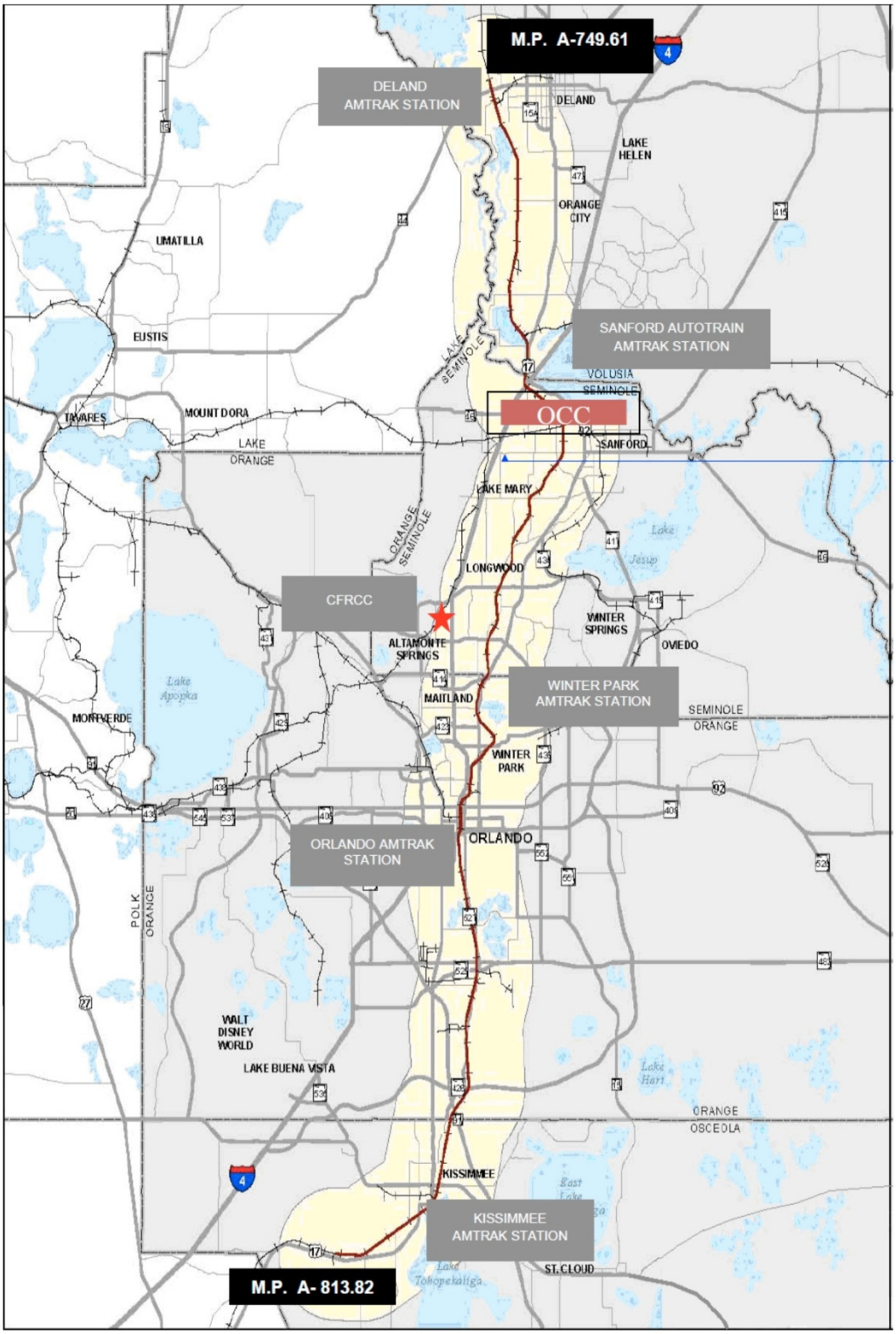
11. Church Street Station Phase 1
12. Orlando Amtrak Station Phase 1
13. Sand Lake Road Station Phase 1
14. Meadow Woods Station Phase 2
15. Osceola Parkway Station Phase 2
16. Kissimmee Station Phase 2
17. Poinciana Boulevard Station Phase 2

The SunRail fleet consists of the following:

- Locomotives 10
- Cab Control Cars 13
- Coach Cars 7

SunRail will operate each commuter train using a standard consist configuration. Each consist will include a Locomotive, Coach Car and Cab Car. Cab Cars will operate in the lead on southbound trains and the locomotive will operate in the lead on northbound trains. All trains will have at a minimum an Engineer and a Conductor. In the event the Conductor becomes incapacitated while the train is enroute a relieve Conductor or a qualified management employee will temporarily take over conductor responsibilities.

Figure 3-1 -Amtrak Station Locations and CFRC Endpoints



4.0 DEFINITIONS, ACRONYMS, AND ABBREVIATIONS

NOTE: The following definitions, acronyms, and abbreviations are either directly applicable to this plan or are generally applicable to passenger train emergency response situations.

Amtrak (NRPC): The National Railroad Passenger Corporation providing intercity rail service over the CFRC right-of-way is shared with commuter and freight rail operations.

Americans with Disabilities Act (ADA): The ADA of 1990 prohibits discrimination against, and ensures equal opportunity and access for persons with disabilities

Automatic Block System (ABS) – The configuration of fail-safe electronic systems in the field interconnected with tracks and wayside signals designed to detect broken rails and the presence of on-track rolling stock and equipment. ABS signaling provides automatic directional train movement authority via signals positioned within each defined block while employing vital logic to prevent the alignment of opposing signal authority into the block.

Bombardier – The Operations and Maintenance (O&M) Contractor responsible for providing train dispatching, train operations, and track maintenance services for the CFRC territory.

Computer Aided Dispatching (CAD) a system that provides confirmation of routing, signal and switch alignment to the train dispatcher.

Centralized Traffic Control (CTC) - The Union Switch & Signal brand-name for a Train Control System (TCS) providing the main rail traffic routing and supervisory control function over a designated area of railroad operations. The CTC system enables a train dispatcher located in a remote location to initiate electronic controls that are then transmitted to field control points that subsequently convey movement authority to train operators by activating wayside signal aspect displays and/or movement of dual control operated switches. Indication signals are, in turn, transmitted to the train dispatcher control system and displayed on a representative animated track diagram scenario configured to the Computer AIDED Dispatching (CAD) system, providing confirmation of routing, signal and switch alignment to the train dispatcher.

Central Dispatching Office (CDO) - The secure facilities within the Operations Control Center (OCC) where the train dispatching and on-duty Safety & Security Communication Coordinator (SSCC) personnel operate.

Central Florida Rail Corridor (CFRC) – The FDOT-owned railroad that bridges the CSX A-Line in Central Florida between MP A749.61 and MP A813.82.

Central Florida Commuter Rail Transit (CFCRT) Project – A Florida Department of Transportation project to bring commuter rail service to the four counties of Volusia, Seminole, Orange and Osceola and the city of Orlando beginning in 2014.

Consolidated National Operations Center (CNOC) – Located in Wilmington, Delaware, CNOC is Amtrak's system operations center and the location of the system headquarters for Emergency Response.

Control Center – The main traffic control and dispatching office for a specific territory, for example, the CFRC's OCC. The National Communications Center (NCC), i.e., the Amtrak Police Desk, is, for the purposes of this plan, also considered a Control Center.

CSX Public Safety Coordination Center (PSCC) –Located in Jacksonville, FL. CSX office for the public to report emergency situations including vehicles stuck on tracks, train/car accidents, medical emergencies, suspicious activities, blocked RR crossings, or crossing signal issues.

Customer Support Process Center (CSPC) –A location at or near the incident site where customers and employees can be comfortably accommodated.

Emergency Medical Service (EMS) – Any publically sanctioned organization that provides medical services in emergency situations, including paramedic, emergency medical technician, nursing, and/or physician services.

Emergency Preparedness Plan – One or more documents focusing on emergency preparedness and response in dealing with passenger train emergencies, for example Passenger Train Emergency Preparedness Plan (PTEPP).

Emergency Responder – A member of a police, fire, rescue or emergency medical service department or other organization involved with public safety and charged with providing or coordinating emergency services.

Emergency Situation – An unexpected event related to the operation of passenger train service involving a significant threat to the safety or health of one or more persons requiring immediate action, including:

1. A derailment
2. A fatality at a grade crossing
3. A passenger or employee fatality, or a serious illness or injury to one or more passenger or crew members requiring admission to a hospital.
4. An evacuation of a passenger train.
5. A security situation (e.g., a bomb threat)

Employee Assistance Program (EAP) – Provides guidance, support, and resources to employees and their family members for the resolution of emotional, financial, legal, family, marital, and substance abuse programs. In major emergency events, the EAP also provides assistance, support and resources to passengers and others affected.

Federal Railroad Administration (FRA) – An agency of the U.S. Department of Transportation (USDOT) that promulgates and enforces rail safety regulations. The FRA investigates and analyzes railroad accidents and conducts safety assessments of railroads.

Federal Emergency Management Agency (FEMA) - is an agency of the US Department of Homeland Security whose primary purpose is to coordinate the emergency response to a disaster that has occurred in the United States and that overwhelms the resources of local and state authorities.

Florida Central Railroad (FCEN) – FCEN is a short line rail operator performs interchange services for CSX from CFRC MP A790.1 south to Taft Yard at MP A796.0. FCEN also has operating right to Stanton Connection at MP A799.7. FCEN has employees that are qualified on the CFRC and an operating agreement with FDOT for Work Train Services.

Florida Department of Transportation (FDOT) **–** FDOT is the owner of the 61 mile rail corridor in Central Florida known as the CFRC.

Host Railroad– The operating railroad that owns the property upon which train service is conducted. The host railroad provides control services and related functions to ensure the safe and efficient movement of passenger and freight trains. The railroad may provide passenger train service using its own equipment and/or it may allow other entities' trains to provide passenger service on its property. The Central Florida Rail Corridor (CFRC) is owned by the Florida Department of Transportation (FDOT). Currently CFRC is the host railroad, to CSX, Amtrak and FCEN operating as tenants.

Incident Command Post (ICP) –The primary on-scene control point of operations during initial response actions and subsequent investigative activities.

Incident Response Team (IRT) – A team composed of CFRC, Bombardier, and Amtrak supervisors, that respond to any emergency incident, such as a derailment, or an interruption of train operations.

National Communications Center (NCC) – Amtrak Police Department – operated Control Center located in Philadelphia, PA (at 30th Street Station). The NCC operates the same as all other centralized emergency dispatch centers. As an emergency dispatch center (or "911 center"), the NCC receives emergency calls from several sources. The NCC is responsible for ensuring initial or follow-up notification of local emergency response agencies anywhere in the country and ensures adequate Amtrak Police support, if necessary. Telephone 1-800-331-0008.

National Response Center (NRC) – The 24-hour regulatory office designated by the USDOT for the notification by railroads of major train accidents, incidents and emergencies. Telephone 1-800-424-8802.

National Transportation Safety Board (NTSB) – An independent federal agency that reports directly to the President of the United States. It investigates and analyzes major transportation accidents (railroad, aviation, highway, marine, pipeline, etc.) and prepares a public report on its findings, conclusions, and recommendations.

National Incident Management System (NIMS) - a systematic, proactive approach to guide departments and agencies at all levels of government, nongovernmental organizations, and the private sector to work seamlessly to prevent, protect against, respond to, recover from, and mitigate the effects of incidents, regardless of cause, size, location, or complexity, in order to reduce the loss of life and property and harm to the environment.

Occupational Safety and Health Administration (OSHA) – A federal agency within the United States Department of Labor responsible for establishing and enforcing standards for the exposure of workers to safety hazards or harmful materials that they may encounter in the work environment, as well as other matters that may affect the safety and health of workers.

On Board Services (OBS) – Personnel that are trained on the Passenger Train Emergency Preparedness Plan and are prepared to assist passengers aboard the train during emergency situations and events.

Operations Control Center (OCC) - The OCC employees are trained to dispatch trains on the CFRC and to handle emergency situations or events that may occur on the CFRC that involve passenger or freight trains. The OCC employees are trained on the Joint Passenger Train Emergency Response Plan SunRail operations headquarters located at 801 SunRail Drive, Sanford, Florida.

Passenger Train Emergency Preparedness Plan (PTEPP) – A federally regulated (CFR49, Part 239) plan that is designed to reduce the magnitude and severity of casualties in railroad operations by ensuring that railroads involved in passenger train operations can effectively and efficiently manage passenger train emergencies.

Safety and Security Communication Coordinator (SSCC) – The SSCC is **l**ocated within the OCC office and has direct communications with the CFRC train dispatcher at all times. The SSCC employees are trained in the Joint Passenger Train Emergency Preparedness Plan and are responsible to coordinates with the train dispatcher and initiates emergency response notifications, records information relevant to incidents and coordinates service recovery. The SSCC operates on a 24/7 basis, Telephone 1-877-235-7245.

Standard Operating Procedure (SOP) – A formalized written procedure to be followed in carrying out a specific task, procedure or operation.

CFRC Train Dispatcher – Bombardier employees that supervise and control the movement of all trains operating within the limits of the CFRC.

Transportation Security Operations Center (TSOC) – A department within the TSA - Transportation Security Administration that are responsible for receiving, tracking and reporting security breaches and suspicious activities.

5.0 COMMUNICATION

The CFRC OCC has a primary radio communications system that facilitates two-way communication between the train dispatcher and field personnel. The OCC is also equipped with a hand-held portable radio as well as a dedicated satellite cell phone for emergency use only. Digital and analog telephone lines within the OCC facilitate routine administrative conversations, bulletin and facsimile transmissions. The digital lines are bundled into the AVTEC ® touch-screen display at each dispatching console. Key and frequently accessed telephone numbers, Amtrak, are programmed into the AVTEC system. All phone lines can also be utilized to facilitate emergency communications in the event of a radio communication failure.

Initial and on-board communication: In the event of a passenger train emergency situation on the CFRC the initial assessment of the passenger situation, as well as timely notification to the train dispatcher must occur as soon as possible. The train dispatcher will usually receive all initial emergency communications from the on-board crew members by radio, telephone, or by whatever means available. In the event of any passenger train emergency that occurs on the CFRC, the train dispatcher will make the initial notification to the SSCC employee on duty relaying the nature of the emergency and all pertinent information regarding the status of other trains in the corridor.

The following actions must be completed by the designated on-board crewmember(s) as indicated: Train Conductor

If the train dispatcher cannot be immediately contacted by radio, the conductor (or other on-board service personnel) should contact the SSCC employee on duty, by telephone at **(877) 235-7245** and they will make the necessary notifications, including the train dispatcher.

- The train conductor will determine if any passenger or crew members require immediate medical attention, and will initiate the request for medical assistance including their location and the location of any special needs passengers.

- Conductors must also keep passengers and crew members regularly informed of the nature of the emergency situation and the status of corrective countermeasures, rescue efforts, and emergency response.

- Information provided to the passengers will be kept brief and concise. While excessive detail is unnecessary for passengers, crew members require as much detail as possible to do their jobs, but they must be briefed away from the passengers if possible.

- The on-board Public Address (PA) system shall be used to make general announcements to passengers. Car-to-car verbal briefings may be necessary to ensure adequate dissemination of information if the PA system is damaged or otherwise inoperable.

- It is important to brief **ALL** passengers, including those in cars that are not damaged. They must be kept informed to reduce the potential for panic and to determine their availability in case the crew requires additional assistance.
- The train conductor will inform arriving emergency responders of the hazards present, the location of the injured (starting with the most severely injured), and locations of passengers requiring additional assistance (e.g., passengers with disabilities and those traveling with small children, etc.).

The train conductor is responsible for the initial care and evacuation (if necessary) of passengers. Evacuation of a passenger train to the main line should always be a last resort. If an evacuation is deemed necessary by the conductor for the safety of the passengers, all efforts must be made to relocate the passengers to another location on the train. . . If the train must be evacuated, the following process shall be followed in sequence:

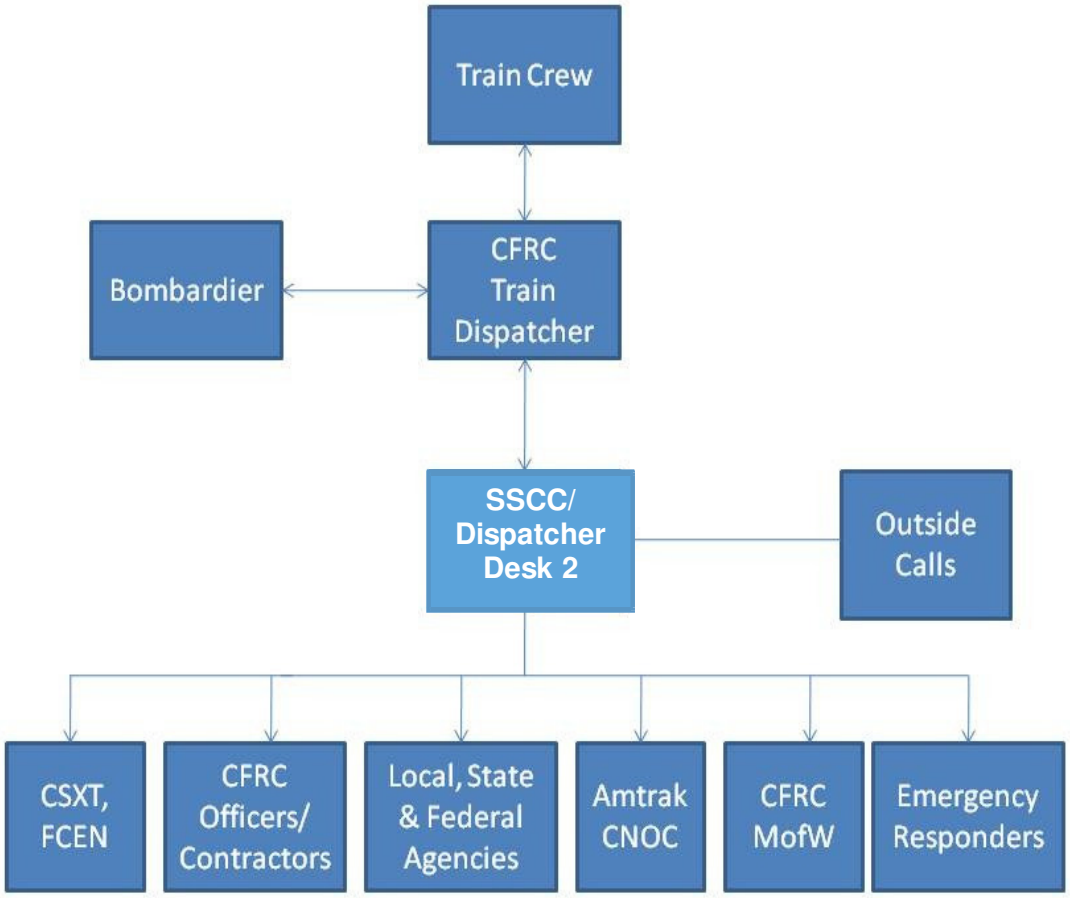
1. Car to car, then exiting with the assistance of the crew or emergency responders.
2. Exit the vestibule doors and to the ground. On some equipment this requires lowering a trap door or utilizing an emergency ladder. On bi-level equipment all doors are located on the lower level.
3. Exit from the emergency windows. Depending on the type of equipment, a minimum of four emergency windows are present in the car. On bi-level equipment there is a substantial elevation hazard to overcome.

The train conductor will coordinate the response of all crew members to any emergency situation occurring during the operation of the train.

The train conductor serves as the Incident Commander and as a liaison to the emergency responder Incident Command System, maintaining communications with the dispatcher. The conductor will inform the Control Center of the location and the assistance requirements of passengers requiring additional assistance (e.g., passengers with disabilities and those traveling with small children, etc.) so this information can be relayed to the emergency responders in route to the incident. The conductor will also notify the Incident Commander upon arrival of the hazards present and the location of the injured (starting with the most severely injured).

Notification of other crew members: In the event the train conductor is incapacitated or otherwise unavailable to perform the required duties specified above, the locomotive engineer or other able crew member shall fulfill the responsibilities of the train conductor.

Figure 5-1 SSCC Initial Emergency Notification



Notification by CFRC Safety & Security Communications Coordinator (SSCC):

The SSCC employee on duty is responsible to communicate information to emergency responders, government agencies and designated CFRC and Bombardier officials, providing instructions and information on the nature and extent of the emergency and any & all other applicable information. The notification sequence flow chart is illustrated in Figure
5-1.

The SSCC employee on duty will relay this information to the CFRC train dispatcher, Amtrak CNOC, CSX PSCC and FCEN if applicable.

When applicable, the SSCC must also notify (as soon as practical) any adjacent rail lines with information on the nature and degree of the emergency situation and what actions may be required on their part to ensure that their properties do not become involved. In the event the SSCC becomes aware of an incident or emergency on the CFRC involving Amtrak by means other than communication from the Dispatcher, the SSCC shall immediately notify the CFRC train dispatcher and emergency responders of the situation.

The SSCC has an emergency telephone line (1- 877-235-7245) that is answered twenty-four (24) hours a day, seven (7) days a week, to provide a means for public citizens to report safety, security and environmental issues that occur on the Corridor. SSCC personnel must advise the train dispatcher and emergency responders of any information that may result in an impact(s) to train movement or otherwise compromise Corridor safety and security. If emergency response personnel need to communicate with a passenger train operating on CFRC tracks they must contact the SSCC.

Notification by Amtrak National Communications Center (NCC):

Once notified by the SSCC of an Amtrak passenger train emergency on the Corridor, the CNOC will notify the NCC. The NCC (Amtrak Police Desk) will assist the SSCC as needed in notifying appropriate emergency response organizations in the subject area, providing instructions and information on the nature and extent of the emergency and any/all other applicable information that may be necessary or required in order to affect the proper degree of emergency response.

The Bombardier Safety and Security Manager, Amtrak Deputy Chief, and the Amtrak Emergency Management and Corporate Security are all responsible for maintaining the notification list and phone numbers of first responders. The PTEPP along with the notification list and phone numbers will be updated on an annual basis.

6.0 EMPLOYEE TRAINING AND QUALIFICATION

Bombardier and Amtrak: All on-board personnel (engineers, conductors, assistant conductors and on-board service attendants) and Dispatch personnel will be provided initial training on the requirements of this Plan (Appendix A & E) so they are properly prepared to respond in the event of an emergency situation. The level and nature of the training provided shall be dependent upon individual employee duties and responsibilities, as required by their assigned position. This training will include instructions on assisting passengers requiring additional assistance (e.g., passengers with disabilities and those traveling with small children. At minimum, on-board personnel emergency response training shall be provided to the following schedule:

- Initial training for current on-board and Dispatch employees shall be provided within 90 days of their initial date of service.

- Refresher training will be provided every two years. A current copy of the initial or refresher training may be obtained from the Bombardier Safety & Security Manager or the Amtrak Office of Emergency Preparedness.

