



TECHNICAL ADVISORY COMMITTEE

November 17, 2017

TAB 1
AGENDA

Central Florida Commuter Rail Commission Technical Advisory Committee

MEETING AGENDA

Date: Friday, November 17, 2017

Time: 2:00 p.m.

Location: LYNX Central Station

Second Floor Multi-Purpose Room

455 N. Garland Avenue

Orlando, Florida 32801

- Call to Order – TAC Chairman Jim Harrison
- Pledge of Allegiance
- Confirmation of Quorum
- Public Comments
- Chairman's Report – Mr. Harrison
 - Central Florida Commuter Rail Commission – next meeting
 - Transition Consultant

ACTION ITEMS

1. Adoption of meeting minutes from July 12, 2017

DISCUSSION ITEMS

1. Agency Update – Nicola Liquori
 - Quarterly Update
 - Budget to Actual
 - Call Center Statistics
2. Ridership and Safety – Elliott Shepherd
3. Construction Updates – Tammie Andrews
 - a. Phase II South
4. Bus Connectivity
 - b. LYNX – Edward Johnson
 - c. VoTran – Steven Sherrer
5. Public Involvement – Steve Olson
6. Meeting Schedule for 2018

COMMITTEE MEMBER COMMENTS

NEXT MEETING

Wednesday, March 7, 2018 at 2:00 P.M. (LYNX 2nd Floor Open Space)

ADJOURNMENT

TAB 2
ACTION ITEMS

Technical Advisory Committee Meeting

July 12, 2017

2:00 p.m.

LYNX Central Station
Second Floor Multi-Purpose Room
455 North Garland Avenue
Orlando, Florida

Attendees

Jim Harrison, Orange County
Jean Jreij, Seminole County
Mary Moskowitz, Osceola County
John Angiulli, Volusia County
Claudia Korobkoff, City of Orlando
Tim Wilson, City of Altamonte Springs
Rick Werbiskis, City of DeLand
Laura Dodd, City of DeBary
Jordan Smith, City of Sanford
Krystal Clem, City of Lake Mary
Shad Smith, City of Longwood

Kevin Moore, City of Winter Park
Randy Schrader, City of Kissimmee
Tiffany Homler Hawkins, LYNX
Gary Huttman, MetroPlan Orlando
Vince Wang, River to Sea TPO
Nicola Liquori, FDOT
Elliott Shepherd, FDOT
Steve Olson, FDOT
Tammie Andrews, FDOT
Regina Marini Cargill, Evolve Today

Minutes

Meeting was called to order by TAC Chairman, Jim Harrison, at 2:02 p.m.

Pledge of Allegiance

Quorum was met

Introductions

Agenda Review by Nicola Liquori

Action Items:

Presenter: Jim Harrison

- **Adoption of Meeting Minutes:** A motion to adopt the meeting minutes from April 11, 2017 was made. The meeting minutes were adopted unanimously.

Public Comments:

- Joanne Cornelius- requested weekend, holidays, and 24-hour train service
- David Bottomley – concerned about the pedestrian crosswalk at Church Street Station
- Jeff Morris – Chairman of the CFCRC Customer Advisory Committee - Nathan Selikoff addressed the Committee to state he would like SunRail to focus on opening the transit data to ensure they are providing real-time data in GTFS format to allow third party app developers can utilize the data for integration in their software. It could be helpful to riders for knowing where the train is and what the schedule is.

Agenda Item: Chairman's Report

Presenter: Jim Harrison

- Next CFCRC Meeting was scheduled for July 19th, and rescheduled for August 2, 2017.
- Transition
 - Working on finalizing an agreement among the five funding partners to hire a consultant to evaluate the transition of SunRail from FDOT to the Commission
 - Circulating a final draft
- Election of Officers- deferred

Agenda Item: Agency Update

Presenter: Nicola Liquori

- Administrative
- Upcoming Meetings schedule included meeting materials
- Administrative Item – Recently changed the phone system at our operations center to be consistent with FDOT. Current phone listing is included in meeting materials.
- Organization Update:
 - Mike Dew appointed new Secretary of FDOT
 - Introduction of Elliott Shepherd, Chief Operating Officer
 - Introduction of Deborah Morrow, Executive Assistant
 - One position to fill, Contract Administrator
- Business Development
 - Launched Train to Plane campaign in partnership with LYNX and Orlando International Airport
 - Special Service to support the Pulse Memorial with ridership of 3,761 for the day
 - Social Media is strong with over 29,000 followers
 - Leveraging technology to provide information to customers and solicit feed-back.
 - Will be utilizing text service in the very near future to survey registered users
 - Mobile App Development
 - Developing a mobile app that will provide information on train times and trip planning. As the app is rolled out in multiple phases, customer account management activities will be incorporated
 - Lynx is developing a mobile ticketing app and invited SunRail to participate
- Budget to Actual
 - Fiscal Year End is June 30th and the year-end close is in process. As of the eleven months ending May 31, 2017 the budget to actual is tracking as expected

- Call Center – Majority of calls are for information, goal is to provide information on platform and through app to focus call center activity to customer issues

Agenda Item: Ridership & Safety

Presenter: Elliott Shepherd

- Ridership Trends
 - On Time Performance
 - Averaging 96% on-time reliability
 - Ridership
 - Stronger in June than May
 - Bicycle & ADA Trends
 - Bicycle ridership was down from 168 in May to 152 in June
 - ADA ridership increased in June over May
- Safety & Security
 - 2 incidents in April; 2 incidents in May, 1 was a trespasser fatality, 1 incident with tenant train
 - Safety Outreach
 - Presentations have been made to youth on-board, in school, and at YMCA Family Fun Day
 - Current campaigns include social media, billboards, schools, bus driver, commercial drivers and law enforcement

Agenda Item: Construction Updates

Presenter: George Gault

- Quiet Zones & Safety Enhancements
 - Contracts executed for Quiet Zones & Safety Enhancements
 - Update meetings with Stakeholders scheduled

Agenda Item: Construction Updates

Presenter: Tammie Andrews

- Kissimmee Parking Garage
 - Opened and Ribbon Cutting Ceremony on May 9, 2017
- Debary Parking Lot Expansion
 - Final acceptance on May 5, 2017
 - Total added spaces 212 (8 ADA)
- Phase 2 South
 - Construction of grade crossings, ballast, ties and rail continues throughout the corridor
 - Vehicle Storage and Light Maintenance Facility (VSLMF) – crew building
 - Boggy Creek Bridge – West side of existing track – construction of hand rails and walkway
- Meadow Woods Station
 - Construction progressing and is further along than the others
 - Both sides of the platform are installed
- Tupperware Station
 - Left and Right platform canopies are installed
- Kissimmee Station
 - One platform canopy is installed
- Poinciana Station
 - Left and Right platform canopies are installed
 - Light poles installed in parking lot