The following Bombardier, CFRC and Amtrak Departments are responsible for the PTEPP training course development, administration, and record keeping:

- Bombardier Safety & Security management-Course development, content and auditing functions
- Bombardier Human Resources
- Amtrak Transportation Department/ Emergency Preparedness
- Amtrak Human Resources/Transportation

When situations warrant (new equipment, modifications to existing equipment, changes or improvements to this Plan), additional training may be required. In either case, a written test will be administered to document that designated employees are qualified to perform the required actions, commensurate with their assigned responsibilities, during an emergency situation. Bombardier and CFRC officials may periodically perform joint testing with Amtrak on this part.

The specific requirements of the Emergency Preparedness Training Program for on-board and Dispatch personnel are provided in Appendix A and E of this Plan. In summary, the Training Program provides information pertaining to the following five key elements:

Rail Equipment Familiarization: Familiarization with the rail equipment associated with their assigned areas of responsibility. This element is intended to ensure that on-board crew members are qualified to operate the equipment under normal as well as emergency situations. While their normal assigned duties may never require the use or operation of such equipment, an emergency situation may dictate otherwise. Additional training in equipment familiarization may also occur outside the scope of the emergency preparedness classes.

Situational Awareness: Employees will be trained on the specific techniques that are required to properly evaluate and assess situations as they develop. Situational awareness is a key element to ensuring proper response, reduction of panic and passenger safety.

Passenger Evacuation: All on-board employees receive extensive training on the proper methods and techniques associated with the safe and orderly evacuation of passengers subsequent to an emergency situation. Employees will be trained on the circumstances that would require evacuation (as opposed to requiring passengers to remain on board). Alternative evacuation routes and the order of preference regarding these routes is a key element of this portion of the training program, as are the potential special needs of passengers requiring additional assistance (e.g., passengers with disabilities and those traveling with small children.

Coordination of Functions: In any type of operation, normal or emergency, successful results are dependent upon the proper actions of more than one person. In an emergency situation, such teamwork is essential to ensure maximum passenger safety and minimum loss. Employees will receive extensive training on the proper coordination of response activities.

Hands-on Instruction: Crew members will be provided on-train instruction on the location, function, and operation/use of on-board emergency equipment. This includes, but is not necessarily limited to, equipment such as fire extinguishers, emergency exit access (including windows), proper use of public address system/equipment, medical aids and equipment (such as First Aid Kits, Automated External Defibrillator's and any other emergency equipment

Relieving Crew: A train crew relieving an expired passenger train crew en route is not required to be qualified Joint Passenger Train Emergency Response Plan (PTEPP) under this plan, provided that at least one member of the expired crew, who is qualified in emergency preparedness, remains on board and is available to perform service.

Protocols Governing Internal Communications: In an emergency situation, initial information may be incomplete and possibly inaccurate. Operations Control Center personnel will properly evaluate and filter information during the initial, as well as subsequent, stages of an emergency situation. Specific policies and established protocols are in place to ensure that the flow of information is as accurate as possible and that dissemination is limited only to essential personnel. CFRC officials may periodically perform joint testing with Amtrak and where appropriate CSX and FCEN on this part.

CFRC SSCC/ Dispatch Desk 2: All Bombardier SSCC personnel will be trained in the requirements of this plan to ensure that they are properly prepared to respond to emergency situations. They must be familiar with the necessary course of action that each type of emergency situation dictates. The specific requirements of the CFRC Emergency Preparedness Training Program for SSCC personnel are provided in Appendix C to this plan.

Initial training for Bombardier personnel shall be provided within 90 of their initial date of service. Periodic training will be provided every two calendar years, at a minimum.

All personnel will be administered a written, closed-book test for initial and refresher qualification to accurately measure the employees' knowledge and responsibilities under the plan. The test will be objective, administered without the use of reference materials, except to the degree the person is being tested on his or her ability to use such reference books and require a passing score of 85%.

Bombardier is required to perform periodic tests on their, SSCC and train and engine service employees on the requirements of 49 CFR Part 239. CFRC officials may periodically perform joint tests with Bombardier and Amtrak on this part

SSCC Territory Familiarization: SSCC employees must be thoroughly familiar with the physical characteristics of the corridor and be able to identify locations along the ROW that allow for access by emergency responders as well as locations, such as any sites that passenger trains may locate to during an emergency situations.

Training and familiarization of SSCC employees includes:

- SSCC employees will receive classroom instructions pertaining to the PTEPP including the peculiarities of the corridor, i.e. bridges, emergencies walkways, elevations, etc.

- SSCC employees will receive instructions for reading and understanding Time Table Special Instructions specific for the CFRC.

  Following the completion of the classroom instructions SSCC employees will be administered a written examination that has PTEPP specific questions and territory specific questions. The exam is designed to measure the employees understanding of the PTEPP and their understanding of the CFRC physical characteristics. SSCC employees will become familiar with the CFRC by taking one (1) Hi-Rail Trip, Head End Trip or view the entire CFRC territory video.

- Following the successful completion of the classroom training SSCC employee will then begin OJT training
- OJT training will be a minimum of two consecutive weeks (10 work days) at the SSCC working with experienced staff. During the OJT employees will be monitored and evaluated by the SSCC Manager. The Bombardier Dispatch Supervisor will make the final determination as to the employee's competencies. During the OJT the employee will receive instructions on the notification protocol, phone system, reading and understanding the CFRC track mimic screens and the mapping overlay system that identified each MP within the limits of the CFRC.

- Bombardier will conduct a minimum of one (1) tabletop exercise for the CFRC-Central Florida Rail Corridor on an annual basis.
- The Bombardier Safety & Security Manager has the authority and flexibility to conduct internal tabletop exercises with the OCC dispatchers, SSCC and train and engine service employees as necessary or at the request of the CFRC. The purpose of the tabletop exercise is to measure and maintain emergency preparedness competencies. The Manager, transportation/customer service is responsible for mentoring and enhancing the skills and competencies of the SSCC employees.

CFRC Operations Control Center (OCC) –Central Dispatching Office (CDO):– Dispatching responsibilities are provided by Bombardier. All Bombardier CDO personnel providing train dispatching services to the CFRC will be initially trained in the

requirements of this plan to ensure that they are properly prepared to respond to emergency situations see (Appendix B). CDO personnel will also be administered a written, closed-book test to accurately measure the employees' understanding and application of responsibilities under the plan.

OCC – Dispatching Territory Familiarization will be accomplished by means of Hi-Rail Trips over the entire CFRC Corridor and CAD simulation training.

The specific requirements of the Emergency Preparedness Training Program for train dispatchers covers emergency situations, and provides information pertaining to the following two key elements:

- Dispatch territory familiarization.
- Protocols governing internal communications between appropriate Control Center personnel.

Dispatch Territory Familiarization: CFRC train dispatchers must be thoroughly familiar with the entire operating territory of the CFRC. Complete familiarization with all route peculiarities, landmarks and other physical characteristics is essential, and ensures that they know how to accurately and correctly obtain and disseminate information regarding the incident from/to the appropriate officials and agencies. This training will be accomplished through rules classes and head end trips on the equipment.

Protocols Governing Internal Communications: In an emergency situation, initial information may be incomplete and possibly inaccurate. Control Center personnel will properly evaluate and filter information during the initial, as well as subsequent, stages. Specific policies and established protocols are in place to ensure that the flow of information is as accurate as possible and that dissemination is limited only to essential personnel. CFRC officials may periodically perform joint testing with the O&M contractor on this part.

7.0 JOINT OPERATIONS

The Central Florida Rail Corridor (CFRC) is a mixed use rail line. Current rail traffic includes Amtrak passenger trains, CSX freight trains, FCEN freight transfer, and SunRail passenger trains trains. CFRC is the host railroad for CSX, FCEN and Amtrak.

The corridor currently carries twenty-six trains per day – six Amtrak, ten local freight trains and ten road freights (or through) trains. Freight rail traffic consists of a combination of through-freight service - tri-level auto trains, merchandise train, coal and rock unit trains, and intermodal unit trains - local switching operations, and freight transfers from the FCEN short line to CSX Taft Yard. Additionally, Conrad Yelvington, a bulk commodities company, operates locomotives on CFRC tracks adjacent to the CFRC main line to move bulk sand or rock trains within their facilities. Amtrak currently operates two passenger trains in each direction through the CFRC corridor and operates a daily roundtrip Passenger/Auto Train from north of the CFRC territory to the Auto Train facility in Sanford Florida.

Train dispatching services are provided by Bombardier, and all emergency notifications and communications are made through the Bombardier SSCC within the CDO. Herzog Technologies has been contracted to conduct all signal and grade crossing tests and repairs on the corridor.

7.1 Emergency Response Responsibilities

Requirements pertaining to specific responsibilities and actions during CFRC/Amtrak passenger train emergency events on the railroad are covered in the plan. In all cases, Bombardier, CFRC and Amtrak will endeavor to ensure the maximum safety of passengers, personnel, emergency responders and the public. The following requirements outline general responsibilities applicable to CFRC passenger train emergency preparedness planning. When an incident requiring emergency response action occurs, Amtrak, CFRC, Herzog and Bombardier will provide mutual assistance as follows:

- CFRC train dispatcher will make notification to SSCC for response coordination, advise CSX, Amtrak and FCEN of any train movement impacts

- SSCC will coordinate all emergency response and serve as liaison with CFRC train dispatchers, Amtrak and operating crews as necessary.

- Amtrak's IRT Family Assistance Team will assist Amtrak passengers and employees to receive appropriate care and to be dealt with in a compassionate manner.

- Amtrak CNOC will arrange for the initial transportation of non-injured Amtrak passengers and crew to a customer support process area.

- Railroad assets and interests at the accident site and customer support process areas will be preserved by CFRC and Amtrak on-site response teams.

- SSCC and/or Amtrak CNOC will notify the National Response Center of status and progress.

- Amtrak Customer Relations Department staff in coordination with CNOC will notify the relatives of Amtrak passengers and employees as to their condition and location.

- Amtrak CNOC will arrange to resume passenger service, or provide transportation for Amtrak passengers to their intended destination by alternate means, with the shortest possible delay.

- Amtrak IRT, CSX, FCEN (as applicable), and CFRC will participate in the accident investigation.

- Amtrak IRT, CFRC, Bombardier, CSX and FCEN (as applicable) representatives will coordinate with emergency response agencies, as well as federal, state and local agencies.

- CFRC, CSX, FCEN (as applicable), Bombardier SSCC and the Amtrak CNOC Duty Officer will notify the National Response Center of status and progress.

- For environmental incidents involving hazardous materials released, and/or those involving environmental remediation, the SSCC and Amtrak Safety and Environmental Health Department staff will advise the federal and local environmental agencies and ensure appropriate response actions.

- The FDOT Public Information Office will provide the media and Amtrak Corporate Communications Department staff with timely and accurate information regarding all SunRail and Amtrak incidents

- Herzog Technologies will be responsible for all issues concerning signals and grade crossing warning devices.

7.2 Post Emergency Response Responsibilities

Upon completion of emergency response activities, Bombardier, CFRC and Amtrak will:

- Ensure passengers and employees receive appropriate care in a compassionate manner

- Arrange for the initial transportation of non-injured passengers and crew

- Preserve railroad assets and interests at the accident site

- Notify, with assistance from the SSCC and Amtrak, the relatives of passengers and employees of their condition and location

- Notify the National Response Center (NRC) of status and progress

- Resume passenger and freight service or provide transportation for passengers to their intended destinations by alternate means with the shortest possible delay.

- Participate and cooperate with all accident investigations

- Coordinate with emergency response agencies as well as federal, state and local agencies

- Advise the federal and local environmental agencies and ensure appropriate response actions for environmental incidents.

- Coordinate the applicable portions of the Passenger Train Emergency Preparedness Plan with the corresponding portions of the freight railroad's Emergency Preparedness Plan to ensure that an optimum level of preparedness is achieved when an emergency situation involves a freight carrier.

- Provide the media with timely and accurate information through their respective media relations groups

8.0 SPECIAL CIRCUMSTANCES

Tunnels: None
Electrified Territory: None
Parallel Operations: None

Bridges: From the initial onset of an emergency situation involving a passenger train stopped on a railroad bridge or trestle, the train conductor and crew members must take all possible actions to assure passenger safety. Once initial situational assessments have been performed and the proper notifications have been made, attention must focus on passenger safety. SSCC personnel must be kept advised of the situation and/or the need for rescue assistance, if required. The following are the bridges and their locations on the CFRC:

Mile Post	Bridge	Length in feet	Walking surface	Description
A752.2	Concrete box	12	Ballast and ties with no walkways or handrails	Pedestrian underpass
A763.1	Lake Monroe Drawbridge	530	Bascule Ballast Deck at southern130 ft, the rest is open Deck	Lift span and north approach: walkways on both sides; south concrete spans grating walkway on east side. Bridge tender can be reached by radio or telephone
A764	Ballast Deck (6 Spans)	100	Ballast and ties with no walkways or handrails	Concrete ballast deck approximately 100 feet in length and spans a small stream that is located at the north end of Rand Yard.
A784.3	U.S. 17/92	360	Open Deck, Grating between rails	Four concrete ballast deck concrete spans (three at the north approach, 60 feet total length and one at the south approach that is 20 feet long crossing over US 17/92 at Orlando Avenue
A800.6	Slough Creek	115	Ballast and ties with no walkways or handrails	Concrete ballast deck approximately 115 feet in length and spans Slough Creek. It is located along and is accessible from South Orange Avenue in the vicinity of Weatherbee Road.
A803.9	Slough Creek	80	Ballast and ties with no walkways or handrails	Ttimber trestle approximately 80 feet in length and spans Sough Creek. This bridge is located south of Florida Turnpike and north of Osceola Parkway.
A805.9	Ballast Deck (2 Spans)	35	Ballast and ties with no walkways or handrails	Concrete ballast deck approximately 35 feet in length and spans a small stream. The bridge is located between Carroll Street and E. Donegan.
A806.8	Concrete Arch	12	Ballast and ties with no walkways or handrails	Concrete ballast deck approximately 12 feet in length and spans a small stream. It is accessible from Clay Street on the west side. Bridge is located in vicinity of Clay Street and South Thacker Avenue.
A809.7	Ballast Deck (5 Spans)	103	Ballast and ties with no walkways or handrails	Corrugated Steel Pipe culvert approximately 103 feet in length and spans a small stream. It is accessible from Old Tampa Highway on the east side and Pug Mill Road on the west side.
A811.3	Shingle Creek	360	Ballast and ties with no walkways or handrails	a timber trestle approximately 360 feet in length and 10 feet above the existing ground. Only the center spans of the bridge (approx. 60 ft.) are over water. It is located south of the City of Kissimmee in Osceola County along Old Tampa Highway between Pleasant Hill Road and Vintage Street
A813.1	Ballast Deck (2 Spans)	20	Ballast and ties with no walkways or handrails	steel/timber ballast deck approximately 20 feet in length and spans a small stream. The bridge is located near Poinciana Blvd. and runs parallel to Old Tampa Highway

There are three bridges on the CFRC which span in excess of 300 feet. They are the Lake Monroe Bridge, the bridge over US 17/92 located between Park Avenue North and Monroe Avenue and Shingle Creek bridge located south of the City of Kissimmee in Osceola County along Old Tampa Highway between Pleasant Hill Road and Vintage Street.

a. The Lake Monroe Bridge (A763.10) is located south of Berwick Road in Volusia County and north of Monroe Avenue in Seminole County. It is 530 feet in length and approximately 10 feet above the water. Train Movements over the bridge are controlled by the Train Dispatcher located at the CRFC OCC in Sanford Florida. A Bridge Tender occupies an office on the south end of the bridge 24/7 and is responsible for lowering and raising the bridge.

   The south end of the bridge has a walkway with a handrail along the east side of the bridge which continues 130 feet from the extreme south end to the center span. There is no walkway on the west side of the bridge. If an evacuation becomes necessary on the south end of the bridge, evacuation must take place from the east side doors of the train to the walkway. Evacuation through the end doors can only be attempted with the assistance of emergency responder personnel due to the height of the end doors above grade. In either case, evacuees will be directed to the walkway and guided to a safe location off the bridge.

   The lift span and the north approach span of the LMB have walkways with handrails on both sides of the track. Walking on the ties is hazardous and injuries may result by tripping between the ties or falling on the deck.

   The LMB poses significant challenges, should an evacuation be necessary. Every attempt must be made to move the incident train, via its own power or by rescue train off the bridge to a location where a safe evacuation may be accomplished. The decision to evacuate a train on the LMB must be a last resort.

   Access: The south end of the LMB may be accessed from Lake Monroe Wayside Park, located off of NW US 17/92. The southwest end of the LMB may be accessed from a private road located off of Kastner Place in Unincorporated Seminole County. Currently, access to the north end of the bridge is along the RR ROW south of a private road owned by Florida Power & Light, west of US 17/92.

b. The bridge over US 17/92 (also known as Orlando Avenue, MP A784.30) is located between Park Avenue North and Monroe Avenue in Maitland. It is approximately 360 feet in length and 15 ft. above the existing road surface. The bridge is constructed of four concrete ballast deck concrete spans (three at the north approach, 60 feet total length and one at the south approach that is 20 feet long crossing over US 17/92 at Orlando Avenue and support a single track. The main bridge spans are deck plate girders which consist of approximately five foot steel girder sides and an open deck. The bridge has grating between the rails but no walkways outside the single track. The grating between the rails is narrow and does not cover the entire track structure between the rails. Walking on the grating is hazardous because on both sides of the narrow grating there is an area between the grating and the rail that is open to the roadway below between the ties. Injuries may result by tripping between the ties,

falling on the deck or even falling through the ties to the road below. It is extremely dangerous for anyone attempting to evacuate a train stopped on the bridge because of the limited room between the train and the bridge girders on the open deck. Because of this, an end door evacuation is the only means of emergency egress, and can only be attempted with the assistance of emergency responder personnel due to the height of the end doors above grade..

The decision to evacuate a train on the US 17/92 bridge must be a last resort, and every attempt must be made to move a train, via its own power or by rescue train off the bridge to a location where a safe evacuation may be accomplished.

The northeast end of the bridge may be accessed through the parking lots of various businesses off Circle Drive and the northwest end may be accessed through a car dealership parking lot. The south end of the bridge may be accessed directly off of US 17/92.

c. The bridge over Shingle Creek (MP A811.30) is a timber trestle approximately 360 feet in length and 10 feet above the existing ground. Only the center spans of the bridge (approx. 60 ft.) are over water. It is located south of the City of Kissimmee in Osceola County along Old Tampa Highway between Pleasant Hill Road and Vintage Street. The bridge is constructed of a ballast deck without grating or safety hand rails and would require persons to walk only on ties and ballast. Because of this, an end door evacuation is the only means of emergency egress, and can only be attempted with the assistance of emergency responder personnel due to the height of the end doors above grade.

   The decision to evacuate a train at the Shingle Creek Bridge must be a last resort. Evacuations are to be conducted ONLY if life is threatened to those on board. Every attempt must be made to move a train off the bridge to a location where a safe evacuation may be accomplished. The Shingle Creek Bridge is accessed from Old Tampa Highway. There is a deep drainage ditch parallel to the road that makes access difficult. There is a dirt pathway on the southwest end.

9.0 LIAISON WITH EMERGENCY RESPONDERS

Availability of Training Materials: Training materials may include, but are not limited to, video instruction and workbook exercises. The standard course is a four (4) hour emergency responder safety and security course entitled "Passenger Train Emergency Response.

Training shall focus on the railroad environment, railroad operations, emergency access to passenger cars, their respective hazards and safety precautions, and the typical location of railroad facilities and equipment. Methods of communication between railroad officials and emergency response crews shall also be covered, as well as the need for a pre-plan.

The training materials will be provided to the responsible official(s) within the appropriate emergency response organizations (e.g., State training institutes, firefighter organizations, police academies, local emergency response teams.).

Distribution of Emergency Plan: In addition to the training requirements, CFRC, Bombardier Transportation and Amtrak shall also distribute an appropriate number of copies of this plan (or applicable portions thereof) at least once every three years to emergency response organizations that may be required to participate in an emergency situation or simulation, or whenever the plan is changed in a manner that could reasonably be expected to affect the railroad's interface with the emergency responders. The plan will be sent by electronic mail to appropriate First Responder agencies along the corridor. Of particular interest to response organizations will be route maps and the physical characteristics and peculiarities of the CFRC. The names, titles, and contact telephone numbers of railroad officials must be provided to ensure adequate communication and coordination.

CFRC, Bombardier and Amtrak will distribute copies of emergency response information (or applicable portions thereof) to emergency response agencies at least once every three years by electronic mail to appropriate First Responder agencies along the corridor. However, if significant changes are made to this plan and/or any passenger train equipment, updated versions will be distributed accordingly. The Bombardier Safety and Security Manager and the Amtrak Deputy Chief, Emergency Management and Corporate Security Department will be responsible for revisions and distribution of the plan.

Full-Scale Simulations: To ensure maximum preparedness of both company and external emergency responders, Bombardier will periodically conduct emergency simulations. Bombardier will schedule one joint full-scale emergency simulation exercise every two calendar years with the local emergency response agencies and will invite Amtrak to participate.

Emergency simulations will be performed in consideration of the variety of emergency scenarios that could reasonably be expected to occur during normal operations.

All possible measures will be taken to ensure the cooperation, coordination, and participation of those emergency responders who voluntarily agree to participate in the emergency simulation. Successful simulations depend in large part on the planning effort and the coordination that must occur between CFRC, Bombardier, Amtrak, and all

participating agencies, organizations, and individuals. In this regard, Bombardier, CFRC and Amtrak will schedule coordination meetings well in advance of any scheduled simulation date and shall invite all known and potential participants as well as those who may have an expressed interest in such an exercise (e.g., state and local officials, FRA representatives, etc.). The joint full scale emergency exercise will include able bodied actors and passengers with disabilities to simulate real life scenario based train evacuations

Simulated emergencies offer an excellent opportunity for subsequent training and lessons-learned exercises. Therefore, when practical, Bombardier, CFRC and Amtrak may videotape the simulation and related pre-and post-activities for further evaluation and for use in training programs. After the simulations there will be a critique and debrief session with key players and an After Action Report will be written to document strengths and weakness' of the exercise.

Passenger Train Incident Considerations: When operating on the CFRC, Amtrak trains are under the operational control of a CFRC Train Dispatcher. In the event of an emergency involving a passenger train, CFRC and Bombardier senior management will coordinate with Amtrak officials to manage the evacuation of passengers and mitigation of the emergency. Notification of the incident to emergency responders will be handled through the SSCC. CFRC, in conjunction with Amtrak officials and Bombardier, will respond to an incident to provide needed services and resources.

For emergency responders, the concept of Unified Incident Command is essential to safe, effective emergency operations. The CFRC, passenger train officials, and Bombardier officials will assist the designated incident commander to bring the incident to a safe conclusion. Bombardier will train staff in the fundamental FEMA Incident Command System (ICS) as prescribed in the National Incident Management System (NIMS)

Identifying access points for emergency equipment and routes for emergency medical evacuation is an important preplanning aspect of emergency preparedness. Emergency management officials should be made aware of the location and type of operations conducted on rail lines in their area of responsibility and whether it involves freight, passenger or both types of rail operations. Bombardier and CFRC personnel can assist emergency responders by providing information on points of vehicular access to railroad property.

In the event of the derailment of an Amtrak passenger train or other circumstance that impacts safe operation of trains over the CFRC, such as a freight train derailment, special consideration needs to be given to the issue of passenger evacuation. For safety reasons, passengers on the train must not be evacuated unless it is absolutely necessary to do so. If the rail cars are upright and there is no danger to the passengers inside the car, it is recommended that they stay in the cars until such time that adequate shelter and transportation is available. The areas in and around railroad tracks, especially immediately following a train derailment, can be very hazardous. Keeping passengers in the cars help to maintain site safety and passenger accountability. It is also important to recognize that if an incident involving a passenger or freight train occurs on a track adjacent to CFRC's track, or in the close proximity thereto, CFRC should be promptly notified by contacting the SSCC.

If emergency response personnel need to communicate with a passenger train operating on CFRC tracks they should contact the Safety and Security Communications Coordinator (SSCC) at 1-877-235-7245.

10.0 ON-BOARD EMERGENCY EQUIPMENT

SunRail: equipment includes at a minimum, the following:

- One fire extinguisher per passenger car (Type ABC)
- One pry bar per passenger car
- One axe per passenger car
- One functioning flashlight per on-board crewmember
- One standard equipped first aid kit and one AED per each passenger train. (Located within the Cab Car)

Location of Emergency tools can be found in Appendix F indicated with a red circle.

First-aid kit contains at a minimum:

(A) Two small gauze pads (at least 4x4 inches);
(B) Two large gauze pads (at least 8x10 inches);
(C) Two adhesive bandages;
(D) Two triangular bandages;
(E) One package of gauge roller bandage at least two inches wide;
(F) Wound cleaning agent, such as sealed moistened towelettes;
(G) One pair of scissors;
(H) One set of tweezers;
(I) One roll of adhesive tape;
(J) Two pairs of latex gloves; and
(K) One resuscitation mask.

Amtrak: A complete list and inventory of standard on-board emergency equipment, including their location(s) in each Amtrak car configuration (that operates on the CFRC) territory, can be found in Appendix G, indicated by the red circle. In general, this equipment includes, at a minimum, the following:

- One fire extinguisher per passenger car (Type ABC/ref SMP 38603)
- One pry bar per passenger car (AMMS #45 450 03007)
- One functioning flashlight per on-board crewmember
- One standard equipped first aid kit per each passenger train (AMMS # 36 165 01311)
- Thirty each Cyalume Emergency Light Sticks (AMMS # 40470 00000)

On-Board Emergency Lighting: SunRail and Amtrak passenger cars are equipped with auxiliary portable lighting (i.e., hand held flashlights) that is accessible for use during emergency situations, as required. Each portable lighting device is capable of functioning continuously for a period of not less than fifteen minutes, and intermittently for not less than sixty minutes. Each on-board crewmember shall verify the proper operation of their auxiliary lighting equipment at the beginning of each assigned shift. In the event replaceable power cells are used, spare batteries shall be kept available at all times. Rechargeable flashlights shall remain fully charged and ready for use at all times.

Both SunRail and Amtrak follow Federal Railroad Administration industry standards pursuant with 49 CFR Part 238.115 (b) (iii)

SunRail and Amtrak passenger cars are designed to provide emergency lighting in the event of Head End Power (HEP) loss. The emergency lighting provides approximately 90 minutes of battery powered lighting at acceptable levels (in accordance with industry standards) to enable passenger egress.

Maintenance: For adequate preparedness, light sticks first aid kit, and other emergency equipment (pry bars, fire extinguishers) shall be inspected (daily on each in service car), maintained, or replaced (as required) at least daily, and in the ninety-two and one hundred eighty-four day inspections. Additionally, Amtrak will process for repair/replacement of these items & signs during preventive maintenance when found to be defective. More

frequent inspections and maintenance may be required if the equipment has been used or tampered with at any time between the established maintenance schedule. On-board crew members shall regularly check the status of this equipment during the normal course of their assigned duties. Anomalies shall be reported immediately so that the equipment can be repaired or replaced at the next possible opportunity.

11.0 PASSENGER SAFETY INFORMATION

Passenger Awareness Program: Passenger safety and comfort are the primary concern during all SunRail and Amtrak passenger train operations. This is especially true during and following any type of emergency situation. In an effort to prepare its passengers for the unlikely event of an emergency, SunRail and Amtrak shall take specific measures to properly and effectively communicate emergency information using all practical means available. SunRail and Amtrak employ the following techniques on passenger trains to help ensure passenger awareness of emergency preparedness and response actions:

- Legible, clear, and simple emergency instructions conspicuously posted throughout every passenger car. Methods include, but are not limited to the use of bulkhead signs, set back decals, seat cards, or other distinct posted materials.
- More detailed printed emergency instructions may be provided as an insert to on-board magazines and other informative publications that are normally available free of charge to passengers.
- Frequent, brief, on-board announcements made so new and existing passengers are consistently informed of the actions required should an emergency situation occur.
- Printed train schedules shall have emergency information printed in clear, legible, and simple-to-read language.

In some locations the use of regularly scheduled, automated public service announcements at stations as well as signs and video monitor displays to consistently keep the traveling public informed and aware.

12.0 PASSENGERS WITH DISABILITIES

Presidential Executive Order 13347 (“Individuals with Disabilities in Emergency Preparedness”) calls for the federal government to appropriately support safety and security for individuals with disabilities in all types of emergency situations. Amtrak and SunRail address its requirements under this order in the following manner:

1. Train and Engine (T&E) and On-Board Services (OBS) personnel are trained in supporting these individuals during initial and refresher safety training.
2. The Amtrak Service Standards serves as a guide for T & E and OBS personnel in supporting these individuals.
3. The conductor will inform the emergency responder Incident Commander of the locations of passengers requiring additional assistance (e.g., those who are disabled, traveling with children, etc.) during a rail emergency.

During a passenger train emergency, the type of response and the decision to evacuate disabled passengers may be affected by one or more of the following considerations:

- Type of emergency
- Extent of the emergency response procedures
- Mobility limitations, communication ability, and health conditions of the disabled
- Location of the emergency
- type of facilities, structures, and vehicles
- Type and amount of equipment available for evacuation
- The following general guidelines are used to meet the specific needs of disabled passengers during an emergency situation.
- SunRail and Amtrak T&E and OBS personnel will ensure that any emergency announcements made on-board will be communicated to passengers who are deaf, or hard of hearing.
- When possible, all passengers involved in an emergency are asked to state and describe any disabilities.
- T&E crew will contact the CFRC train dispatcher and CNOC to provide the number, location and condition of disabled persons on-board.
- SunRail and Amtrak T&E and OBS personnel have been trained and are familiar with the various techniques for carrying passengers who have mobility limitations to avoid further injury.
- An alternate evacuation route will be designated in the event the original route cannot be used by disabled passengers.
- Requests for assistance from able-bodied passengers and instructions on evacuating disabled passengers will be given by SunRail and Amtrak personnel when necessary.

13.0 UPDATES AND CONCLUSIONS

As required, this plan shall be reviewed at least biannually (more frequently, if circumstances dictate) to determine its continued adequacy and effectiveness.

This Joint Passenger Train Emergency Preparedness Plan (with Attachments and Appendix) shall be the controlling document to be used during any SunRail and Amtrak passenger train emergency situation and any commuter train pre-revenue operational emergency that may occur during the course of normal operating conditions when operating on the host CFRC. This plan is coordinated through the CFRC and its Operations and Maintenance contractor Bombardier and the Amtrak Transportation Department. While the objective of a PTEPP is to ensure compliance with Federal Railroad Administration requirements (49 CFR 238 and 239), this Joint CFRC and Amtrak plan may include more stringent requirements where the need for such is indicated.

The overall focus of emergency response efforts is the mitigation against the loss of life and injury and the expeditious restoration of service.

14.0 APPENDICES

A. P.R.E.P.A.R.E. Training-Initial for Amtrak T & E, OBS Personnel
B. Emergency Response Training for CFRC Operation Control Center Personnel
C. Emergency Response Training for Safety &Security Communication Coordinators (SSCC/Dispatch Desk 2) Personnel
D. Emergency Training for Local Responders
E. Bombardier T&E & Support Staff Passenger Train Emergency Preparedness Training
F. SunRail Equipment
G. Amtrak Equipment
H. CFRC Emergency Contact List
I. Amtrak Debriefing and Critique Forms
J. CFRC Debriefing and Critique Form
K. CFRC Track Chart
L. CFRC Grade Crossing List

APPENDIX A – P.R.E.P.A.R.E. INITIAL TRAINING

AMTRAK COURSE NUMBER: 60000007
CORP. TRNG -10198 COURSE LENGTH 16 Hours
AGENCY-FRA/NTSB NUMBER OF LESSONS: 12

(PASSENGER RAILROAD EMERGENCY PREPAREDNESS
AND RESPONSE EDUCATION)

Course Overview

COURSE DESCRIPTION

The purpose of this course is to prepare operating and on-board crews in the event of a train emergency. The course defines various emergency situations and describes locations in which they are likely to occur. Participants team about the appropriate actions to take when an emergency happens. Communication procedures are stressed for both passenger information and notification to control centers as well as interaction with outside responders. Material in this course focuses on key areas such as:

- rail equipment familiarization
- situational awareness
- passenger evacuation
- coordination of functions / operations
- emergency care

Amtrak's emergency preparedness plan is reviewed. On-site assessment of the individual emergency situation is covered. Special considerations are addressed in the areas of tunnels, elevated structures, bridges, and electrified territory.

PA system utilization and manifest delivery to the outside agency Incident Commander receive special emphasis.

Emergency care for injured customers and employees is covered to include key areas such as:

- cardiopulmonary resuscitation
- injury and illness situations
- prevention of disease transmission (BBP)

P.R.E.P.A.R.E. Initial - Course Overview CSE-201

This course is presented through a facilitated and interactive classroom environment. Participants practice the skills after association with demonstrations and role - play.

Participants are evaluated through objective written testing along with 'hands - on' instruction and skill evaluation.

Training frequency:

- Part of new hire training onboard employees
- Initially upon introduction of course and renewed every two years

Class enrollment should be limited to 8 participants. Larger sizes can be accommodated with co instructors through application of the following ratio

NUMBER OF PARTICIPANTS	NUMBER OF INSTRUCTORS
Up to 7	1
Up to 14	2
Up to 21	3
Up to 28	4
Beyond 25	Class is too large – divide into 2 classes

COURSE OBJECTIVES

After successfully completing this course, each participant will be able to:

1. Identify their individual role in an emergency (in accordance with their job or position).

2. Communicate with passengers and crew utilizing the PA system.

3. Identify emergency equipment on specific rail equipment to which assigned.

4. Identify emergency operating features on specific rail equipment to which assigned.

5. Effectively operate a fire extinguisher.

6. Effectively utilize available emergency tools and lighting devices.

7. Assess the emergency situation to understand the magnitude of the role they must play.

8. Effectively open emergency doors and remove emergency windows.

9. Safely evacuate passengers (and crew) from rail equipment.

10. Provide proper emergency care for all injury and illness situations taking special care to assist passengers with disabilities.

11. Effectively use devices to control disease transmission.

12. Provide emergency care to facilitate cardiopulmonary resuscitation.

13. (If job position includes) Communicate effectively with control centers to
    - provide key information related to an emergency.

14. (If job position includes) Communicate effectively with outside emergency responders as liaison until senior railroad official arrives.

15. (If job position includes) Provide passenger and crew manifest along with mail & express service contents to Incident Commander.

16. Effectively utilize all information on Material Safety Data Sheets for all chemicals on-board.

APPENDIX B– EMERGENCY RESPONSE TRAINING FOR CFRC OPERATION CONTROL CENTER DISPATCH DESK 1 PERSONNEL

(PASSENGER RAILROAD EMERGENCY PREPAREDNESS
AND RESPONSE EDUCATION)

Course Overview

COURSE DESCRIPTION

The purpose of this course is to prepare CFRC Operation Control Center Personnel in the event of a Passenger train emergency. The course defines various emergency situations and describes locations in which they are likely to occur. Participants learn about the appropriate actions to take when an emergency happens. Communication procedures are stressed between train crew members and the train dispatchers as well as the internal communication within the control center and outside agencies. Material in this course focuses on key areas such as:

- Purpose and scope of Emergency Preparedness Plan
- Provisions of the Plan
- Training/Testing and Annual Table Top Simulations (mock-ups involving equipment and responders in the field)
- Communication
- Dispatch Territory Familiarization with emphasis on special circumstances concerning areas of, elevated structures and, bridges
- Appropriate course of action for each potential emergency situation

This course is presented through a facilitated and interactive classroom environment. Participants practice the skills after association with demonstrations and role play.

Participants are evaluated through objective closed book written testing along with 'hands-on' instruction and skill evaluation.

Training frequency:

- Part of new hire training Control Center employees
- Initially upon introduction of course and renewed every two years

COURSE OBJECTIVES

After successfully completing this course, each participant will be able to:

1. State the agency that mandates host railroads to participate in a Passenger Train Emergency Preparedness Plan (PTEPP).

2. State the purpose and scope of the Code of Federal Regulation (CFR 239) PTEPP.

3. Define a Dispatching/Control Center as it relates to the PTEPP.

4. List the appropriate Operation Control Center(s) that participates in the PTEPP.

5. List the types of trains affected by the PTEPP.

6. Use a timetable to locate elevated structures or any other special circumstance on CFRC territory that would have a significant impact should a passenger train have an emergency or situation.

7. Describe various situations that would constitute a passenger train emergency or emergency situation.

8. Describe the Notification Chain for Operation Control Center personnel in the event of a passenger train emergency or situation.

9. Use / obtain pertinent initial information relative to a passenger train emergency or situation.

10. Demonstrate the Notification Chain relating to various emergency situations.

APPENDIX C – EMERGENCY RESPONSE TRAINING FOR SAFETY &SECURITY COMMUNICATION COORDINATORS (SSCC/DISPATCH DESK 2) PERSONNEL

PURPOSE

The purpose of emergency response training is to prepare SSCC Personnel in the event of a passenger train emergency. The course defines various emergency situations and participants learn about the appropriate actions to take when an emergency happens. Communication procedures are stressed between the Train Dispatcher and/or Amtrak train crew members and SSCC personnel, as well as the internal communication within the SSCC and emergency response agencies.

Material in this course focuses on key areas such as:

- Purpose and scope of CFRC Emergency Preparedness Plan
- Provisions of the Plan
- Training/Testing and Simulations
- Communication
- CFRC Territory Familiarization with emphasis on special circumstances concerning areas of Corridor bridges, sidings, yards, grade crossings, as well as locations along the ROW that can be accessed by emergency responders and locations that Amtrak may locate to during situations
- Appropriate course of action for each potential emergency situation

RESPONSIBILITIES AND PROCEDURE

All Safety and Security Communication Coordination (SSCC) personnel will be trained in the requirements of this Plan to ensure that they are properly prepared to respond to emergency situations. They must be familiar with the necessary course of action that each type of emergency situation dictates.

SSCC personnel must be thoroughly familiar with the physical characteristics of the Corridor and able to identify all locations along the ROW that allow for access by emergency responders as well as any sites that Amtrak trains may locate to during an emergency situation.

Responsibilities

SSCC personnel are under contract by CFRC/ FDOT. The contractor is required to perform initial training and periodic tests on SSCC personnel on the requirements of 49 CFR Part 239. CFRC officials may periodically perform joint tests with the contractor on this part.

Procedure

After successfully completing this course, each participant will be able to:

- State the agency that mandates host railroads to participate in a Passenger Train Emergency Preparedness Plan (PTEPP).
- State the purpose and scope of the Code of Federal Regulation (CFR 239) PTEPP.
- Describe the roles of the participants in this Joint CFRC, Bombardier and Amtrak PTEPP.
- Define the role of the CFRC Operations Control Center and the Train Dispatcher located in the, Sanford, Florida, as it relates to the Joint, CFRC, Bombardier and Amtrak PTEPP.
- List the type of trains affected by the PTEPP.
- Use a timetable to locate bridges or any other special circumstance on the CFRC territory that would have a significant impact should a passenger train have an emergency or other emergency situation.
- Describe various situations that would constitute a passenger train emergency or other emergency situation.
- Describe the Notification Chain for SSCC personnel in the event of a passenger train emergency or other emergency situation.
- Use the CFRC Form 1505 Incident Notification checklist to obtain pertinent initial information relative to a passenger train emergency or other emergency situation.
- Demonstrate the Notification Chain relating to various emergency situations.

TRAINING AND TESTING

Training frequency:

- Part of new hire training for SSCC personnel.
- Renewed every two years

Testing Frequency:

Personnel will be administered a written test for initial and refresher qualification to accurately measure the employees' knowledge and responsibilities under the plan. The test will be objective, administered without the use of reference materials, except to the degree the person is being tested on his or her ability to use such reference books or materials, and require a passing score of 85 %.

APPENDIX D – EMERGENCY TRAINING FOR LOCAL RESPONDERS

EMERGENCY TRAINING FOR LOCAL RESPONDERS

AMTRAK
CORP. TRNG-10/98
AGENCY- FRA/NTSB

Course Number: SAFE 015
Course Length: 4 Hours
Number of Sessions: 1

Training for Police, Rescue, and Firefighters

This 4-hour classroom course provides the following orientation:

- Overview of railroad operations in general; passenger train operations in particular
- Railroad right-of-way safety precautions
- Emergency contact number Equipment familiarization
- Passenger car construction
- Passenger evacuation (Able bodies and passengers with disabilities)
- Forcible entry & extrication
- Locomotive propulsion systems
- Train crew orientation
- Hazards: electrical & pneumatic and others
- On-board emergency equipment
- Location & use of emergency exit windows & doors
- Search & rescue and fire suppression
- Typical train consists and passenger loads
- Hazardous materials
- Grade crossing accidents & trespassing on railroad property
- Bridges & tunnels
- Typical emergencies to which law enforcement, fire/rescue, EMS, and emergency management personnel will likely respond

This classroom orientation can be integrated with a hands - on familiarization, depending upon the availability of cars and locomotives and a practical drill or exercise set up by the emergency response agency.

APPENDIX E – BOMBARDIER CREW & SUPPORT STAFF PASSENGER TRAIN EMERGENCY PREPAREDNESS TRAINING

PURPOSE

The purpose of emergency response training is to prepare train crews and support staff in the event of a passenger train emergency. The course defines various emergency situations and participants learn about the appropriate actions to take when an emergency happens..

Material in this course focuses on key areas such as:

- **Rail Equipment Familiarization:** Familiarization with the rail equipment associated with their assigned areas of responsibility. This element is intended to ensure that on-board crew members are qualified to operate the equipment under normal as well as emergency situations. .

- **Passenger Evacuation:** Training on the proper methods and techniques associated with the safe and orderly evacuation of passengers subsequent to an emergency situation. Employees will be trained on the circumstances that would require evacuation (as opposed to requiring passengers to remain on board). Alternative evacuation routes and the order of preference regarding these routes is a key element of this portion of the training program, as are the potential special needs of passengers with disabilities.

- **Hands-on Instruction:** Crew members will be provided on-train instruction on the location, function, and operation/use of on-board emergency equipment. This includes, but is not necessarily limited to, equipment such as fire extinguishers, emergency exit access (including windows), proper use of public address system/equipment, medical aids and equipment (such as First Aid Kits, Automated External Defibrillator's and any other emergency equipment

RESPONSIBILITIES AND PROCEDURE

Personnel will be trained in the requirements of this Plan to ensure that they are properly prepared to respond to emergency situations. They must be familiar with the necessary course of action that each type of emergency situation dictates.

Procedure

This course is presented using a PowerPoint presentation and interactive classroom environment. Participants practice the skills with hands on training on the equipment.

Participants are evaluated through objective closed book written testing along with 'hands-on' instruction and skill evaluation.

Training frequency:

- Part of new hire training Control Center employees
- Initially upon introduction of course and renewed every two years

COURSE OBJECTIVES

After successfully completing this course, each participant will be able to:

1. State the purpose and scope of the Code of Federal Regulation (CFR 239) PTEPP.

2. Identify safety equipment on the trains and how it is used.

3. Describe evacuation procedures, how to assist passengers with disabilities and possible evacuation scenarios.

4. List the types of trains affected by the PTEPP.

5. Describe various situations that would constitute a passenger train emergency or emergency situation.

TRAINING AND TESTING

Training frequency:

- Part of new hire training for SSCC personnel.
- Renewed every two years

Testing:

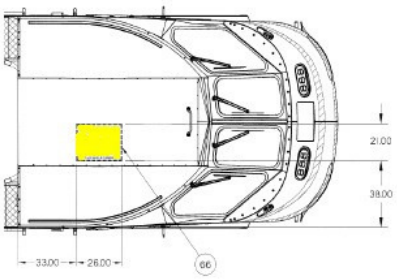
Personnel will be administered a written test for initial and refresher qualification to accurately measure the employees' knowledge and responsibilities under the plan. The test will be objective, administered without the use of reference materials, except to the degree the person is being tested on his or her ability to use such reference books or materials, and require a passing score of 85 %.