Agenda Item: Bus Connectivity

Presenter: Tiffany Homler Hawkins, LYNX

- LYNX
 - Average daily ridership for 3rd quarter of Fiscal Year 2017 is up 6% to 7% as compared to the 3rd quarter of Fiscal Year 2016

Agenda Item: Public Involvement**Presenter: Steve Olson**

- Marketing
 - Texting has been successful; currently over 700 users. The Customer Advisory Committee deserves credit for requesting this service.
 - Cho-Choo to the Zoo Campaign brought in hundreds of new riders
 - Florida Hospital Update
 - 30-day passes given to 150 employees
 - Digital Campaign
 - Rider Stories shown on the website
 - DeBary Parking Lot Expansion Ceremony
 - 78% utilization in June – the best in the system
 - Ecotourism – connection to trails
 - Daytona Beach News Journal coverage

Committee Member Comments:

Discussion regarding increasing ridership with focus on hospital employees. Staff is tracking retention of the 30 day pass holders.

Question on the progress of Positive Train Control. Staff provided contract will be awarded soon, bid prices came in near budget, and with the FRA grant and State funding there are no funding issues.

Kissimmee has the Quiet Zone Agreements in place.

Question concerning contractor performance. Staff responded that there are no issues with two primary contractors for operations and maintenance (Bombardier and Herzog). We continue to work with Xerox/Conduent to resolve fare collection issues.

Vending machines and ticket validators – TVM issues resolved and station re-wiring is scheduled and in process.

Next meeting: Tentatively scheduled for Wednesday, August 16, 2017 at 2:00 p.m., LYNX Central Station, Second Floor Multi-Purpose Room, 455 N. Garland Avenue, Orlando

TAB 3
PRESENTATION



TECHNICAL ADVISORY COMMITTEE

November 17, 2017

TITLE VI



This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

ROGER MASTEN

FDOT District Five

801 SunRail Drive

Sanford, Florida 32771

Roger.Masten@@dot.state.fl.us

JACQUELINE PARAMORE

State Title VI Coordinator

605 Suwannee Street, Mail Station 65

Tallahassee, Florida 32399-0450

All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.



AGENDA

- Public Comments
- Chairman's Report
- Action Items
- Agency Update
- Ridership & Safety
- Construction Update
- Bus Connectivity
- Public Involvement
- Adjournment