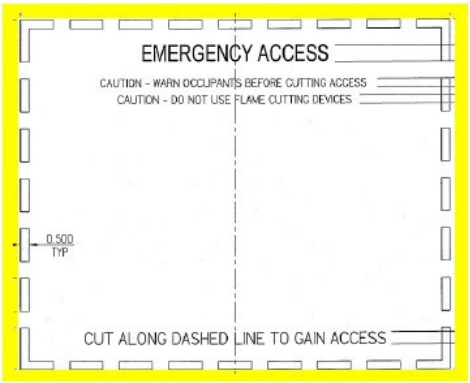
APPENDIX F– SUNRAIL EQUIPMENT

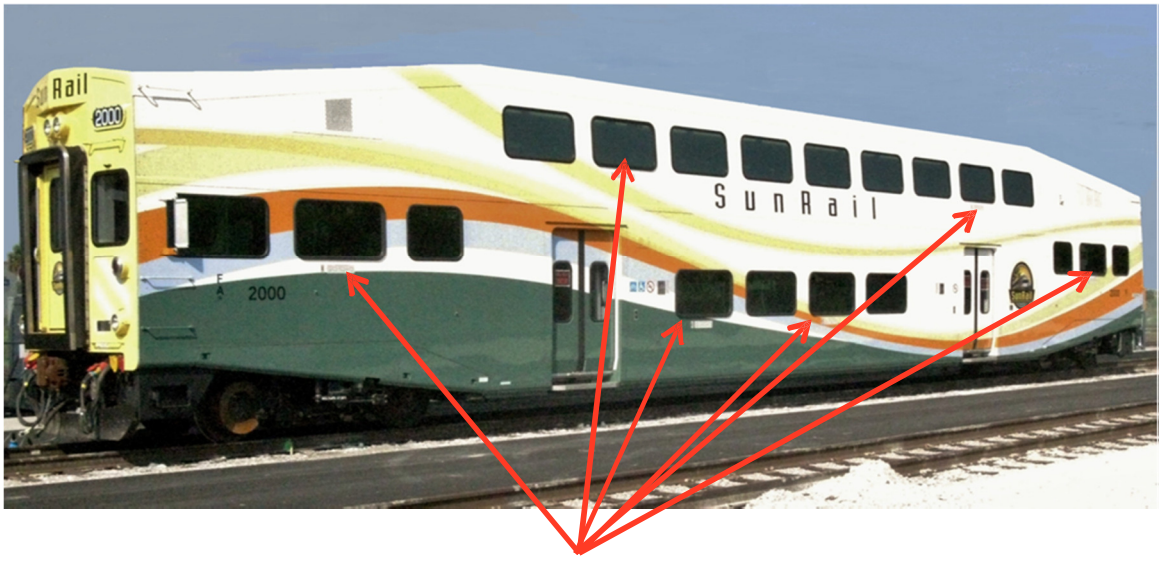
Roof Evacuation Cutout Location

Cutout Marking

- Marking is called out by a decal per the paint and finish diagram



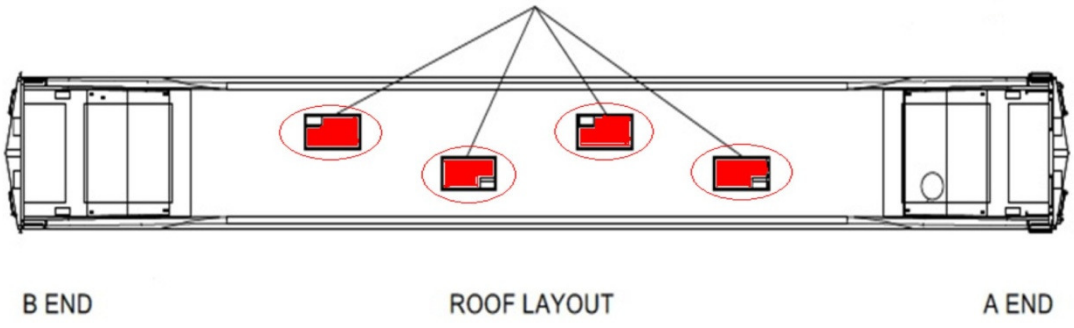




Emergency Exit Windows

Outside Emergency Door Release

Inside Emergency Door Release



Roof Evacuation Cutout Locations

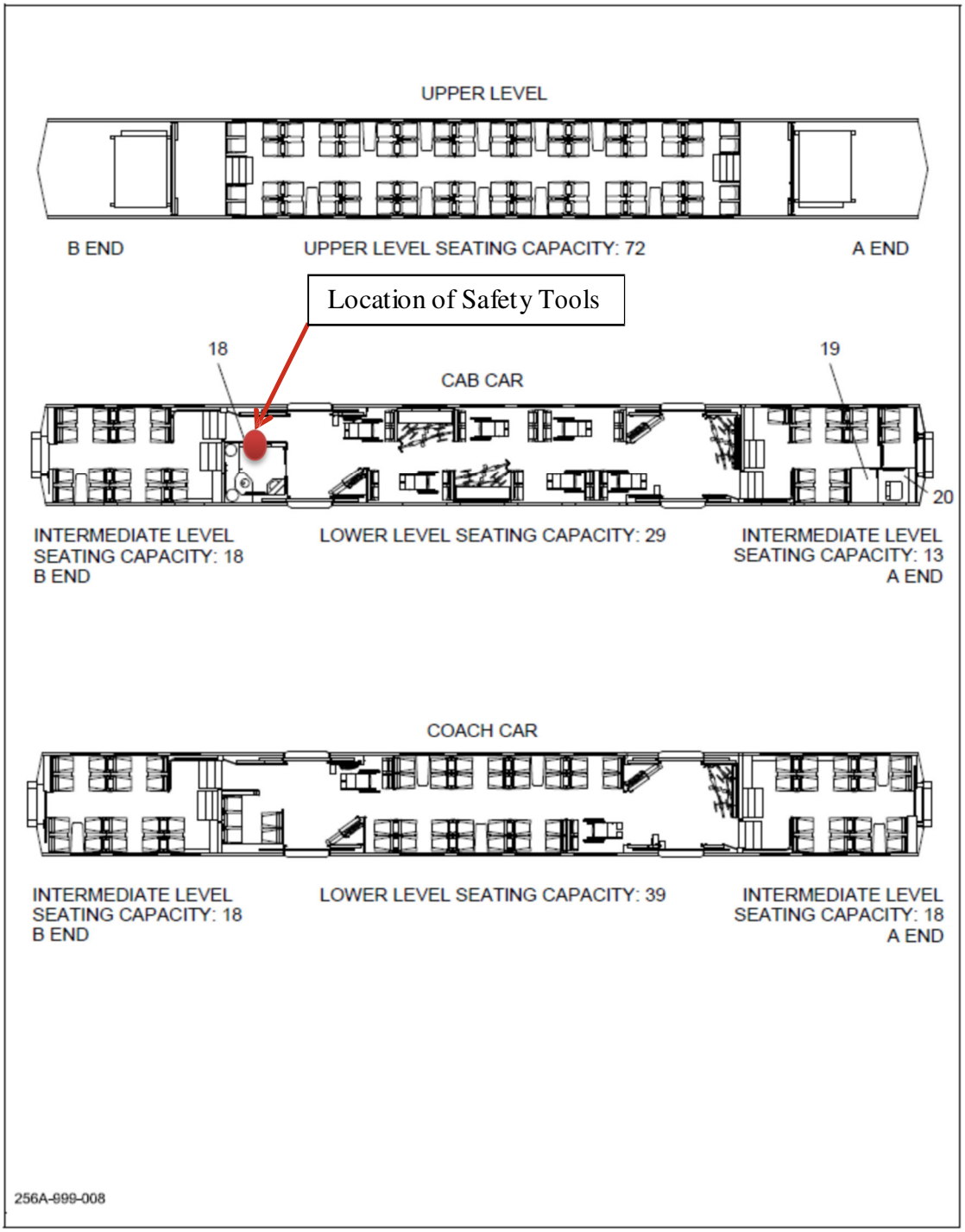


Figure 1-1. Car General Arrangement (Sheet 2 of 2)

1.2 VEHICLE SUBSYSTEMS

1.2.1 Carbody

The carbody structure consists of a composite of steel and aluminium framing and side and roof frames covered by painted aluminium sheets. The carbody structure provides mounting surfaces for car components such as the truck/brake and coupler equipment. handbrake, diaphragm, bell, horn, windshield wipers. seats, doors, wheelchair lift, and windows.

1.2.2 Trucks

The trucks on the BiLeve/ commuter cars have been engineered to provide a superior ride. The truck consists of a frame with wheelsets supporting the carbody and allowing the car to move on rails. Each car has two truck assemblies.

All equipment is mounted on a full-width bolster via vertical and horizontal motion dampers, rubber-mounted traction links and stabilizers. The primary suspension consists of rubber and steel laminated chevron springs located inboard of the 33 in. wheels. Secondary suspension is provided by air spring assemblies mounted between the bolster and the carbody.

Friction braking is accomplished by four tread brake units and two disc brake units mounted on each truck. There are two tread brake units and one disc brake unit per axle.

1.2.3 Coupler and Draft Gear

The coupler equipment is used for connecting the locomotive, cab, and coach cars. The Type H-Tightlock Coupler, mounted on each end or the Bombardier *BiLevel* commuter cars, will couple with various other types of American Public Transportation Association (APTA) couplers.

The coupler equipment consists of a coupler and shank and the draft gear yoke. The draft gear yoke assembly is mounted in the yoke carrier behind the coupler and is connected to the shank by the coupler shank pin. The shank pin allows the coupler to swing laterally.

The coupler, the yoke, and connecting parts, are all made from Grade C cast steel.

1.2.4 Electrical

The electrical distribution system consists of the delivery of AC and DC power, communications, and control signals to the subsystems of each car by means of power and control trainlines. The locomotive supplies 480 Vac Head End Power (HEP) through intercar power cables running the length of each car that extend from car to car. The 480 vac circuit is used to operate the air conditioning unit and the heaters. Transformers reduce power to 120 vac for use in the interior lighting system, service outlets, and various other ac circuits.

The 480 Vac HEP system supplies 72 Vdc power through a regulated Low Voltage Power Supply (LVPS) or from the battery system. The status of the battery and the power supply/regulator is monitored by the battery status monitor and health status panel. The cab controls, lights, radio, public address/intercom system, and control and operation or all electronic circuits use de power.

1.2.5 Friction Brake System and Pneumatic Distribution

The Pneumatic Distribution and Friction Braking system is a pneumatic system that is powered by compressed air from the locomotive's compressor. The compressed air is trainlined through the length of the train through a Main Reservoir (MR) line. Each car has a main reservoir for storing compressed air.

BiLevel commuter cars use 26-C brake equipment. Both the cab and coach car brake equipment is designed to operate from main reservoir pressure (135-150 psi) with brake pipe pressure set at 110 psi. The operator manually controls the brakes from either the locomotive or cab car. A self-lapping 26-B1 brake valve allows the operator to reduce or recharge brake pipe pressure to apply or release the brakes. If the locomotive is equipped for blended (air and dynamic) braking, the blending system will function when operating from the cab car.

The distribution system on each car supplies compressed air to the friction brake system. door operators, levelling system and toilet system. Compressed air is also used to operate the windshield wipers and horn.

1.2.6 Side Doors

The side door system includes the doors on both sides of the car and the pneumatic door operators. Each car has four side doors on the lower level, two on each side.The system also includes door controls and indicators. The function of the side door control system is to open and close side doors allowing passengers to embark or disembark. These doors are controlled from door control stations located at the B End lower level, right side of car and A End lower level, left side of car.

Each door leaf is an emergency door, and will open by pulling the emergency door cable. Crew key switches control a single door leaf on each side of the car from the interior or exterior.

1.2.7 Heating, Ventilation, and Air Conditioning (HVAC)

The air comfort system is an integral heating, ventilation, and cooling system designed to automatically maintain each car at a comfortable temperature through the use of sensors and control panels. Included is heat for door pockets, tracks, thresholds, cab, and windshields.

The air comfort system consists of air conditioning units, various heaters, ducts, fans, and temperature control unit and health status panel. Heating is provided by forced air and convection baseboard heating. Cooling is provided by two air conditioning units mounted in the ceiling structure.

1.2.8 Lighting

The lighting system includes interior lighting for passengers and crew, exterior running, marker, and indicator lights. The exterior and interior lights are powered by 120 Vac or 72 Vdc. The 72 Vdc lighting system remains illuminated by battery power if there is a loss of 120 Vac power.

1.2.9 Communication

The communication system is used for private inter-car communications, using the Intercom (IC) system, and for passenger intercar communications, using the Public Address (PA) system and Destination Signs. In the cab car, the operator may also communicate with railroad operating authorities using the VHF radio. The system is powered by 72 Vdc and is protected by circuit breakers.

A DVR / Camera system records what is happening in the cars. A WiFi system provides access to the internet for passenger in the cars.

1.2.10 Cab Equipment

In push-pull service, the train can be controlled by means of the remote locomotive controls in a cab car. In this case, the locomotive pushes the train. These controls duplicate those in the locomotive and allow conventional operation of the train. The cab operator's compartment contains all switches, displays, and indicators necessary for operation. An event recorder/train monitoring system is also installed in the cab car.

1.2.11 Water and Waste System

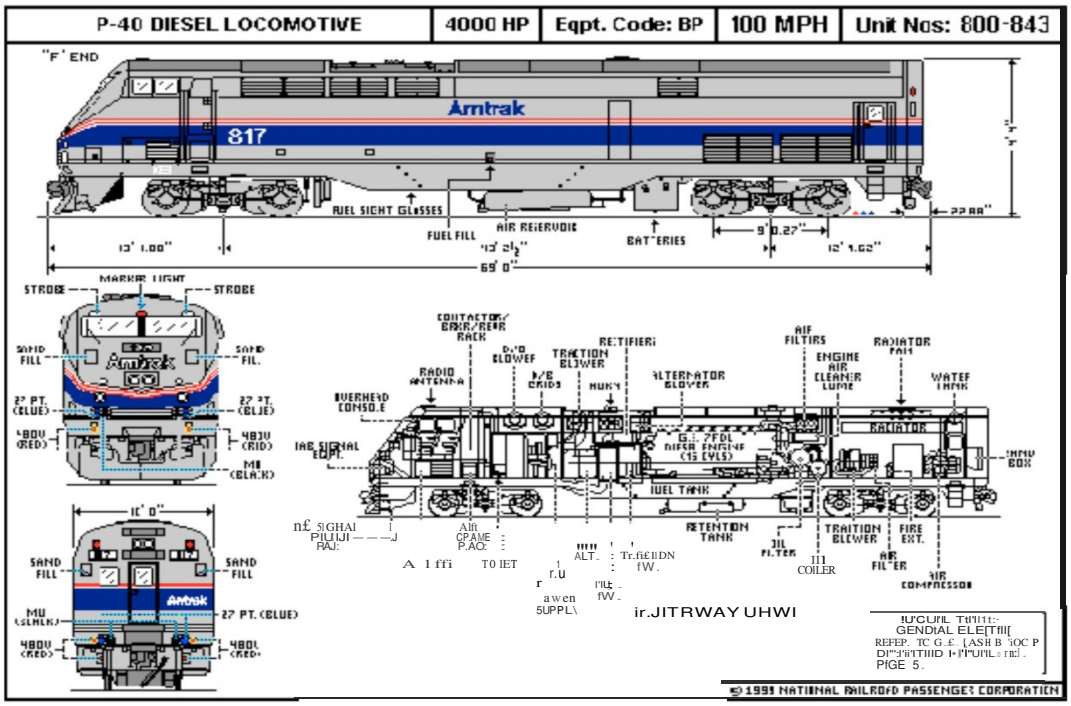
In the Cab Car, the wheelchair accessible toilet compartment, provides toilet and sink facilities. Water is stored in one tank used for hand washing. Another tank contains a biocide/anti-freeze solution which flows into the toilet bowl during the automatic flush cycle.

Waste storage and liquid fill connections are located undercar. The toilet waste holding tank (black water) is located under the car and is drained from the side of the car. Grey water from the sink and overflow from the water tank is drained directly onto the track bed.

There is no toilet compartment in the Coach Car.

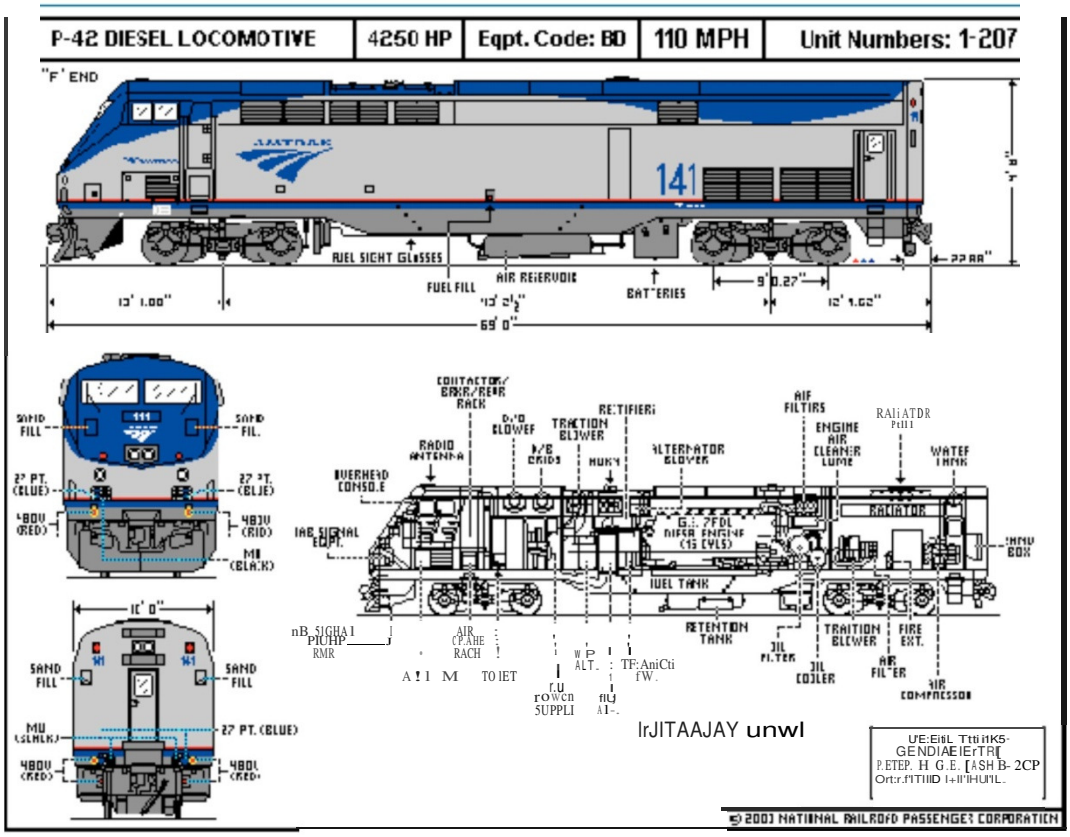
APPENDIX G- AMTRAK EQUIPMENT

Diesel-electric road power- P-40



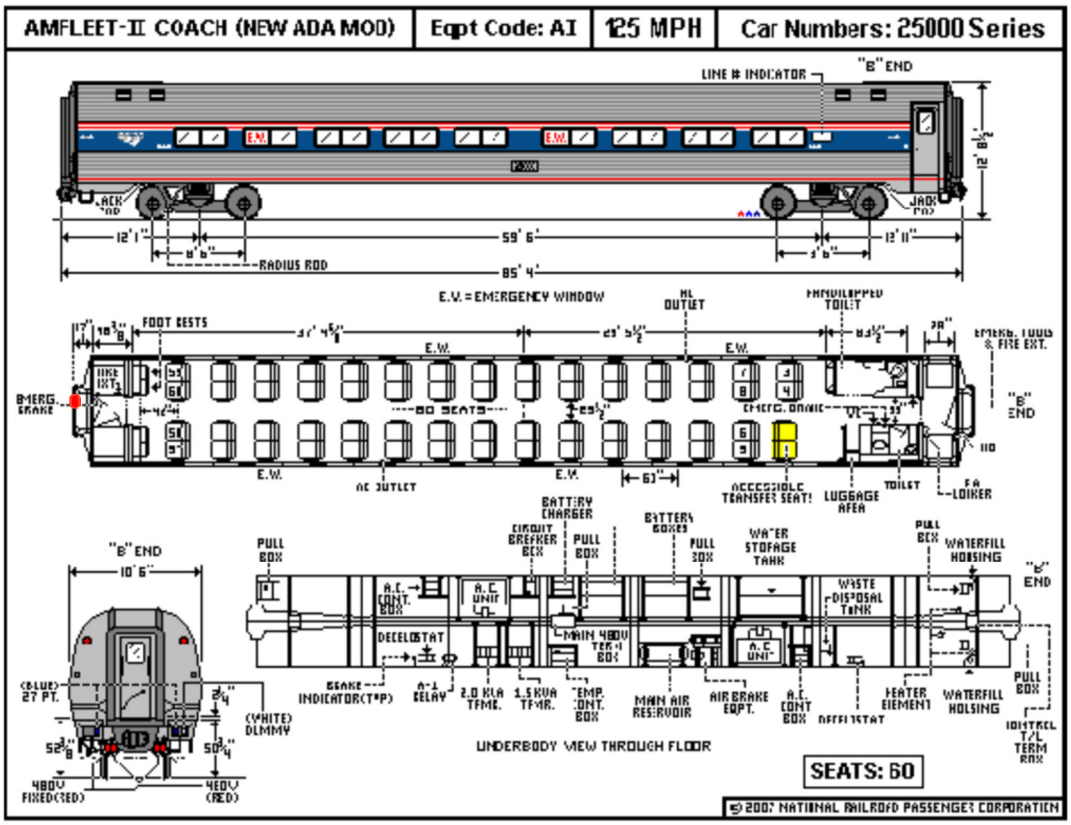
Active: 15 scheduled to return to service
Builder: GE
Entered service: 1993
Notes: ARRA funding will return some inactive engines stored at Beech Grove to service.

Diesel-electric road power- P-42



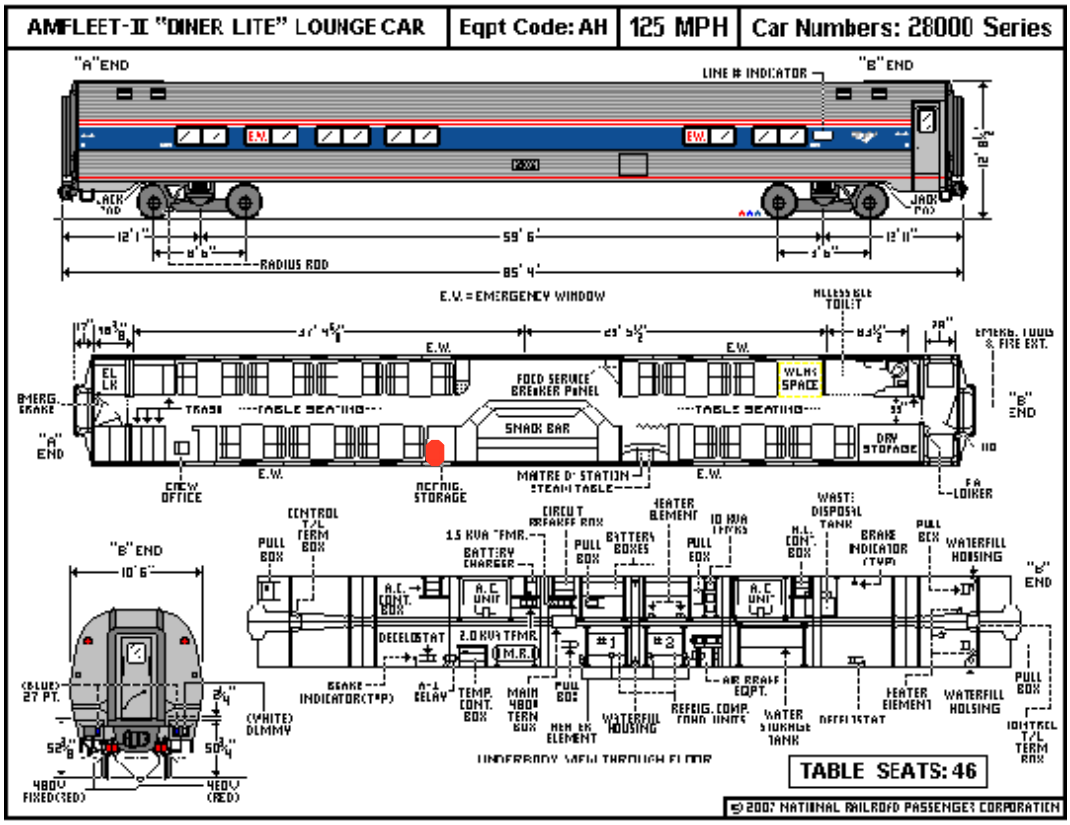
Active:200
Builder: G
Entered service:1996-2001
Notes: Used in long distance and corridor service.

Single level long distance equipment



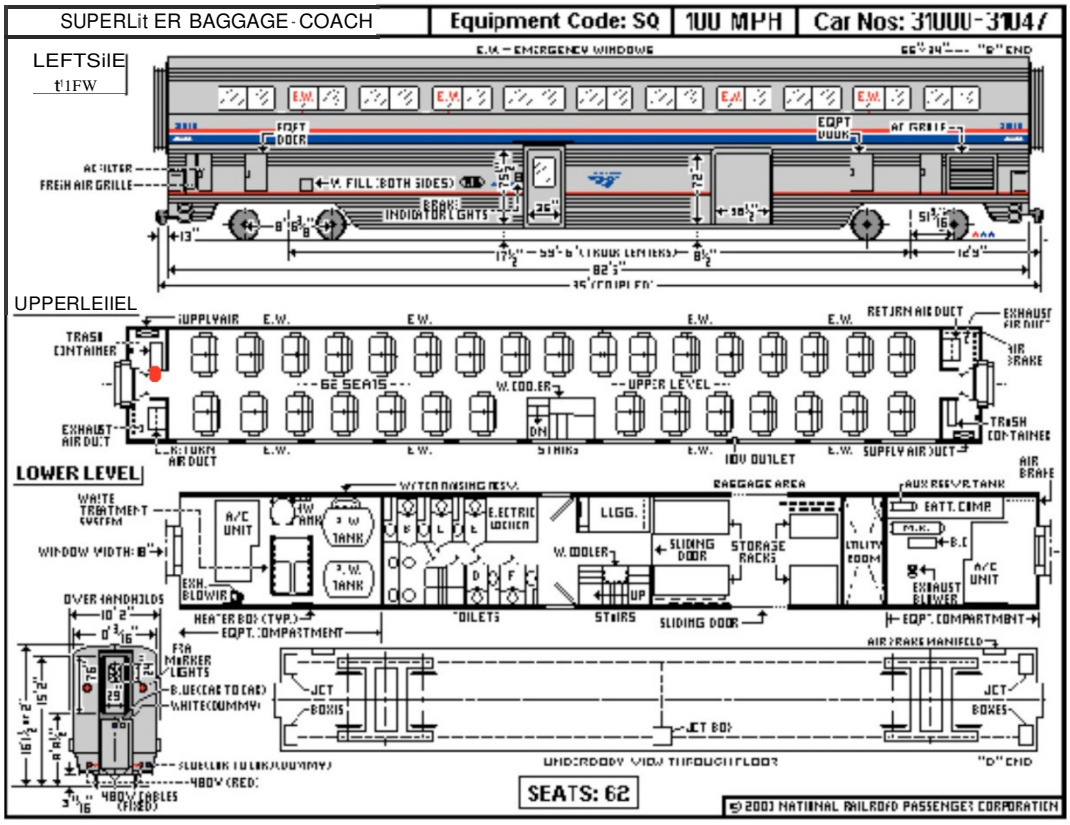
Active: 117
Builder: Budd
Entered service: 1981-1983
Notes: Used in long and medium distance services terminating at New York Penn Station. 59-seat Amfleet II coaches are being upgraded to this standard

Single level long distance equipment



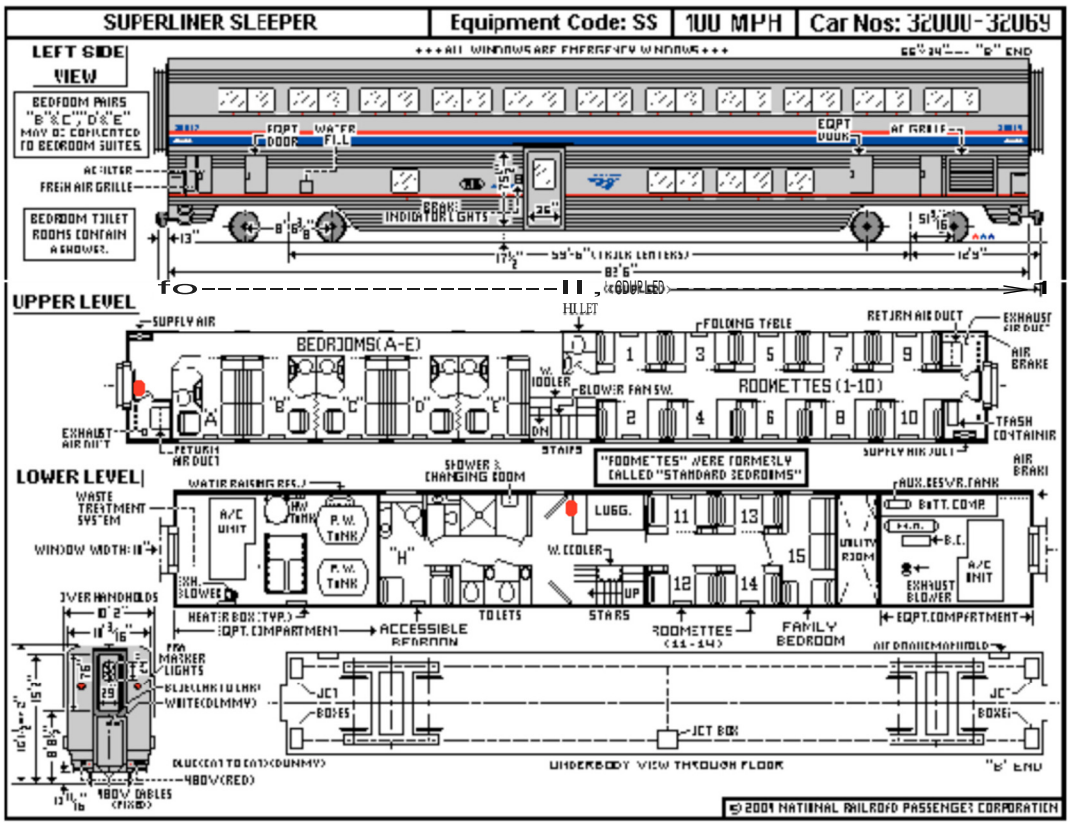
Active: 24
Builder: Budd
Entered service: 1981-1983
Notes: Used in long distance service as lounge car

Bilevel long distance equipment



Active: 41
Builder: Pullman-Standard
Entered service: 1979-1981
Notes: Typically used on trains that lack baggage cars

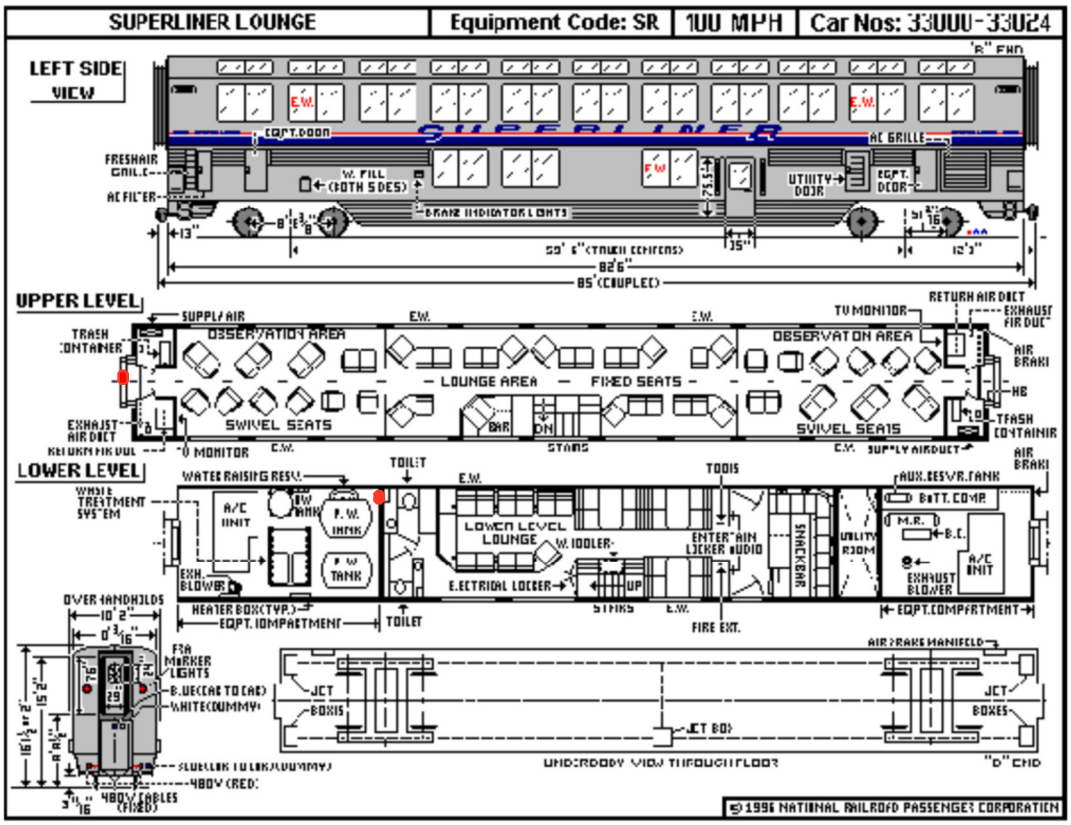
Bilevel long distance equipment



Active: 58
Builder: Pullman-Standard
Entered service: 1979-1981
Notes: 14 roomettes, 5 bedrooms, 1 family bedroom, 1 accessible bedroom

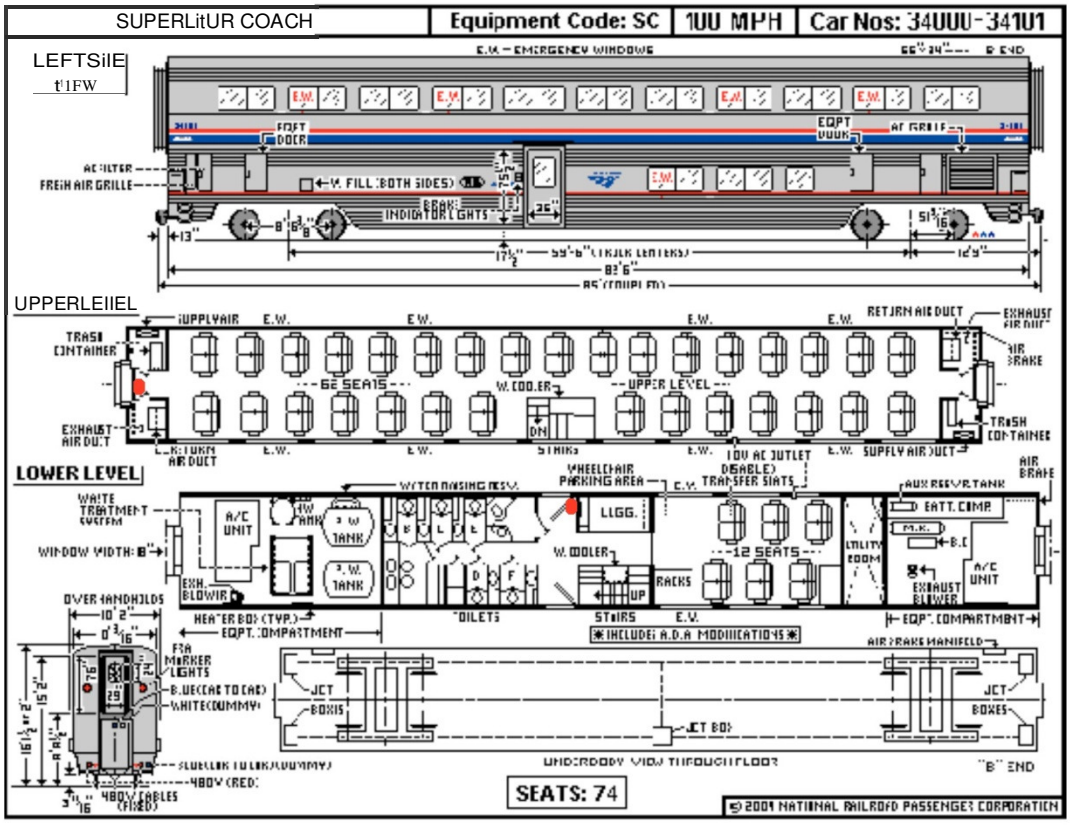
Superliner equipment

Bilevel long distance equipment



Active: 25
Builder: Pullman-Standard
Entered service: 1979-1981
Notes: Interior configurations vary slightly

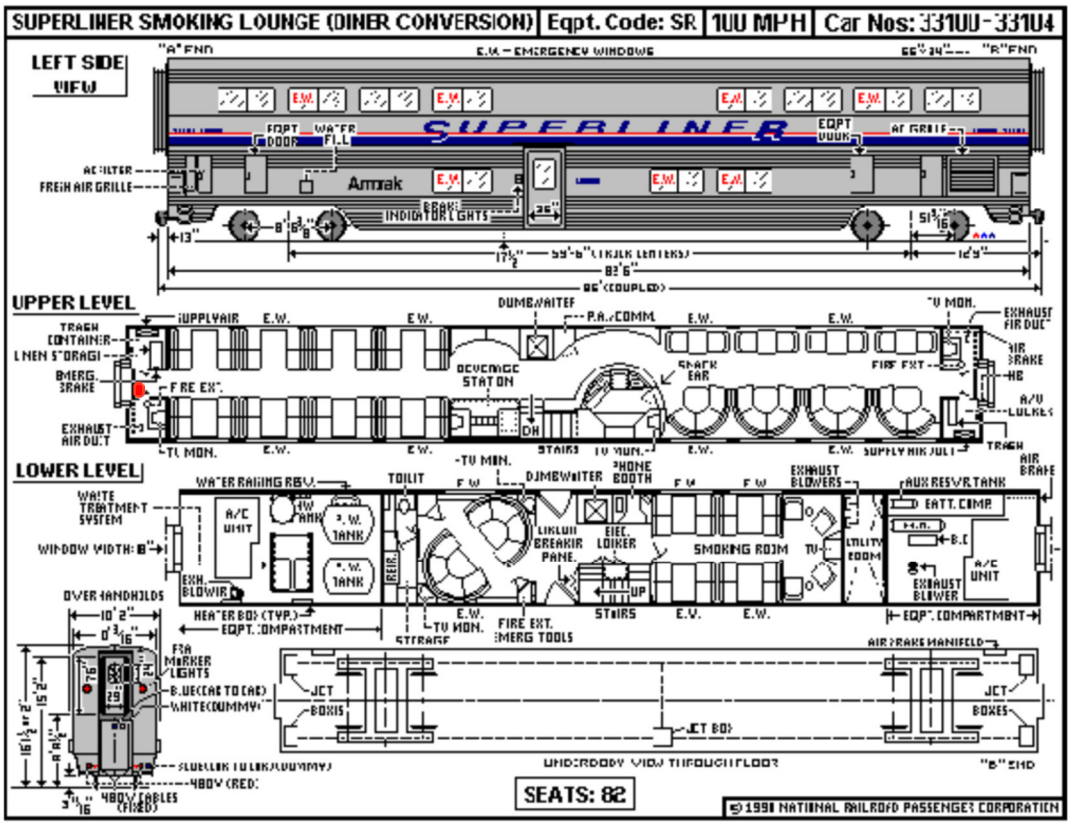
Bilevel long distance equipment



Active: 73
Builder: Pullman-Standard
Entered service: 1979-1981
Notes: Compatible w/Surfliner and California cars

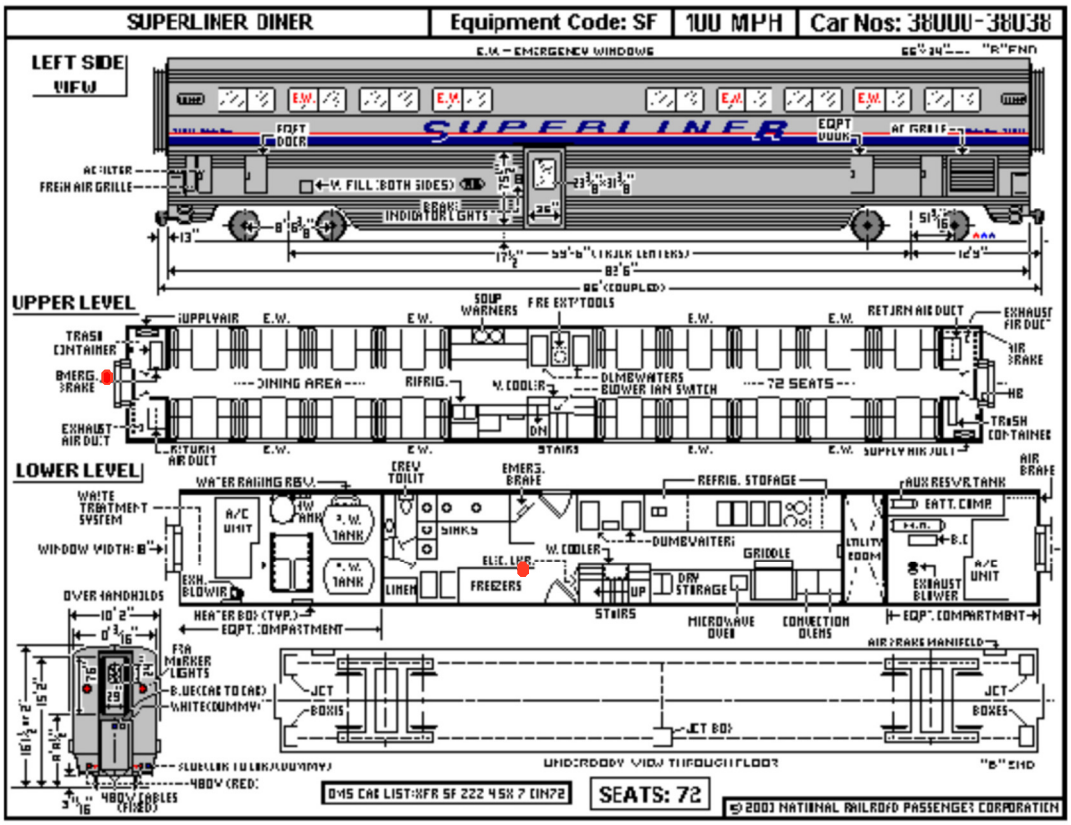
Supertiner equipment

Bilevel long distance equipment



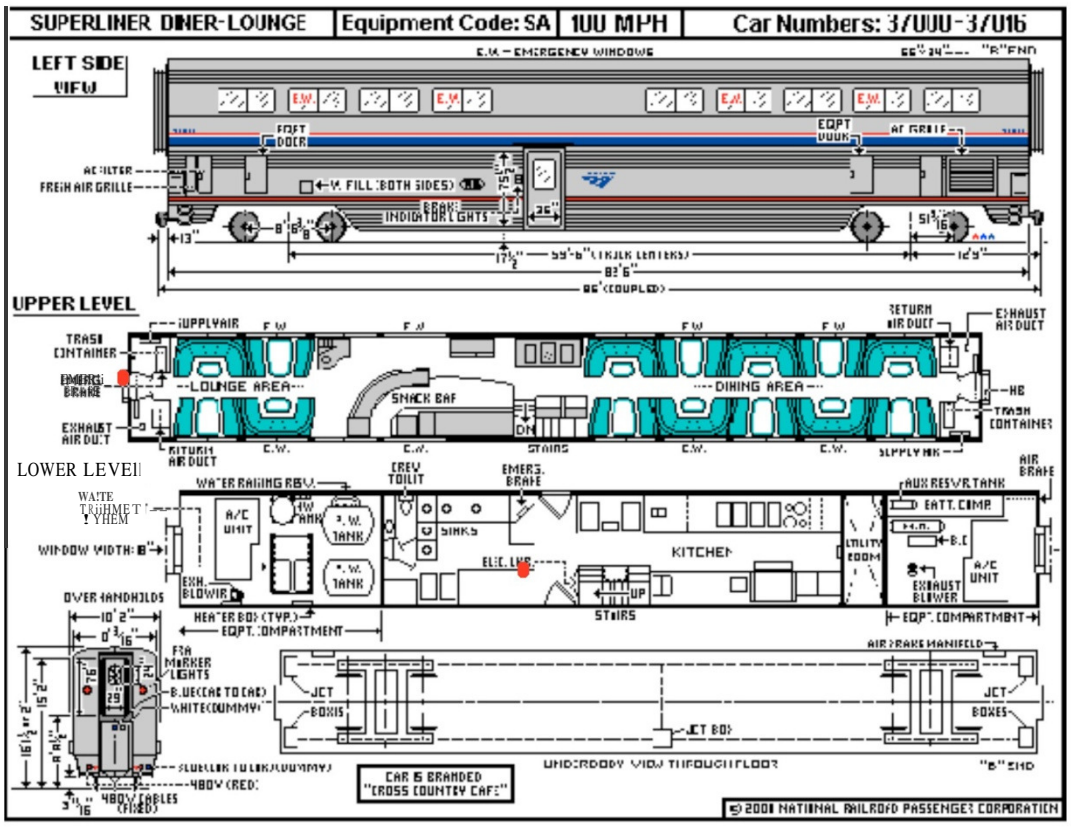
Active: 9
Builder: Pullman-Standard
Entered service: 1979-1981
Notes: Used on the *Auto Train*

Bilevel long distance equipment



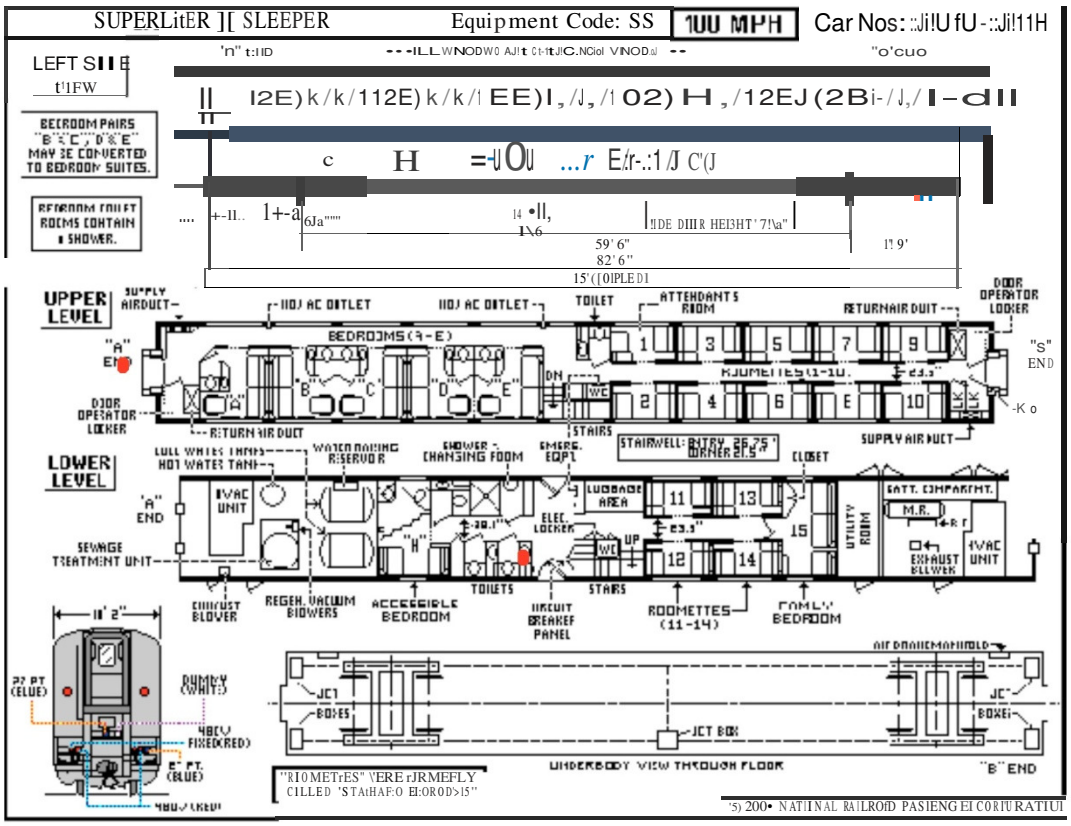
Active: 11
Builder: Pullman-Standard
Entered service: 1979-1981
Notes: Used for full meal service on long distance trains; interior details may vary