PUBLIC COMMENTS



CHAIRMAN'S REPORT

Mr. James Harrison



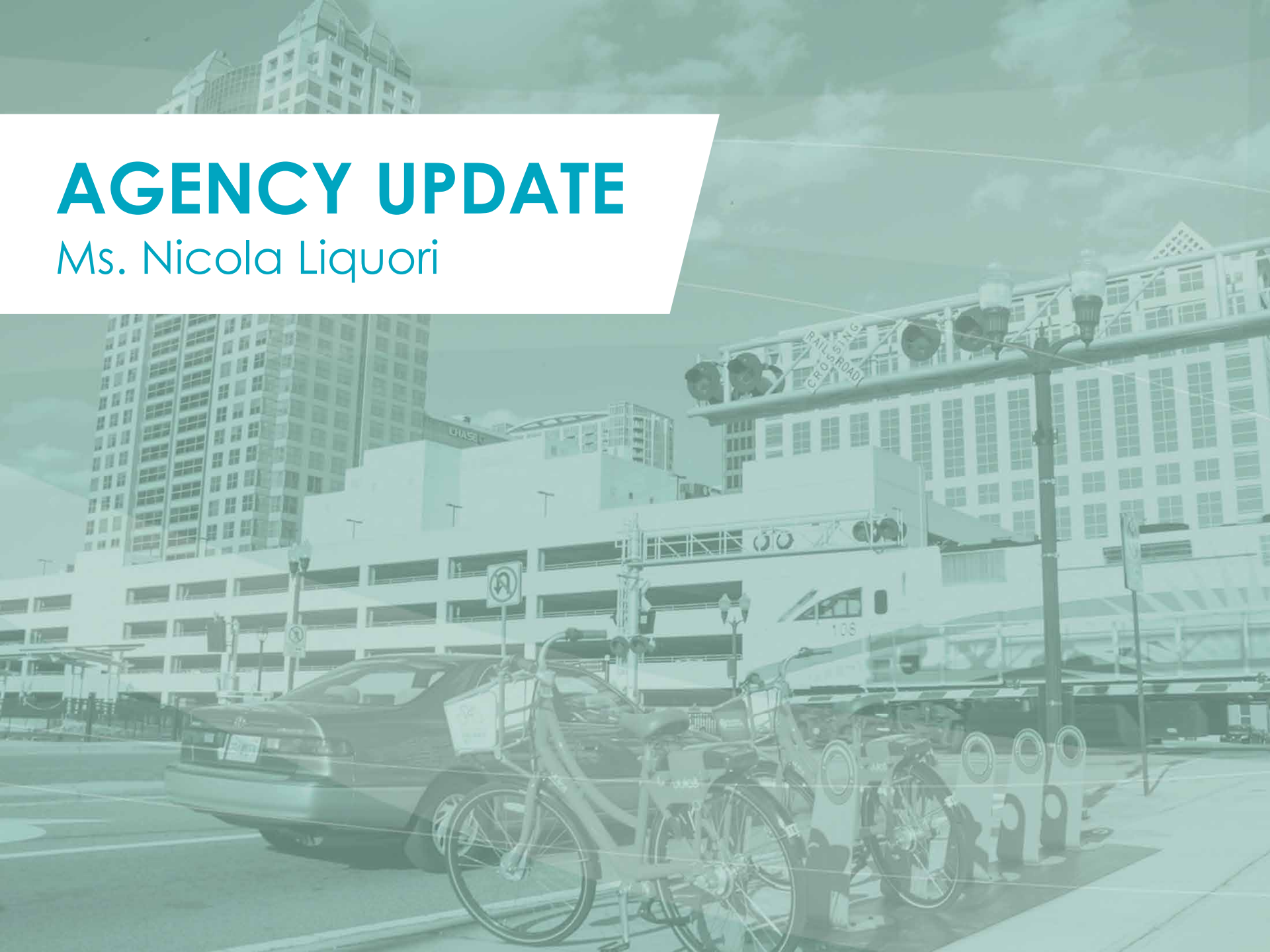
ACTION ITEMS



**Adoption of meeting
minutes from
August 16, 2017**

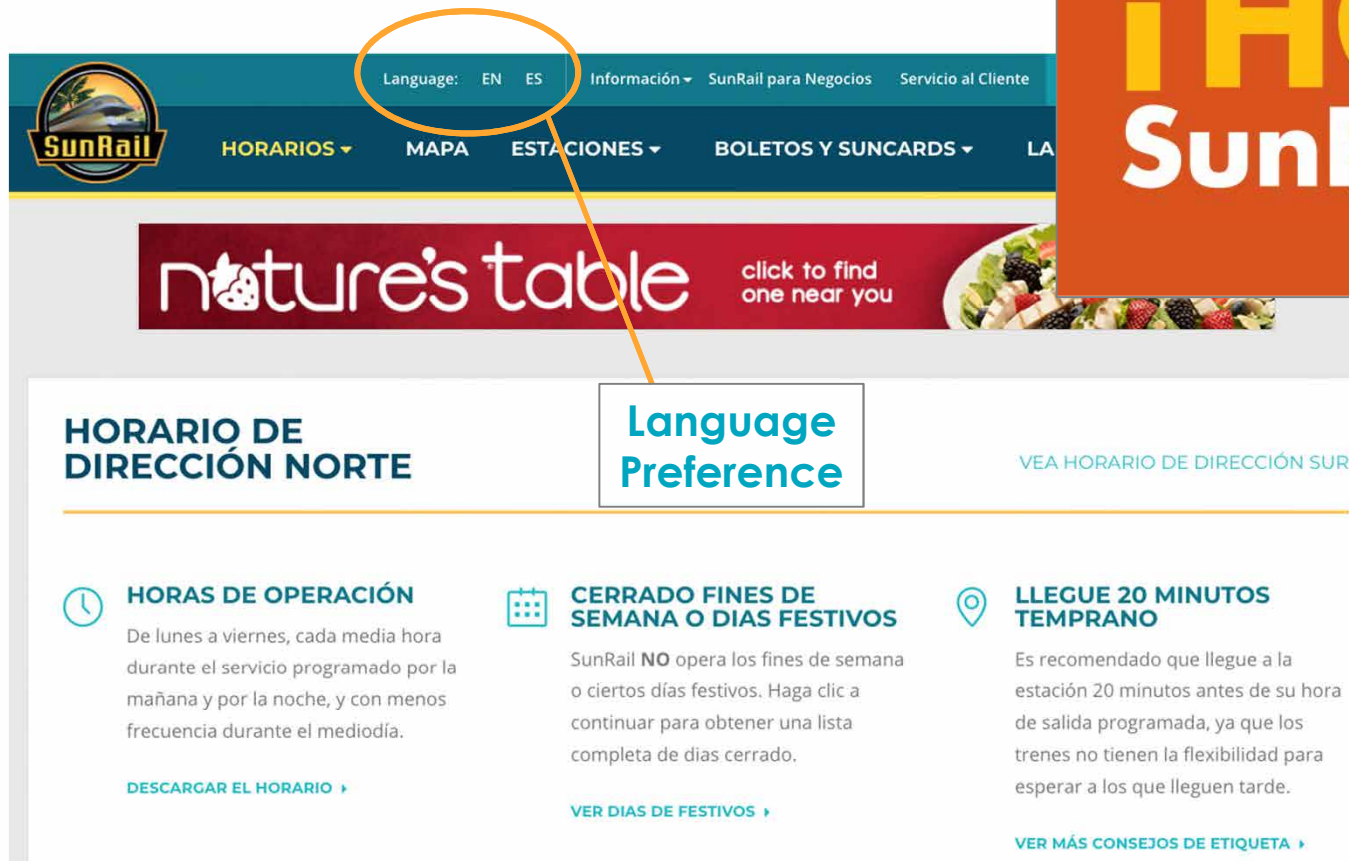
AGENCY UPDATE

Ms. Nicola Liquori



QUARTERLY HIGHLIGHTS

HISPANIC WEBSITE



Language: EN ES Información SunRail para Negocios Servicio al Cliente


SunRail HORARIOS MAPA ESTACIONES BOLETOS Y SUNCARDS LA

nature's table click to find one near you

HORARIO DE DIRECCIÓN NORTE

Language Preference


VEA HORARIO DE DIRECCIÓN SUR



HORAS DE OPERACIÓN

De lunes a viernes, cada media hora durante el servicio programado por la mañana y por la noche, y con menos frecuencia durante el mediodía.


[DESCARGAR EL HORARIO](#)



CERRADO FINES DE SEMANA O DIAS FESTIVOS

SunRail **NO** opera los fines de semana o ciertos días festivos. Haga clic a continuar para obtener una lista completa de días cerrado.

[VER DIAS DE FESTIVOS](#)



LLEGUE 20 MINUTOS TEMPRANO

Es recomendado que llegue a la estación 20 minutos antes de su hora de salida programada, ya que los trenes no tienen la flexibilidad para esperar a los que lleguen tarde.

[VER MÁS CONSEJOS DE ETIQUETA](#)

iHOLA
SunRail.es!