Bi-Level long distance equipment



Active: 17
Builder: Pullman-Standard
Entered service: 1979-1981
Notes: Conversion of dining car for simplified meal service, also known as the "Cross Country Café," currently in service on the *Capitol Limited*, *City of New Orleans*, and *Texas Eagle*

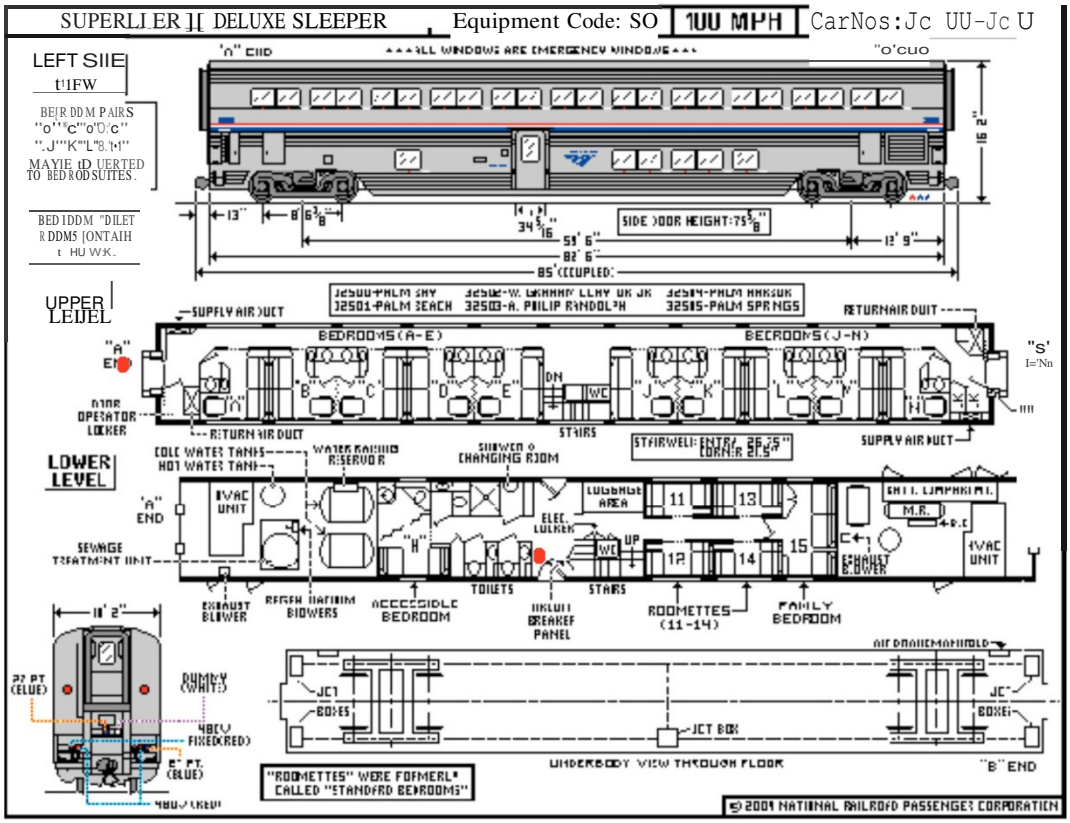
Bilevel long distance equipment



Active:44
Builder: Bombardier
Entered service:1993-1996
Notes: 14 roomettes, 5 bedrooms, 1 family bedroom, 1 accessible bedroom

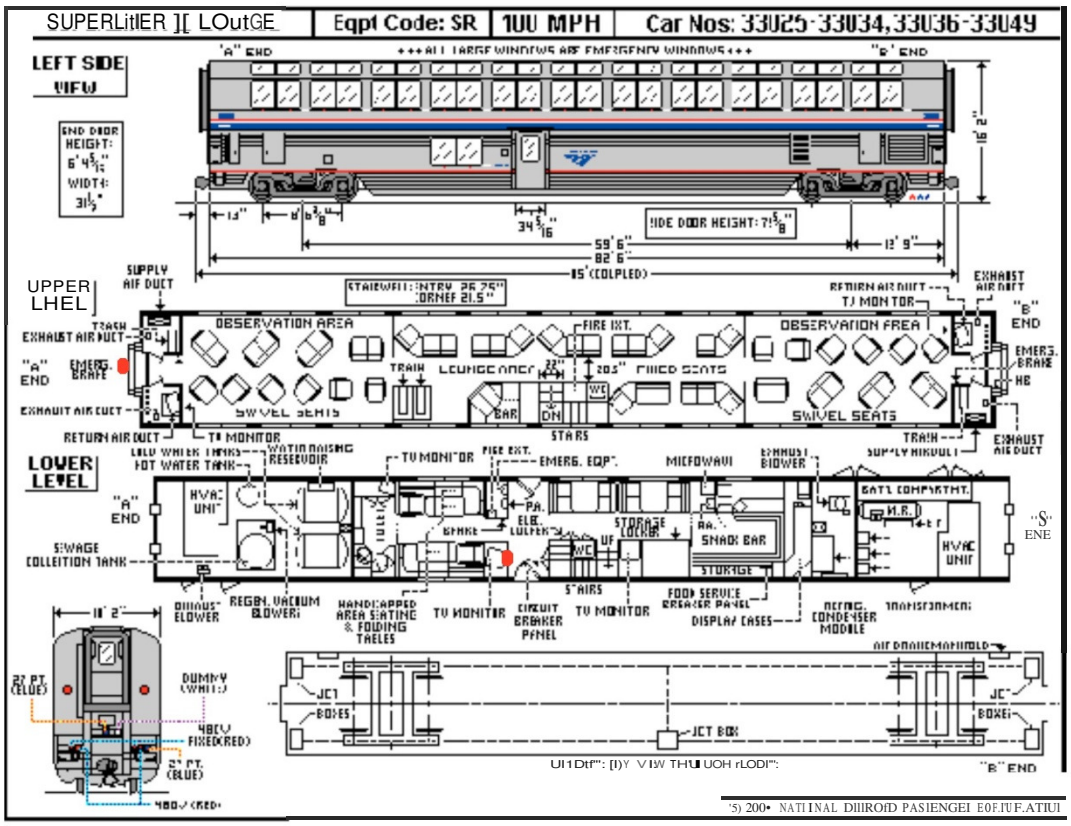
Superliner equipment

Bilevel long distance equipment



Active: 5
Builder: Bombardier
Entered service: 1993–1996
Notes: 10 bedrooms, 1 accessible bedroom, 1 family bedroom, 4 roomettes (used on the *Auto Train*)

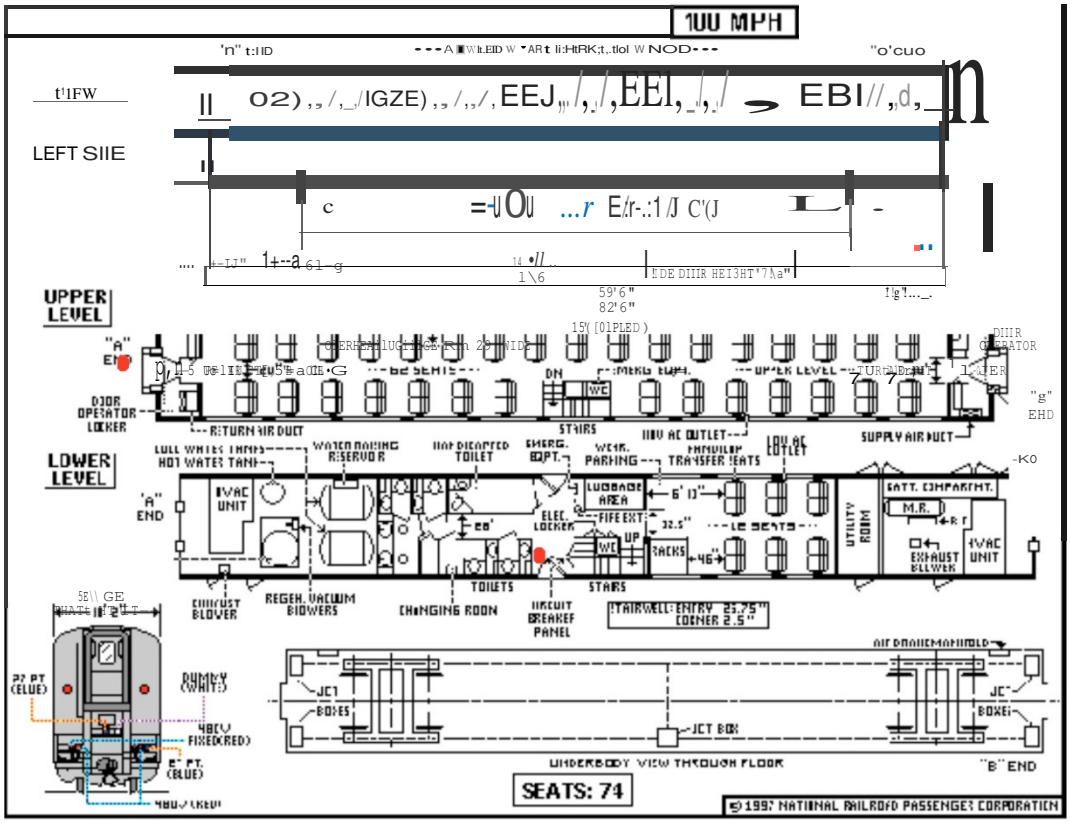
Bilevel long distance equipment



Active:23
Builder:Bombardier
Entered service:1993-1996
Notes: Seats 70, not sold as revenue space; interior configurations may vary

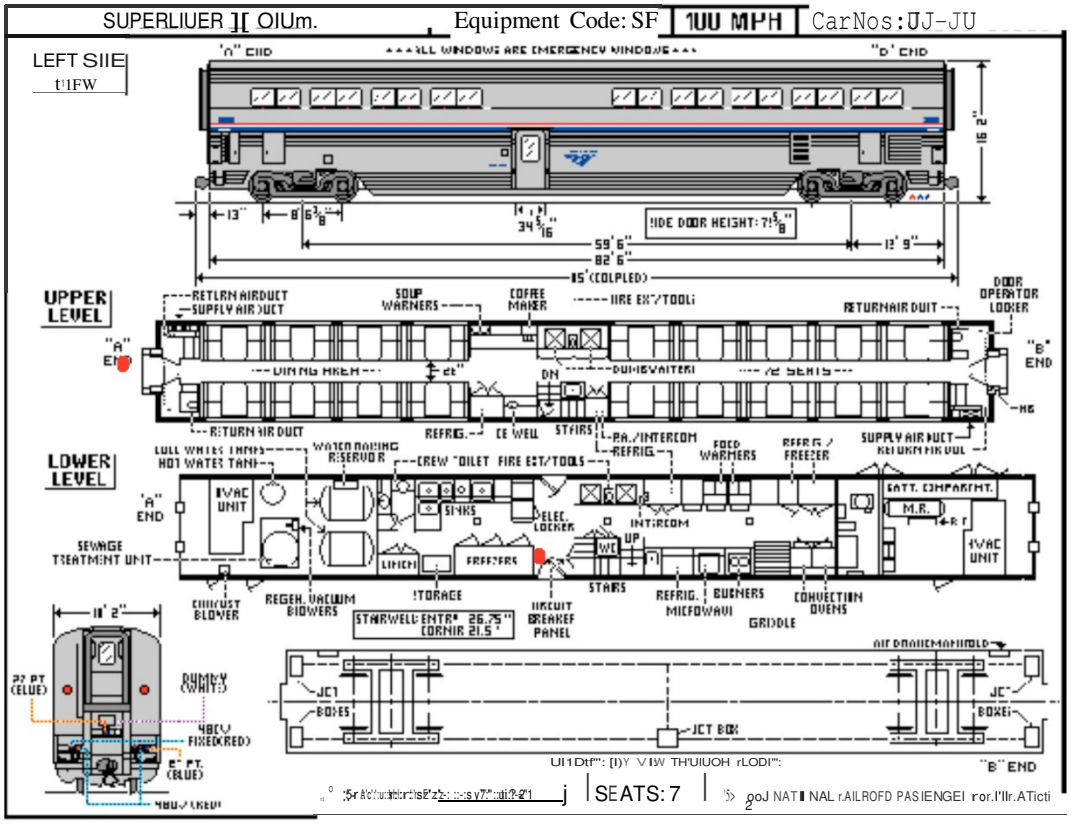
Super1iner equipment

Bilevel long distance equipment



Active: 31
Builder: Bombardier
Entered service: 1993-1996
Notes: Used on long distance and some corridor services; compatible w/Surfliner and California cars

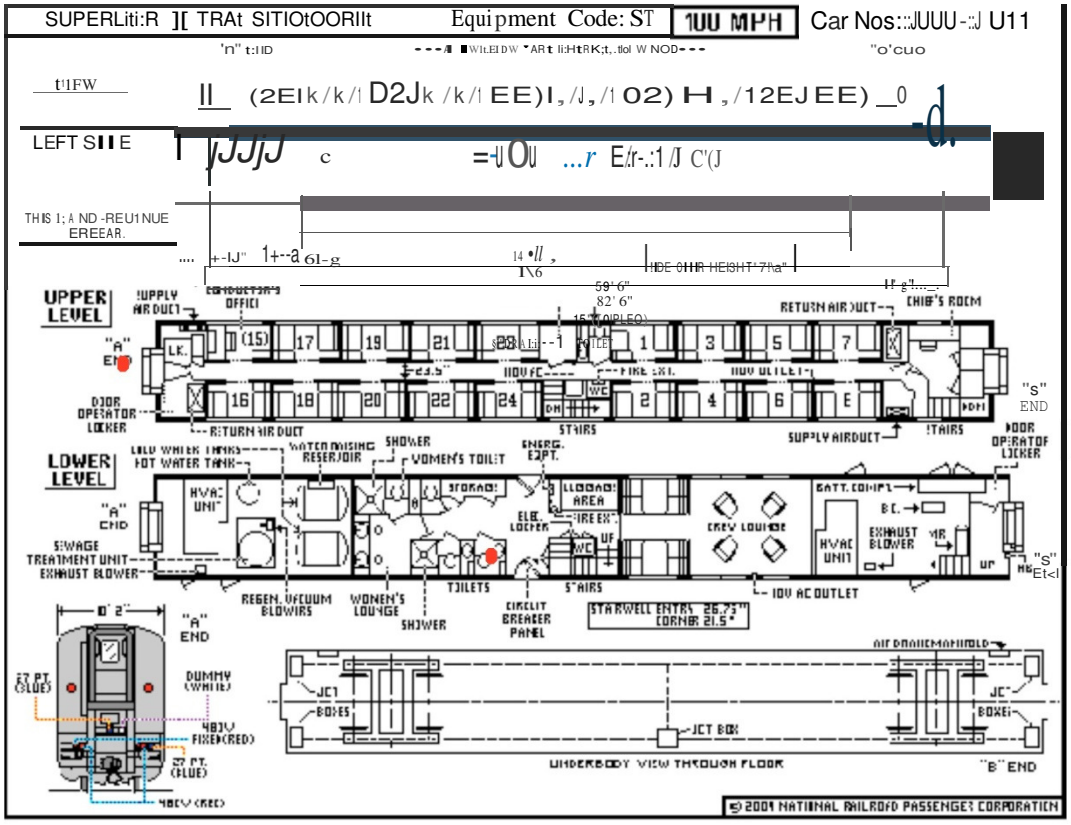
Bilevel long distance equipment



Active:29
Builder:Bombardier
Entered service:1993-1996
Notes: Used on long distance services; interior details may vary

Super1iner equipment

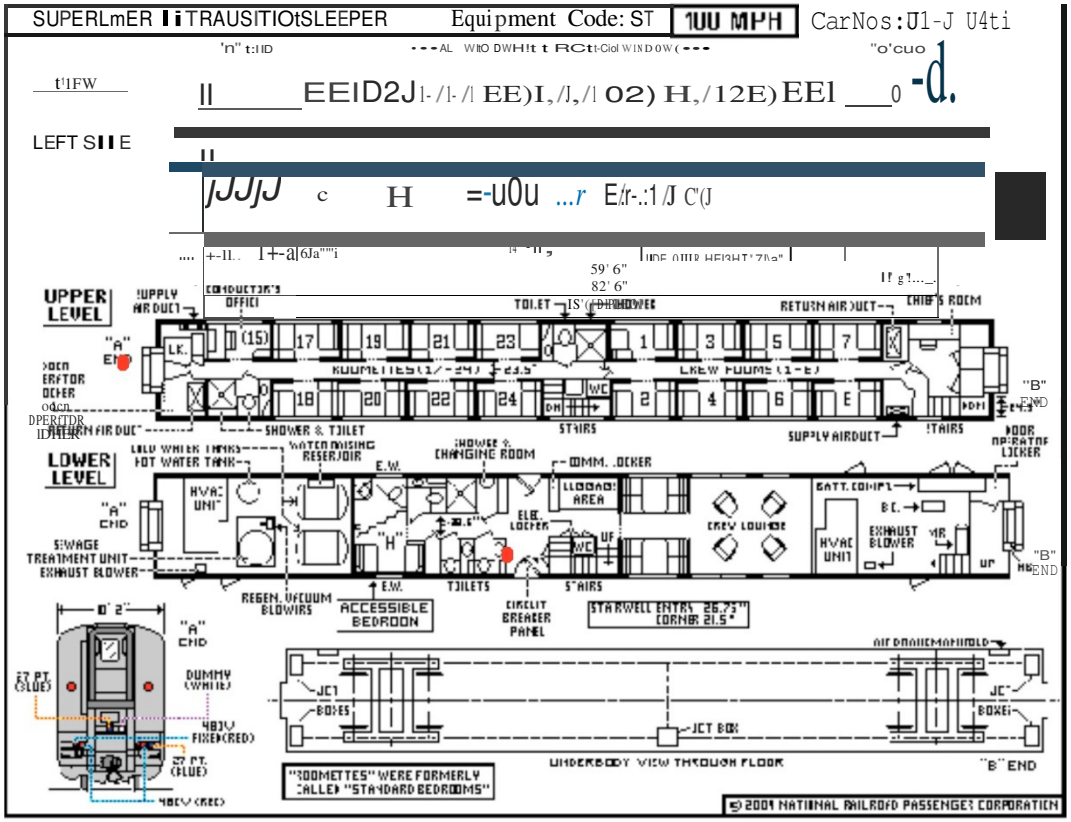
Bilevel long distance equipment



Active: 10
Builder: Bombardier
Entered service: 1993-1996
Notes: can access only single level equipment at "B" end, and bilevel equipment at "A" end. Used to house OBS staff and company travelers; some roomettes sold as revenue space. Total of 17 roomettes.

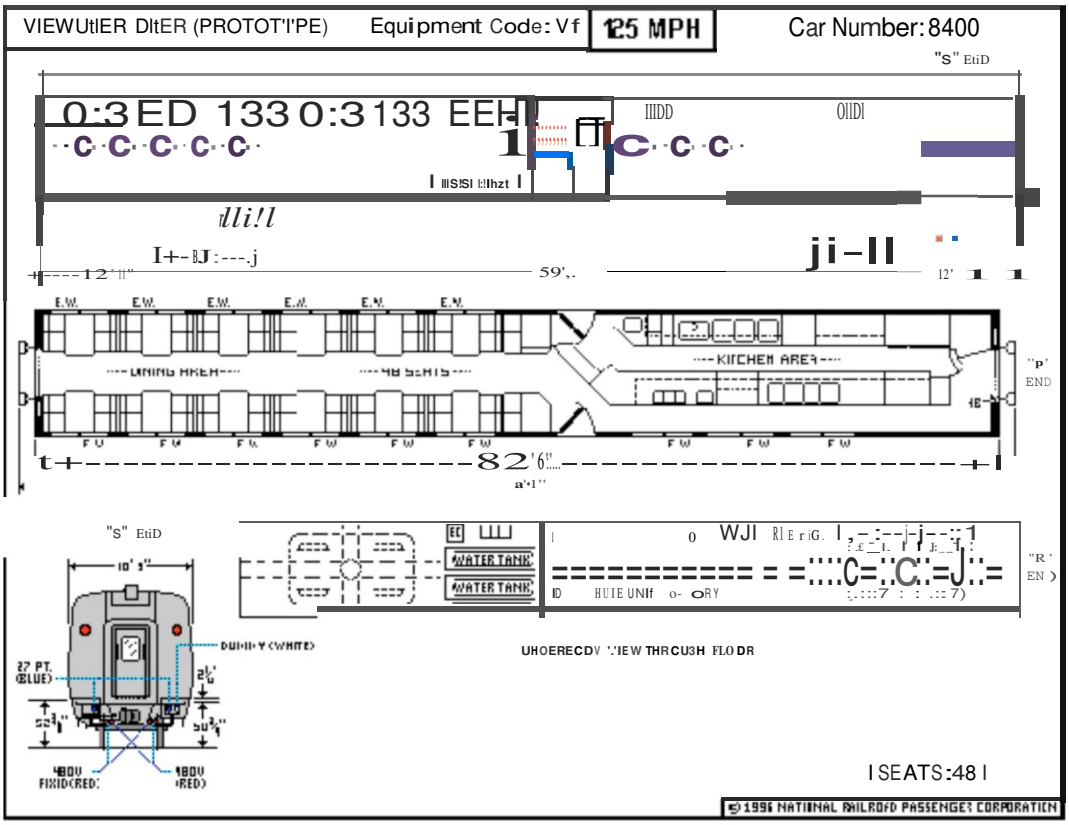
Superliner equipment

Bilevel long distance equipment



Active: 30
Builder: Bombardier
Entered service: 1993-1996
Notes: can access only single level equipment at "B" end, and bilevel equipment at "A" end. Used to house OBS staff and company travelers; some roomettes sold as revenue space. Total of 16 roomettes and 1 accessible bedroom.

Single level long distance equipment

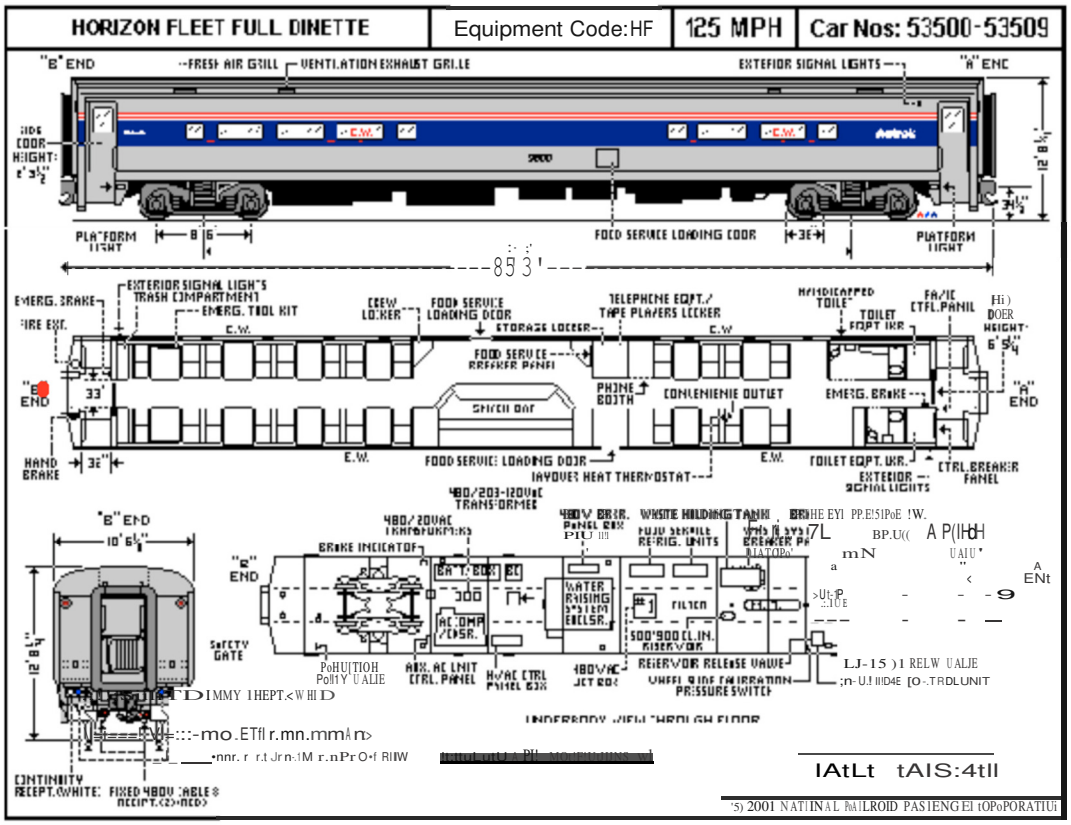


Active: 0 (1 at Beech Grove awaiting reactivation)
Builder: Budd/Beech Grove
Entered service: 1990
Notes: Prototype, currently undergoing ARRA-funded overhaul at Beech Grove for revenue service

Amtrak has issued an equipment RFP that includes 25 Viewliner Diners

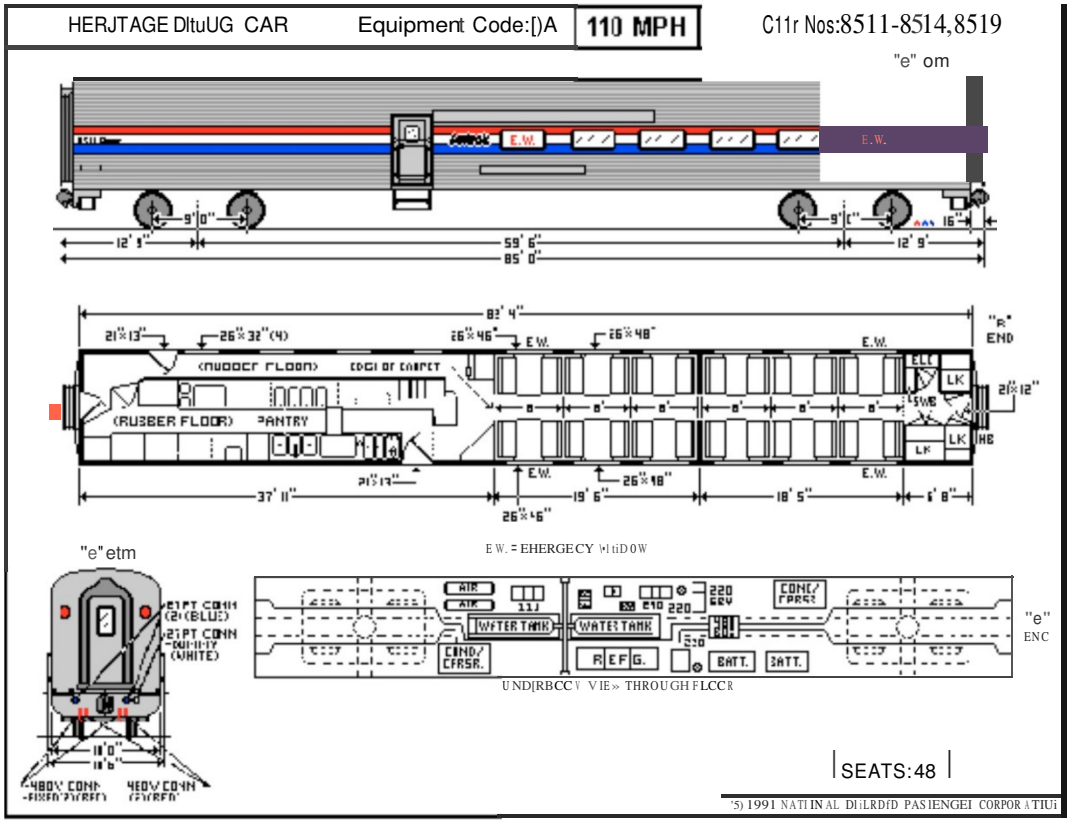
Viewliner equipment

Single level corridor equipment



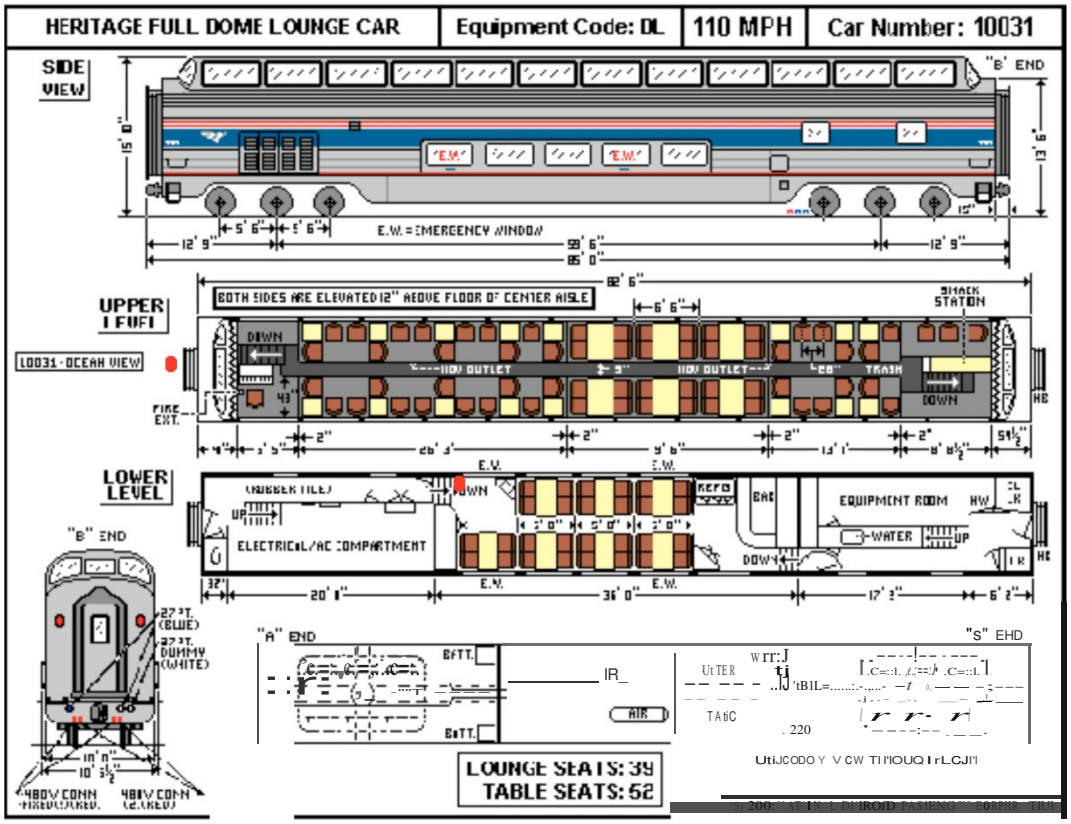
Active:5
Builder: Bombardier
Entered service:1989-1990
Notes: Eastern single-level lounge cars; used on *Lake Shore Limited* and *Silver Service*

Single level long distance equipment



Active: 20
Builder: Budd
Entered service: 1948-1949
Notes: Diagram shows representative design; class includes several different car designs grouped by function; all predate Amtrak. Seating varies – TMI diners have 36 seats.

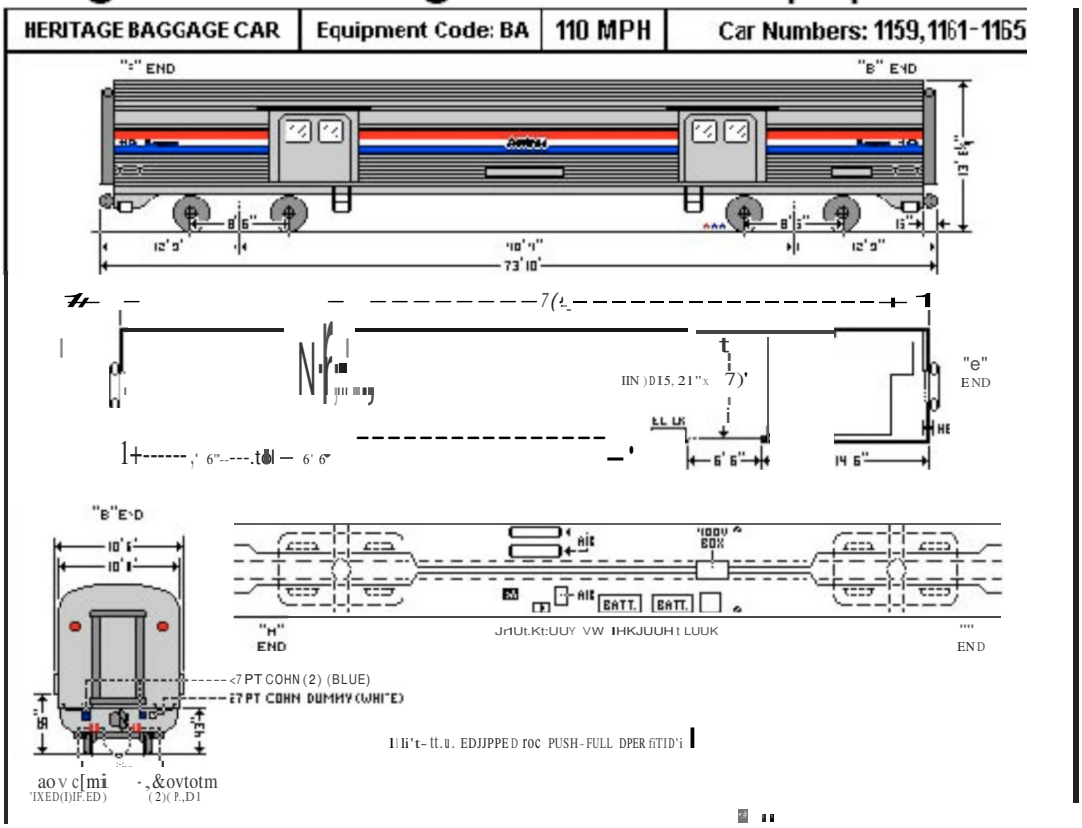
Single level* long distance equipment



Active: 1
Builder: Budd
Entered service: 1955
Notes: Used in charter and special service.

*Dome cars are technically bilevel equipment, and have a larger clearance plate than other single level equipment, but they can only be accessed if coupled to single level equipment or Baltimore and Ohio dorm cars

Single level long distance equipment



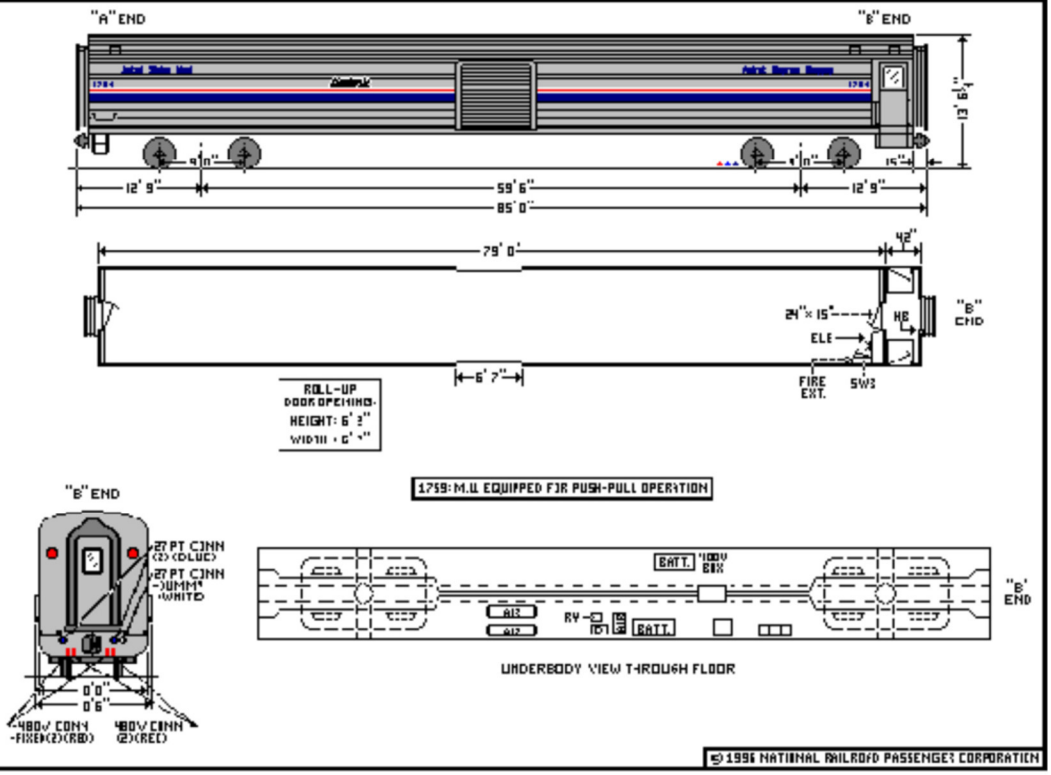
Active: 33
Builder: VarioLJS
Entered service: 1947-1953
Notes: Diagram is representative; class includes several distinct groups of cars, as well as several unique designs

Amtrak has issued an RFP for Viewliner equipment that Includes 25 baggage-dormitory cars and 55 baggage cars

Heritage equipment

Single level long distance equipment

HERITAGE BAGGAGE CAR	Eqpt Code: MS	110 MPH	Car Numbers: 1701,1730-1738,1756-1759



Active: 36
Builder: Various
Entered service: 1950-1961
Notes: Diagram is representative; class includes several distinct groups of cars, as well as several unique designs. Built between 1950 and 1961.

APPENDIX H – CFRC EMERGENCY CONTACT LIST

The Safety and Security Communication Coordinator (SSCC) is responsible to notify the parties listed below. Refer to Figure 6-1 for the SSCC Initial Emergency Notification Sequence. 1-877-235-7245		
CONTACT PERSON	TITLE	TELEPHONE NO.
Volusia County		
Volusia Co. Sheriff	On Duty Staff	1-386-248-1777
Seminole County		
Seminole Co. Sheriff	On Duty Staff	1-407-665-6650
Orange County		
Winter Park Police Dept.	On Duty Staff	1-407-644-1313
City of Orlando		
Orlando City Police Dept.	On Duty Staff	1-321-235-5300
Osceola County		
Kissimmee Police Department	On Duty Staff	1-407-846-3333
FDOT/CFRC		
Ed Connolly - FDOT	Passenger Rail Operations Manager	1-386-624-2083
Doug Stencil - CFRC	Director of Operations	1-321-332-2241
Bombardier O&M & Herzog Signal Maintenance		
Doug Daly	General Manager	1-407-276-6721
Dennis Smith	Chief Transportation Officer	1-407-318-6103
Mike Dier	Track Manager	1-786-459-8012
Nathan Morrison	Herzog - Communications and Signals	1-817-374-9490
Pete Petree - FCEN	VP & GM	1-407-880-8500
Don Monley - CSX	Director of Train Operations	1-904-424-6211
Amtrak		
CNOC		1-800-424-0217

APPENDIX I – AMTRAK DEBRIEFING AND CRITIQUE FORMS

AMTRAK STANDARD CRITIQUE FORM
DEBRIEFING / CRITIQUE

Title of plan / procedure activated: _____
Date of activity: _____ Location of activity: _____
Type of activity: O Drill O Actual Incident
Units / Departments participating:
Scenario of Events (what happened):
Were the objectives of the plan / procedure completed? O yes O no
List what you learned during the exercise:
List any unresolved issues:
List things that did not go well:
List things that went well:
List manpower, fiscal or other resource constraints:
Could you have executed the plan with less manpower? O yes O no
If critique is for a drill, was the exercise useful? O yes O no
Did the on-board communications equipment function properly?
How much time elapsed between occurrence and notification of emergency responders?
Did the control center promptly initiate required notifications?
How much time elapsed before arrival of emergency responders?
Did passenger evacuation occur? If so, describe.
In what way did the response activities deviate from the joint emergency response plan?

Were any of the deviations substantive?
Did disabled passengers get the appropriate help needed to evacuate the train?
Did T&E, OBS, and/or emergency response personnel use appropriate methods to lift, carry, or move disabled passengers?
Does the plan need to be updated/adjusted as a result of the lessons learned from this incident?
Does the plan need to be updated/adjusted as a result of the lessons learned from this incident?

AMTRAK STANDARD CRITIQUE FORM

NIMS COMPLIANCE (National Incident Management System)

Command and Management:

Was the activity conducted utilizing:

Incident Command System: O yes O no
Unified Command System: O yes O no
Public Information System: O yes O no

Preparedness

Prior to the exercise, drill or incident was:

Sufficient planning and training conducted? O yes O no
Adequate personnel qualified and certification standards met? O yes O no
Was proper equipment that meets certification standards utilized? O yes O no
Were Mutual Aid Agreements and Emergency Management Assistance Compacts completed? O yes O no

Resource Management

Were there defined standardized mechanisms and requirements for inventorying, mobilizing, dispatching, tracking, and recovering resources over the cycle of the exercise, drill or incident? O yes O no

Communication and Information Management

Did a standardized framework for communications, information management, and information sharing support all levels of incident management? O yes O no

Supporting Technologies

Did technology and technological systems provide adequate supporting capabilities for:

Voice and data communications systems O yes O no
Information Management System (recordkeeping and resource tracking) O yes O no
Data display systems O yes O no

Preparer Information

Date:	Evaluator:
Phone:	E-Mail Address:

RECOMMENDATIONS

Recommended Action:
Area of Action:
Training: In-service: _____ Vendor provided: _____ Human Resources provided:
Capital Project:
Procedural / Plan Change or Revision:
Responsible Officer or Person:
Dates for completion

RECOMMENDATIONS

Recommended Action:
Area of Action:
Training: In-service: _____ Vendor provided: _____ Human Resources provided:
Capital Project:
Procedural / Plan Change or Revision:
Responsible Officer or Person:
Dates for completion

APPENDIX J– CFRC CRITIQUE & DEBRIEF FORM

BOMBARDIER
the evolution of mobility

SUNRAIL - BOMBARDIER DEBRIEF & CRITIQUE FORM

Location of Emergency Situation or full scale Simulation _____ **Date** _____

Location of Debriefing and Critique Session _____ **Date** _____

Instructions: Questions 1 through 7 to be used for on-board serious illness or injury to a passenger or crewmember requiring admission to a hospital
<u>Supplemental Questions 8 through 20</u> are required for:
(1) An on-board passenger or employee fatality
(2) An injury to one or more passengers or employees requiring admission to a hospital after a collision (Hwy Grade Crossing Accident, Train vs. Debris)
(3) The evacuation of a passenger train to insure the safety and health of the passengers (HazMat Spill, Biological Release)
(4) A Security threat (Bomb Threat)
(5) Derailment with Passengers Onboard

1. Did the on-board communications equipment function properly? NA Yes No

2. How much time elapsed between the occurrence of the emergency situation or full-scale simulation and notification of the emergency responders involved?