CLEANLINESS TEXT SURVEY



| | |
|-------------------------|------------------|
| EXECUTION DATE | October 20, 2017 |
| SURVEY DISTRIBUTION SET | 1,157 Riders |
| SURVEY RESPONSES | 164 |

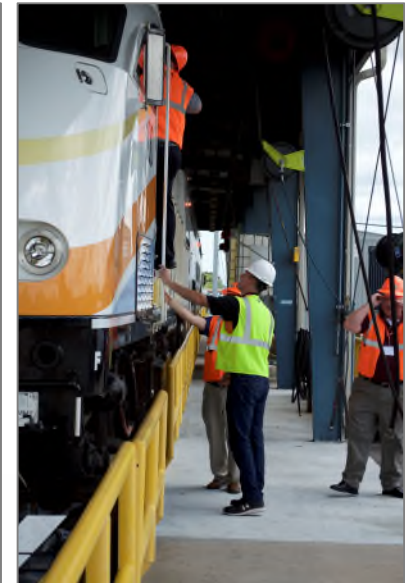
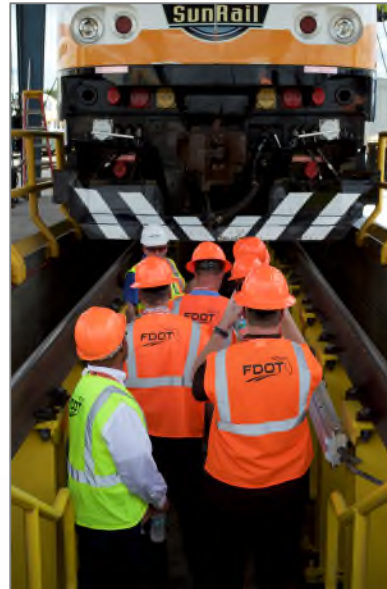
| <u>QUESTION</u> | <u>AVERAGE SCORE</u> |
|---|----------------------|
| Cleanliness of SunRail Stations: | ★★★★☆ |
| Cleanliness of SunRail Trains: | ★★★★☆ |
| Cleanliness of SunRail Onboard Restrooms: | ★★★★☆ |



QUARTERLY HIGHLIGHTS

GROWING PARTNERSHIPS

Recent business and organization group tours & presentations



QUARTERLY HIGHLIGHTS



Supported statewide promotion of sustainable transportation choices.



QUARTERLY HIGHLIGHTS

PHASE 2 SOUTH PLANNING

Phase 2 South Pre-Launch planning has begun with stakeholder, media and partner meetings.



SUNRAIL
CONNECTING COMMUNITIES



SUNRAIL BUDGET UPDATE

| OPERATING REVENUE | ANNUAL BUDGET | QUARTER ENDED | |
|--|---------------------|--------------------|-----------------------|
| | | SEPTEMBER 30, 2017 | |
| | | BUDGET | ACTUAL (Unaudited) |
| Farebox revenue | \$2,042,200 | \$510,550 | \$386,168 |
| CSX usage fees | \$3,159,592 | \$789,898 | \$792,706 |
| Amtrak usage fees | \$1,096,670 | \$274,168 | \$156,496 |
| FCEN usage fees | \$21,671 | \$5,418 | \$5,177 |
| Right-of-way lease revenue | \$225,000 | \$56,250 | \$30,534 |
| Ancillary revenue | \$167,830 | \$41,958 | \$47,158 |
| Card Revenue | \$- | \$4,470 | \$4,470 |
| <i>Subtotal - System revenue</i> | <i>\$6,712,963</i> | <i>\$1,682,711</i> | <i>\$1,422,709</i> |
| FTA §5307 - Urbanized Area Grant Funds | \$9,616,938 | \$2,404,235 | \$2,404,235 |
| TOTAL OPERATING REVENUE | \$16,329,901 | \$4,086,945 | \$3,826,944 |



SUNRAIL BUDGET UPDATE

| OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT | ANNUAL BUDGET | QUARTER ENDED SEPTEMBER 30, 2017 | |
|--|---------------------|-------------------------------------|--------------------|
| | | BUDGET | ACTUAL (Unaudited) |
| Bombardier - Operations | \$6,851,085 | \$1,712,771 | \$1,707,080 |
| Bombardier - Maintenance | \$13,468,967 | \$3,367,242 | \$3,352,453 |
| Bombardier - Incentive/Disincentive | \$1,016,003 | \$254,001 | \$253,157 |
| Conduent - Back-of-the-House Hosting | \$883,352 | \$220,838 | \$205,140 |
| Conduent - Fare Equipment Maintenance | \$1,700,000 | \$425,000 | \$375,000 |
| Herzog - Signal Maintenance of Way | \$2,605,528 | \$651,382 | \$646,533 |
| Green's Energy - Fuel | \$1,000,000 | \$250,000 | \$240,012 |
| Gallagher - Insurance | \$2,000,000 | \$500,000 | \$- |
| Amtrak - Heavy Vehicle Maintenance | \$1,210,592 | \$302,648 | \$264,268 |
| Wells Fargo - Banking Services | \$5,160 | \$1,290 | \$1,213 |
| Bank of America - Merchant Services (Banking) | \$60,000 | \$15,000 | \$11,905 |
| MidFlorida - Armored Car Service | \$42,480 | \$10,620 | \$9,660 |
| AT&T/Verizon - Wi-Fi Service | \$33,600 | \$8,400 | \$7,404 |
| Fare Media Smart Card | \$134,800 | \$33,700 | \$- |
| Limited Use Smart Card | \$30,000 | \$7,500 | \$- |
| Incomm - Card Distribution & Packaging | \$- | \$- | \$- |
| <i>Subtotal - System operating costs</i> | <i>\$31,041,567</i> | <i>\$7,760,392</i> | <i>\$7,073,825</i> |
| Feeder Bus Expenses | \$1,478,375 | \$369,594 | \$238,634 |
| Capital Maintenance | \$7,080,000 | \$1,770,000 | \$776,975 |
| Consultant Support | \$7,463,814 | \$1,865,954 | \$1,146,363 |
| TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT | \$47,063,756 | \$11,765,940 | \$9,235,797 |