Occurrence time	NA	AM/PM
Operations Control Center personnel notified	NA	AM/PM
Responders notified by Operations Control Center	NA___	AM/PM
(by _____	NA___	AM/PM
Elapsed time from occurrence to responders arrival	NA	

3. Did the Operations Control Center promptly initiate the required notifications? NA Yes No

Police Emergency Control Center notified	NA	AM/PM
Adjacent rail modes of transportation	NA	AM/PM
Appropriate railroad officials	NA	AM/PM

4. Approximate time of emergency responders arrival. NA AM/PM

5. Did they work effectively? NA Yes No
   If not explain _____

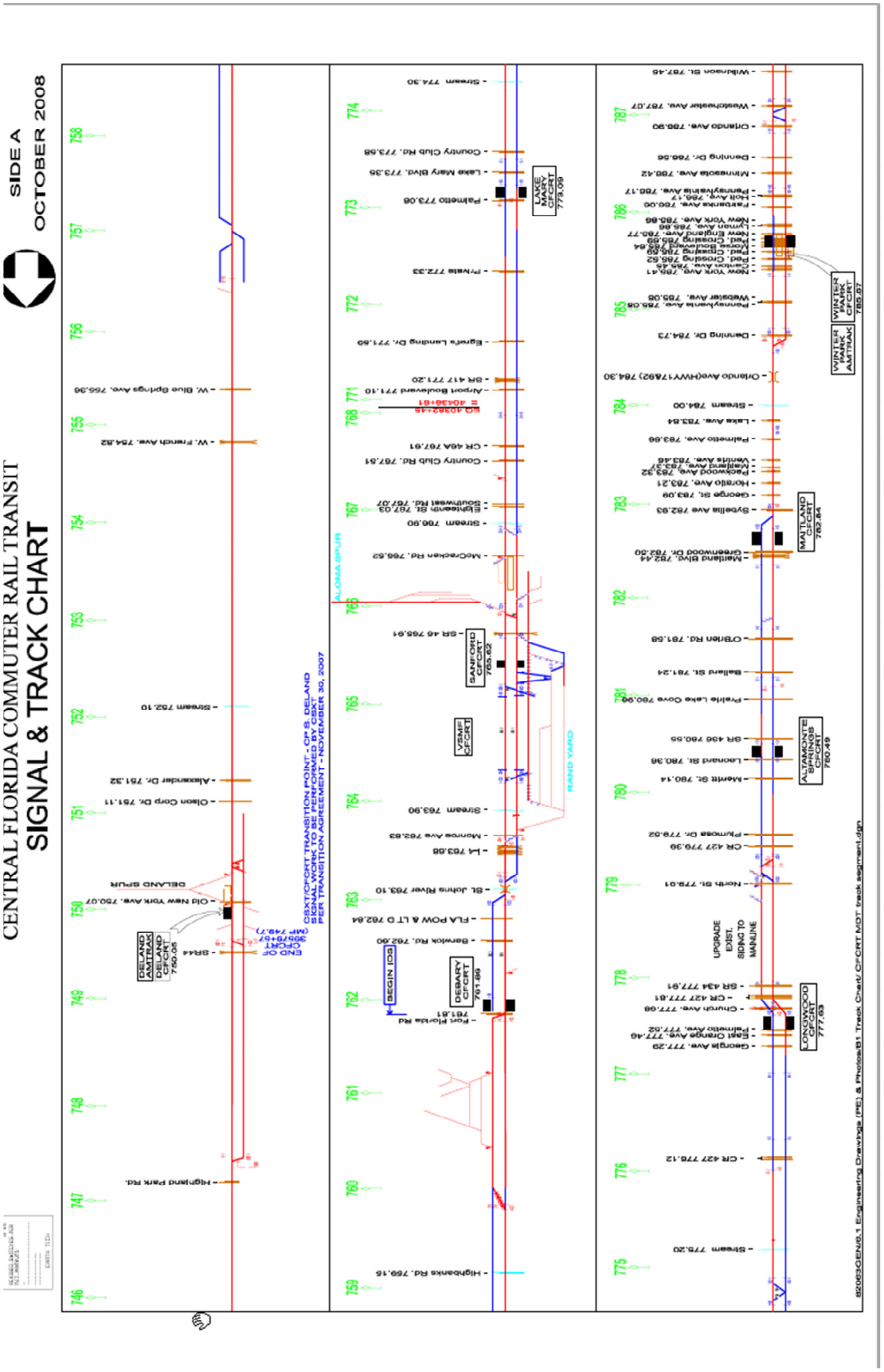
6. Did the passengers exit the car through the emergency exits with efficiency? NA Yes No

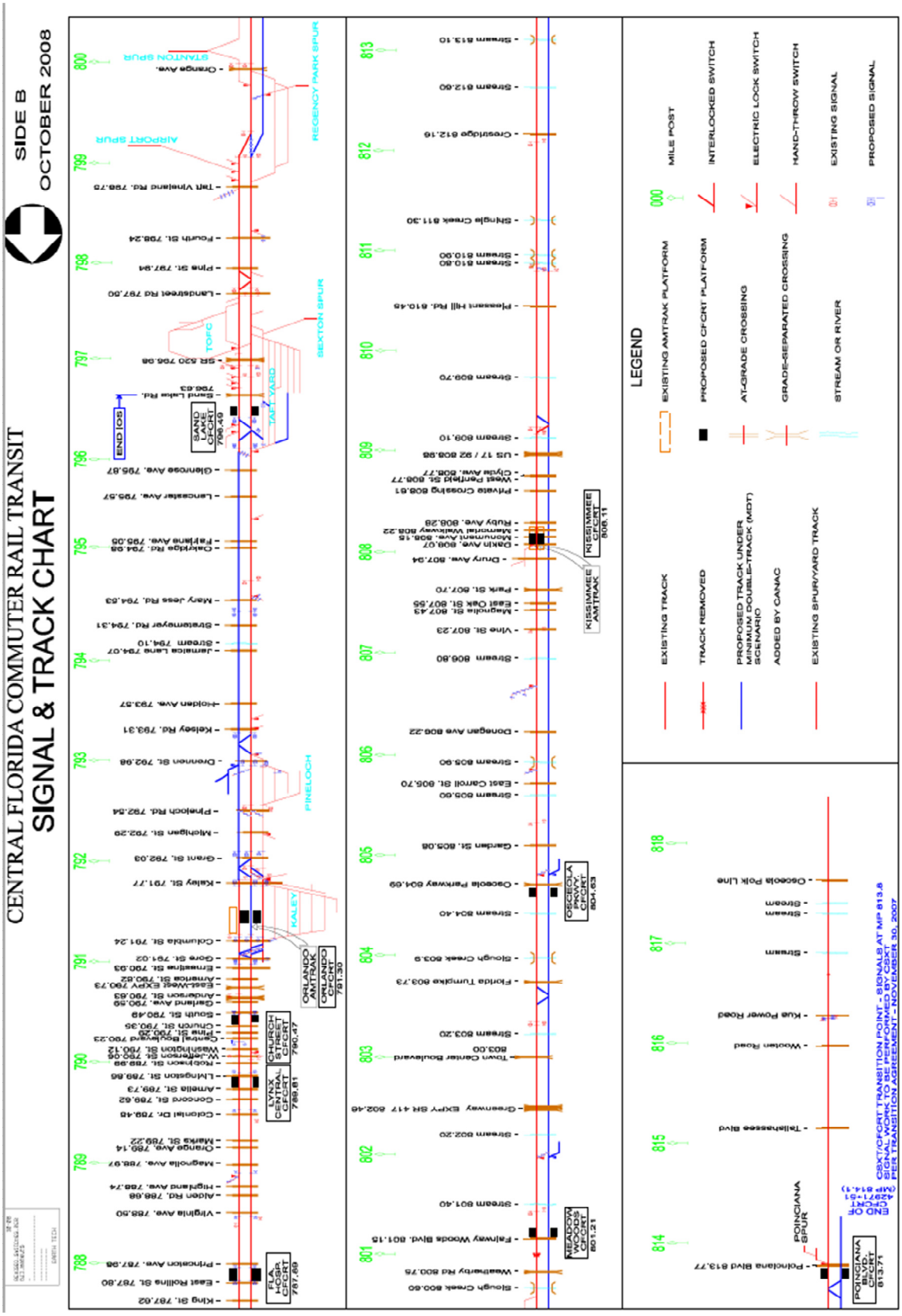
7. Describe incident:

8.	Did on-board personnel try to initiate radio call immediately?	NA YES NO
9.	Method of notification to the Operations Control Center:	Radio__ Phone___
10.	Was there adequate radio communication equipment?	NA YES NO
11.	Did personnel know proper emergency number to call?	NA YES NO
12.	Did personnel identify him/herself to the Operations Control Center?	NA YES NO
13.	Did on-board personnel give identification by name, train and location?	NA YES NO
14.	Did on-board personnel report the number and status of passengers?	NA YES NO
15.	Did on-board personnel make appropriate PA announcement?	NA YES NO
16.	How many minutes elapsed after the incident before the first announcement was made?___	
17.	Did personnel operate fire extinguisher correctly when required?	NA YES NO
18.	Did personnel request that train movements be halted?	NA YES NO
19.	Did personnel give clear and proper directions to those persons evacuating?	NA YES NO
20.	How long did it take to completely evacuate the train or extinguish a fire?	_____

Comments:

APPENDIX K- TRACK CHART




CENTRAL FLORIDA COMMUTER RAIL TRANSIT
SIGNAL & TRACK CHART
SIDE B
OCTOBER 2008
LEGEND
EXISTING TRACK
TRACK REMOVED
PROPOSED TRACK UNDER MINIMUM DOUBLE-TRACK (MOT) SCENARIO
ADDED BY CANAC
EXISTING SPUR/YARD TRACK
EXISTING AMTRAK PLATFORM
PROPOSED CFCRT PLATFORM
AT-GRADE CROSSING
GRADE-SEPARATED CROSSING
STREAM OR RIVER
MILE POST
INTERLOCKED SWITCH
ELECTRIC LOCK SWITCH
HAND-THROW SWITCH
EXISTING SIGNAL
PROPOSED SIGNAL
CSXT/CFCRT TRANSITION POINT - SIGNALS AT MP 813.8
SIGNAL WORK TO BE PERFORMED BY CSXT
PER TRANSITION AGREEMENT - NOVEMBER 30, 2007
END OF CFCRT (MP 814.1)
POINCIANA BLVD. STATION 813.71
POINCIANA SPUR
Osceola Polk Line
Tillahassee Blvd
Western Road
Kua Power Road
Stream
Polkiana Blvd 813.77
Stream 813.10
Stream 812.60
Creekridge 812.16
Shingle Creek 811.30
Stream 810.80
Stream 810.90
Pleasant Hill Rd. 810.45
Stream 809.70
Stream 809.10
US 17 / 92 808.98
Clyde Ave. 808.77
West Penfield St. 808.77
Privado Crossing 808.61
Ruby Ave. 808.28
Dakin Ave. 808.07
Monument Ave. 808.15
Memorial Waterway 808.22
Drury Ave. 807.34
Park St. 807.70
East Oak St. 807.55
Magnolia St. 807.43
Vine St. 807.23
Stream 806.80
Donegan Ave 806.22
Stream 805.90
East Carroll St. 805.70
Stream 805.60
Garden St. 805.08
Osceola Parkway 804.59
Stream 804.40
Slough Creek 803.9
Florida Turnpike 803.73
Stream 803.20
Town Center Boulevard
803.00
Greenway EXPY SR 417 802.46
Stream 802.20
Stream 801.40
Fairway Woods Blvd. 801.13
Weatherby Rd 800.75
Slough Creek 800.60
King St. 787.62
East Rollins St. 787.80
Princeton Ave. 787.36
Virginia Ave. 788.50
Alden Rd. 788.68
Highland Ave. 788.74
Magnolia Ave. 788.97
Orange Ave. 789.14
Maria St. 789.22
Colonial Dr. 789.48
Concord St. 789.62
Amelia St. 789.73
Lindsey St. 789.86
Robinson St. 789.98
W. Jefferson St. 790.06
Washington St. 790.12
Pine St. 790.20
Church St. 790.35
South St. 790.49
Garland Ave. 790.59
Anderson St. 790.63
Amelia St. 790.82
Esmeralda St. 790.93
Gore St. 791.02
Columbia St. 791.24
Kaley St. 791.77
Grant St. 792.03
Michigan St. 792.29
Pinelock Rd. 792.54
Dennen St. 792.98
Holden Ave. 793.57
Kelsey Rd. 793.31
Jamaica Lane 794.07
Stream 794.10
Stratemeyer Rd. 794.31
Mary Jess Rd. 794.63
Oakridge Rd. 794.98
Fairlane Ave. 795.05
Lancaster Ave. 795.57
Glenrose Ave. 795.87
Sand Lake Rd. 796.63
SR 530 796.98
Landstreet Rd 797.50
Pine St. 797.94
Fourth St. 798.24
TRI Vineland Rd. 798.73
Orange Ave.
ORLANDO AMTRAK
ORLANDO CFCHT
791.30
FLA. HOSP. CFCHT
787.69
LYNX CENTRAL CFCHT
789.81
CHURCH STREET CFCHT
790.47
SAND LAKE CFCHT
796.49
KISSIMMEE AMTRAK
KISSIMMEE CFCHT
806.11
OSCEOLA PARKWAY CFCHT
804.63
MEADOW WOODS CFCHT
801.21
KALEY
PINELOCH
TAFT YARD
TOFC
SEXTON SPUR
END IOS
STANTON SPUR
AIRPORT SPUR
REGENCY PARK SPUR

APPENDIX L - GRADE CROSSINGS

MP	location	DOT #	Type	City	County	Private	Comments
A 7fJJ.07	Old "Jew York Ave	621 29	p	Deland	Volusia	Pubbe	
A 751.11	W. Beresford Rd>'O!son Corp Dr.	621316A	X	Deland	Volusia	Private	Cmssbucks
A 751.32	Alexander Dr.	621317G	X	Deland	Volusia	Private	
A 755.36	West Blue Springs Ad	621321W	X	Deland	Volusia	Private	
A 759.15	West Highbanks Ad	621323K	p	Debary	Volusia	PubliC	
A 761.81	Fort F oooa Ad	6213245	p	Debary	Volusia	PubliC	
A 762.62	Barwick Rd.	621325Y	p	Debary	Volusia	PubliC	
A 762.&4	FP & L Drive	621326F	X	Debary	Volusia	Private	Crossbucks
A 763.90	CR 15 'Monroe Ad	62132BU	p	Sanford	Seminole	PubliC	
A 766.52	McCracken Rd.	622055F	p	Sanford	Seminole	Publx:	
A 767.03	W. 18t!l St	622056M	p	Sanford	Seminole	Public	
A 767.07	Southwest Rd.	622C57U	p	Sanford	Seminole	Public	
A 767.69	Country Club =!d.	622C59H	p	Sanford	Seminole	Publx:	
A 767.65	W. 25tn SL'H.E. Thomas PKwy	622060C	p	Sanford	Seminole	Publx:	
A 771.10	Vl/. A rport Billa	622C61J	p	Lake Mary	Seminole	Public	
A 771.59	Egrets Lanaing Dr.	915133W	M	Lake Mary	Seminole	Publx:	
A 772.33	Pooigo Point	622063X	X	Lake Mary	Seminole	Private	Crossbucks
A 773.08	N. Pa metto St.	622E	p	Lake Mary	Seminole	Publx:	
A 773.35	W. Lake Mary B'vd	622056L	p	Lake Mary	Seminole	PubliC	
A 773.58	S. Country Club =!d	622066T	p	Lake Mary	Seminole	PubliC	
A 776.12	CR 427 (N. Ronald Reagan Blvd)	622067A	M	Longwood	Seminole	PubliC	
A 777.29	Georgia Ave	622068G	p	Longwood	Seminole	PubliC	
A 777.46	Orange Ave	622069\J	p	Longwood	Seminole	PubliC	
A 777. 52	E. Palmetto Ave	622070H	p	Longwood	Seminole	PubliC	
A 777.68	E. Church Ave	622071 P	p	Longwood	Seminole	PubliC	
A 777.81	CR 427 (Ronad Reagan B'vdl	622067A	p	Longwood	Seminole	PubliC	
A 777.91	W. SA 434	6220730	p	Longwood	Seminole	PubliC	
A 779.01	North St.	62207 K	p	Longwood	Seminole	Public	
A 779.39	CR 427 (S. Ronald Reagan B'vd.	6220755	M	Longwood	Seminole	Public	
A 779.52	Plumosa Ave.	622076Y	p	Casselberry	Seminole	Public	
A 780. 1	Merritt St	622077F	p	Altamonte Springs	Seminole	Publx:	
A 780.36	Leonard St.	622078M	p	Altamonte Springs	Seminole	Publx:	
A 780. 55	E. Altamonte Dr. (SR 4361	622C80N	M	Altamonte Springs	Seminole	Public	
A 780.96	Pra re Lake Cove Magnolia Or.	38060	C	Altamonte Springs	Seminole	Publx:	
A 781.2'	Ballard St.	622081V	p	Altamonte Springs	Seminole	PubliC	
A 781.58	O'Brian Rd.-:Spring Lake Rd.	622CB2C	p	Altamonte Springs	Seminole	PubliC	
A 782.48	Greenwood Or.	621581P	M	Martiand	Orange	PubliC	
A 782.93	E. Sybelia Ave	6220&4R	M	Martland	Orange	PubliC	
A 783.09	George Ave	622085X	p	Martland	Orange	PubliC	
A 783. 21	E. Hor atio Ave	622086E	p	Martland	Orange	PubliC	
A 783.32	E. Packwood Ave	622144X	M	Maitland	Orange	PubliC	
A 783.37	Maitland Ave S.	622145E	p	Martland	Orange	PubliC	
A 783.46	Ventris Ave	622146L	p	Martland	Orange	PubliC	
A 783.66	Palmetto SI	622147T	p	Martland	Orange	Public	Park/ Pedestrian X
A 783.&4	Lake Ave	62214BA	p	Maitland	Orange	Public	

A 784.73	N. Denning Dr.	6221508	p	Winter Park	Orange	Public	
A 785.08	N. Pennsylvan•a Ave	622152P	p	Winter Park	Orange	Publx:	Combi ned i nto 1 X
A 785.17	W. Webster Ave	622151H	p	Winter Park	Orange	Publx:	Combi ned mto 1 X
A 785.41	N. "Jew York Ave	622153W	p	Winter Park	Orange	Publx:	
A 785.45	W. Canton Ave	622154D	p	Winter Park	Orange	Publx:	
A 785.66	W. \llorse 8'vd	622157Y	p	Winter Park	Orange	Publx:	
A 785.77	E. New England Ave.	622161'1J	p	Winter Park	Orange	Publx:	
A 785.84	W. Lyman Ave	622163C	M	Winter Park	Orange	Publx:	Comb_ ned i nto 1 X
A 785.86	S. New York Ave	622162V	M	Winter Park	Orange	Publx:	Comb_ ned i nto 1 X
A 786.06	W. Fairbanks Ave	622164J	p	Winter Park_	Oran_ge	Publ0_	
A 786.17	S. Pennsylvania Ave	622165R	p	Winter Park	Orange	Publx:	Comb.ned i nto 1 X
A 786.19	Ho.tAve	622166X	p	Winter Park	Orange	Publx:	Comb_ ned mto 1 X
A 786.42	Minnesota Ave	622167E	p	Winter Park	Orange	Publx:	
A 786.56	S. Denn.ng Dr.	622168L	p	Winter Park	Orange	Publx:	
A 786.90	S. Orlando Ave	622169T	p	Winter Park	Orange	Public	
A 787.07	Westchester Ave	622170M	p	Winter Park	Orange	Public	
A 787.45	W lkinson SI	622171U	p	Orlando	Orange	Public	
A 787.62	E. King SI	3B15C	M	Orlando	Orange	Publx:	
A 787.73	E. Ro.lifls St.	6221728	M	Orlando	Orange	Publx:	
A 787.99	E. Pnnceton St	622173H	p	Orlando	Orange	Publx:	
A 788.43	Virginia Dr.	622176P	M	Orlando	Orange	Publx:	
A 788.68	Alden ==ld.	622175\lo/	p	Orlando	Orange	Publx:	
A 788.74	H>ghland Ave	622176D	p	Orlando	Orange	Publx:	
A 788.97	Magnolia Ave.	622178S	p	Orlando	Orange	Publx:	
A 789.16	N. Orange Ave	622179Y	p	Orlando	Orange	Publx:	
A 789.22	W. \!larks St.	622180T	p	Orlando	Orange	Publx:	
A 789.48	W. Colon!al Dr.	6221B1A	p	Orlando	Orange	Publx:	
A 789.62	W. Concord St.	622182G	p	Orlando	Orange	Publx:	
A 789.73	W.AmeliaSt	622183N	p	Orlando	Orange	Publx:	
A 789.86	W. Liviflgston St.	622185C	M	Orlando	Orange	Public	
A 789.99	W. Robinson St.	6221B6J	p	Orlando	Orange	Publx:	
A 790.06	W. Jefferson St.	622187R	M	Orlando	Orange	Public	
A 790.12	W. Wash!ngton St.	62218BX	M	Orlando	Orange	Public	
A 790.23	W. Central Blvd	6221B9E	p	Orlando	Orange	Public	
A 790.29	W. Pme St.	622190Y	p	Orlando	Orange	Publx:	
A 790.35	W. Church St	622191F	M	Orlando	Orange	Publx:	Pedestrian X
A 790.49	W. South SI	622192M	p	Orlando	Orange	Publ£	
A 790.82	America SI	622196P	M	Orlando	Orange	Publx:	
A 790.93	Ernestine St.	62219BD	M	Orlando	Orange	Publx:	
A 791.02	W. Gore SI	622300G	p	Orlando	Orange	Publx:	
A 791.26	W. Colurnbia St.	622301N	p	Orlando	Orange	Publx:	
A 791.77	W. Kalay St.	622304J	M	Orlando	Orange	Publx:	
A 792.03	W. Gran1SI	622306X	p	Orlando	Orange	Publx:	
A 792.29	W. \!!!Chigan SI	622307E	p	Orlando	Orange	Publx:	
A 792.54	W. Pneloch Ave.	622308L	p	Orlando	Orange	Publx:	
A 792.98	Drennen Rd.	622309T	p	Edgewood	Orange	Publx:	
A 793.57	W. Holden Ave.	622311U	p	Edgewood	Orange	Public	

A 794.07	Jamax:a Lane	62231 26	p	Edgswood	Orange	Private	Gates
A 794.31	Stratemeyer Dr.	622313H	M	Edgswood	Orange	PubliC	
A 794.53	W. my Jess Rd.	622314P	p	Edgswood	Orange	PubliC	
A 794.9B	E. Oakndge Rd -CR 52!3	622315\"1	M	Orlando	Orange	PubliC	
A 795.05	Fa.rlane Ave	622316D	p	Edgswood	Orange	PubliC	
A 795.57	E. Lancaster qd.	622317K	M	Edgswood	Orange	PubliC	
A 795.B7	Glen RoseAve.	62231BS		Edgewood	Orange	PubliC	
A 797.70	E. Landstreet Rd / G=! 527	622336P	p	Taft	Orange	PubliC	
A 797.94	Pine St.	622337W	p	Taft	Orange	Public	
A 79B.24	4th St.	622339K	p	Taft	Orange	PubliC	
A 79B.75	W. –aft V·neland Rd.	622340E	p	Taft	Orange	Public	
A 800.77	E. Wet.nerbee Ro.	926153N	p	Kissimmee	Orange	Public	
A 801.15	F rway Woods Blvd	6215026	p	Kissimmee	Orange	Public	
A 805.0B	Garoen St.	622<107J	p	Kissimmee	Osceola	Public	
A 805.69	E. Carrol St.	6<13810-	C	Kissimmee	Osceola	Public	
A 806.22	E. Donegan Ave	622409X	p	Kissimmee	Osceola	PubliC	
A 807.23	E. Vine SL=!T. 192	622410S	M	Kissimmee	Osceola	PubliC	
A 807.43	E. MagnOlia St.	622411Y	p	Kissimmee	Osceola	PubliC	
A 807.45	E. OakS!.	622414F	M	Kissimmee	Osceola	PubliC	
A 807.70	E. Park St.	6224158	p	Kissimmee	Osceola	PubliC	
A 807.94	E. Neptune Rd.	622416H	p	Kissimmee	Osceola	PubliC	
A 808.07	E. Dakin Ave	622432S	M	Kissimmee	Osceola	PubliC	
A 808.15	E. Monument Ave	622434F	M	Kissimmee	Osceola	PubliC	
A 808.22	Memonal Walkway	6438028	M	Kissimmee	Osceola	Public	Pedestrian X
A 80B.2B	Ruby Ave	622435M	M	Kissimmee	Osceola	Public	
A 808.61	S. VemonAve	6224376	X	Kissimmee	Osceola	Private	Crossbucks
A 808.76	W. Penfield St.	62243BH	C	Kissimmee	Osceola	Public	
A 808.77	S. Clyde Ave	622944J	C	Kissimmee	Osceola	Public	
A 810.45	Pleasant Hill =!d ' CR 53 '	622946X	p	Kissimmee	Osceola	Public	
A 812.16	Crestridge Dr.	62294SL	p	Kissimmee	Osceola	PubliC	
A 813.77	S. Poincianna Blvd	626<105J	p	Kissimmee	Osceola	PubliC	