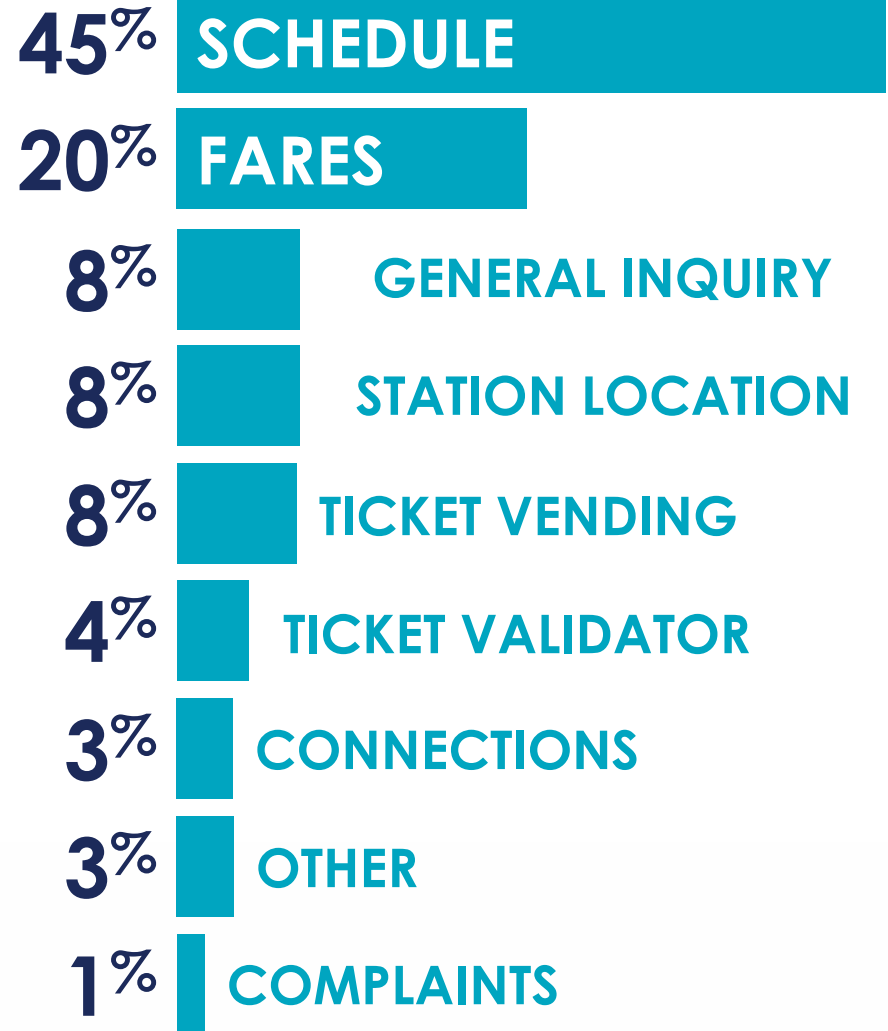


CALL CENTER

CALL CENTER STATS



AUG 1 – OCT 31
4,902 CALLS





RIDERSHIP & SAFETY

Mr. Elliott Shepherd

ON-TIME PERFORMANCE

TRAIN ON-TIME
AVERAGE

96%

Goal = 95%

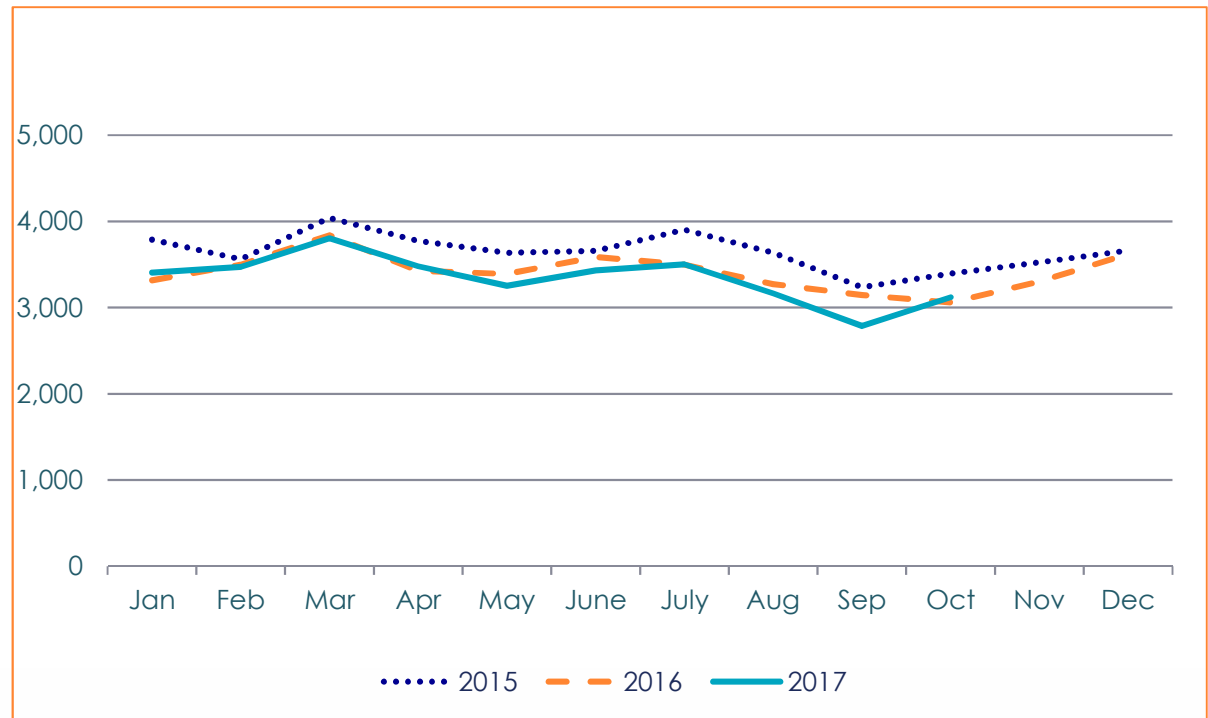
OTP Trends
May 2014 – October 2017



CURRENT RIDERSHIP TRENDS

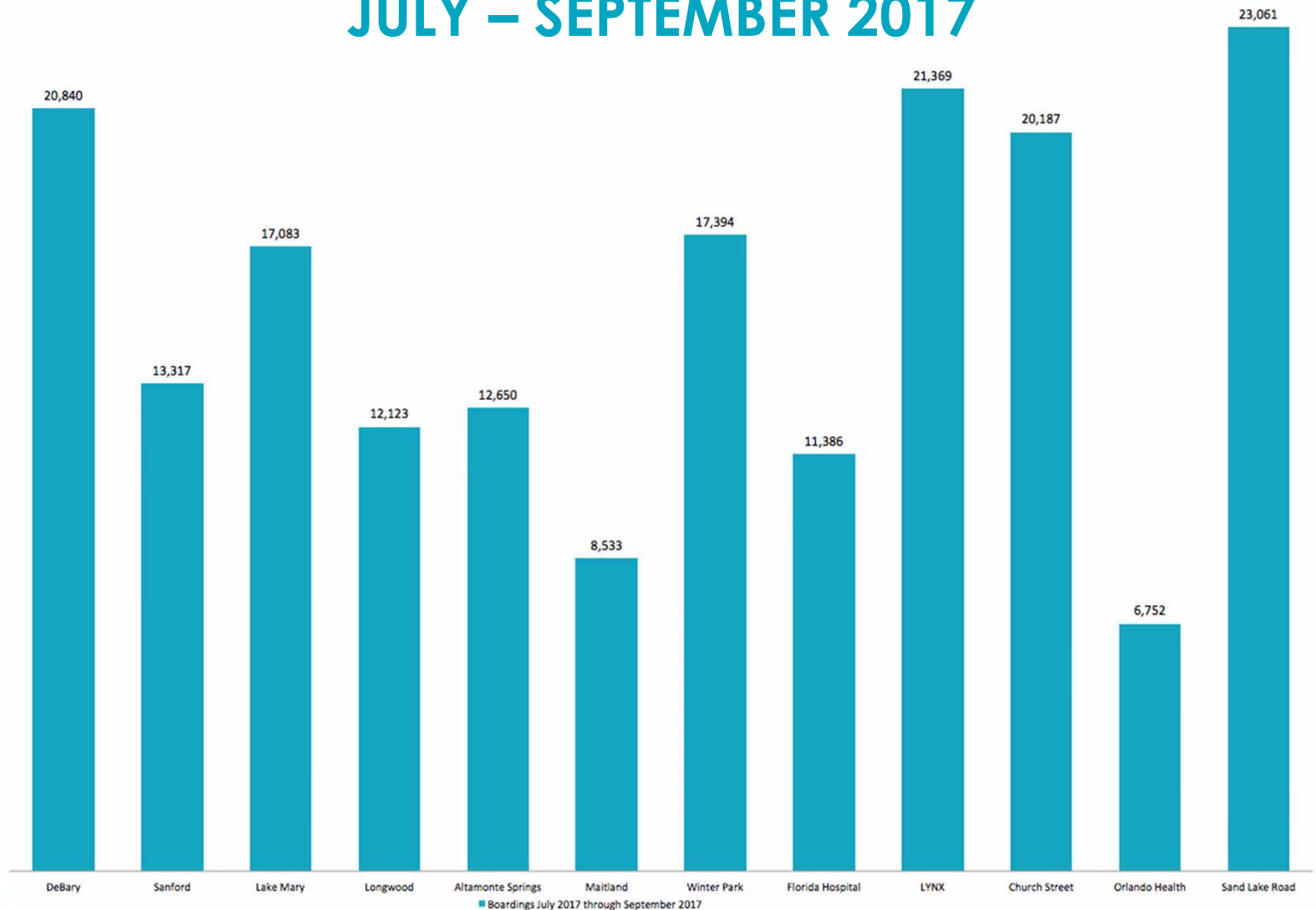


AVERAGE DAILY RIDERS BY MONTH



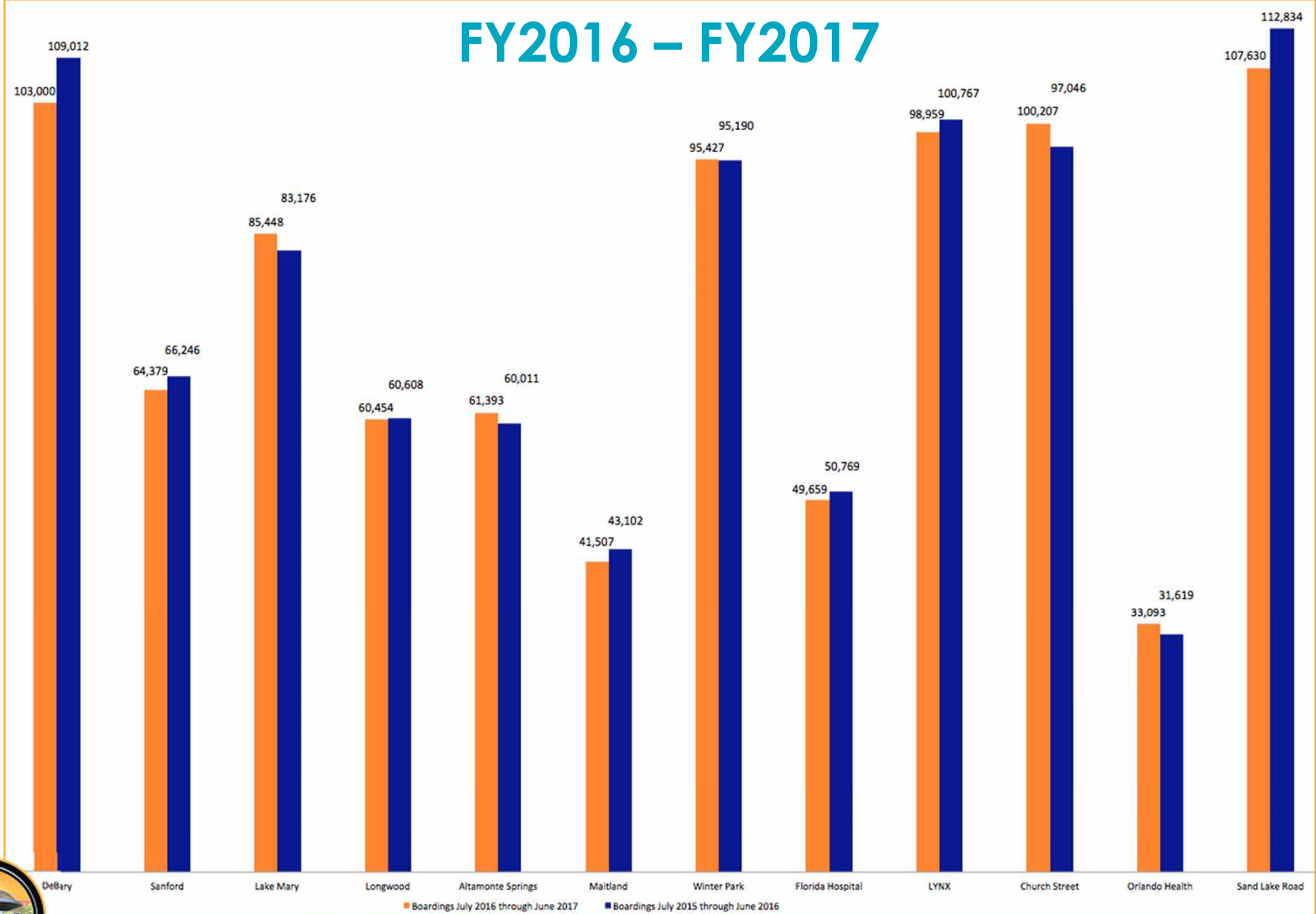
BOARDINGS BY STATION

JULY – SEPTEMBER 2017



BOARDINGS BY STATION

FY2016 – FY2017



BICYCLE RIDER TRENDS

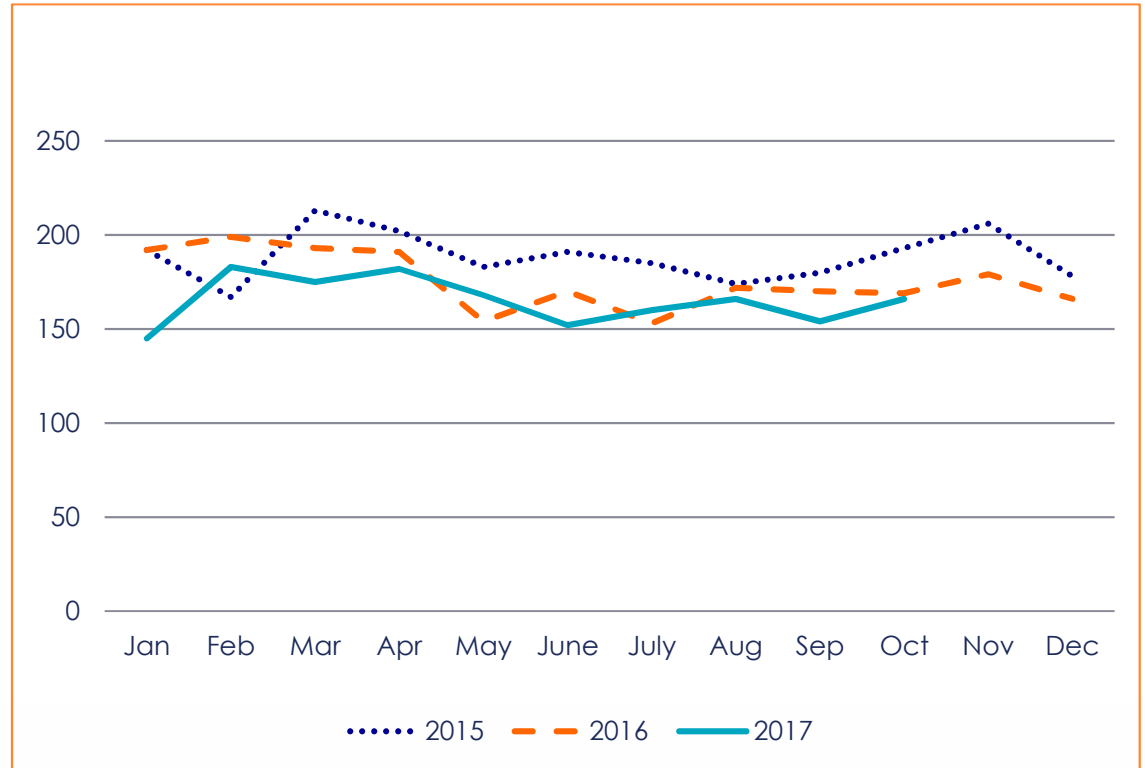


AUG 166

SEP 154

OCT 166

AVERAGE DAILY RIDERS BY MONTH



ADA RIDER TRENDS

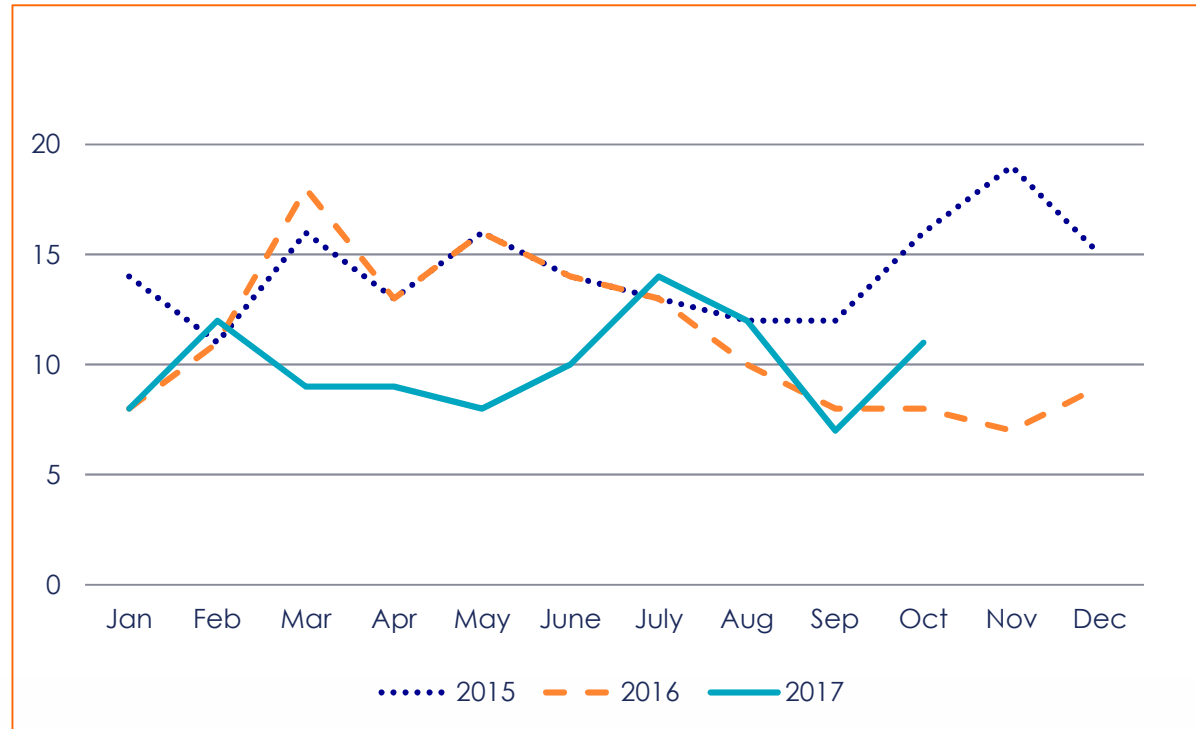


AUG 12

SEP 7

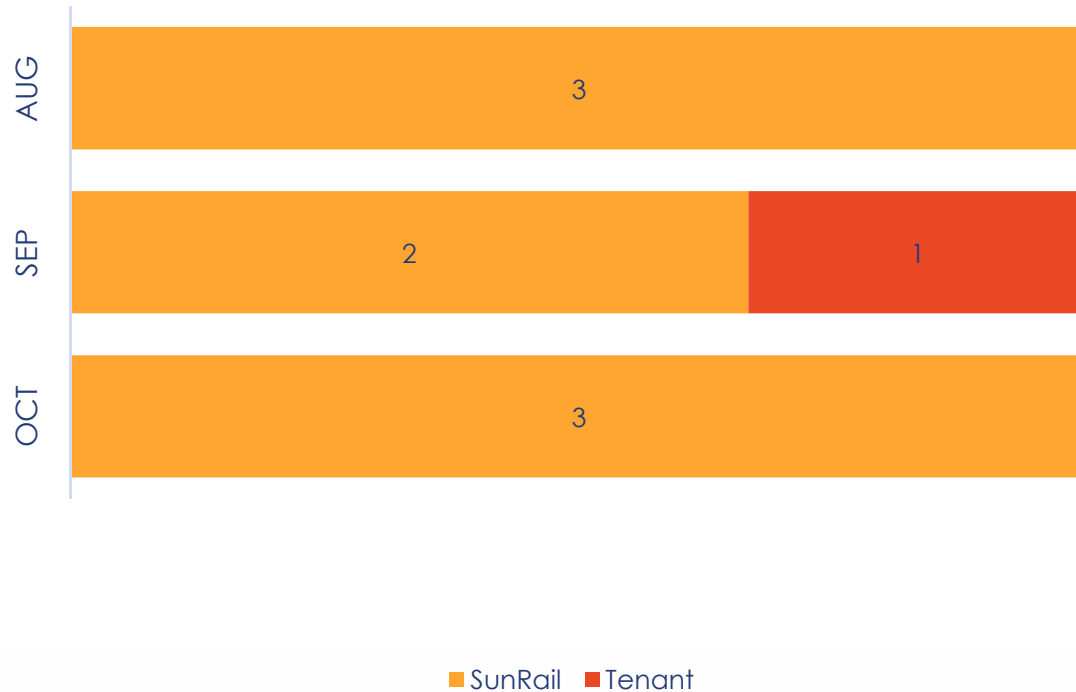
OCT 11

AVERAGE DAILY RIDERS BY MONTH



SAFETY & SECURITY

INCIDENTS AUG – OCT 2017



NATIONAL OUTLOOK

NATIONAL TRESPASSER FATALITIES

- January – August 2017 = 411, up 34%
- January – August 2016 = 306, up 6%

Federal Railroad Administration Reports

OTHER MARKETS

“More people have been killed by trains during the past three months in El Paso County than in the entire decade before, officials say...”

The Denver Post 9/17/17

“...the recent rash of incidents (19) this fiscal year does not conform to the previous patterns. Since 7/1/17, 13 people have been hit with 11 being fatalities.”

MassLive 10/19/17 on (MBTA) rail lines



SAFETY IS OUR TOP PRIORITY

SUPPORTING THE 3 E'S

ENGINEERING

- New Fencing
- No Trespassing Signs
- Procedures for reporting unusual activities

EDUCATION

- Public outreach to schools, businesses, community, first responders

ENFORCEMENT

- Meeting with law enforcement leaders to discuss ways to prevent trespassing and increase enforcement
- Ongoing coordination for safety outreach
- Currently attend monthly Community Traffic Safety Team meetings



TRAIN SAFETY AWARENESS WEEK

HIGHLIGHTS

- Education & enforcement with 9 jurisdictions at 14 grade crossings over 3 days
- Billboards displayed 24/7 with over 800,000 impressions
- Daily safety messages on social media to 30k+ followers
- Safety outreach to First Responders
- Distributed more than 7,500 flyers by hand





A blue-tinted photograph of a construction site. In the foreground, a man wearing a hard hat and safety glasses stands next to a bicycle. To his left, another man in a hard hat and safety vest is partially visible. In the background, a construction worker is seen carrying a large bundle of materials. The scene is overlaid with a semi-transparent blue filter.

CONSTRUCTION UPDATE

PHASE 2 SOUTH

- Construction of ballast, ties, rail, grade crossings, and signals continue throughout the corridor
- Grade Crossings - Two major crossings remaining – Vine Street (US 192) and Poinciana Blvd



VSLMF – Crew Building



SHINGLE CREEK BRIDGE

- West bridge open
- East bridge finished driving piles
- Prepping the caps



MEADOW WOODS STATION

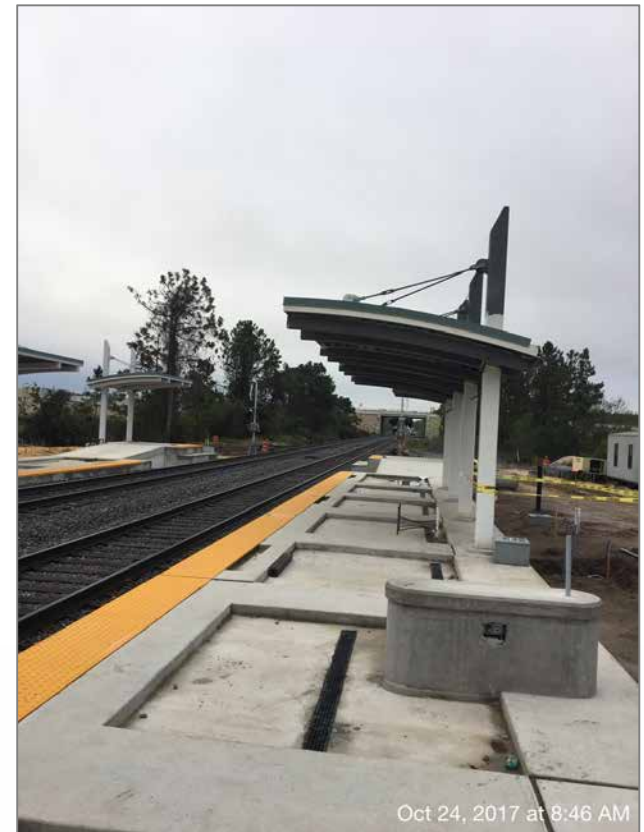


- Landscaping, hardscaping and lighting
- Platform signs, column wraps and railings



TUPPERWARE STATION

- Landscaping, hardscaping and lighting
- Column wraps and painting



KISSIMMEE STATION

- Landscaping, hardscaping and lighting
- Installing canopies

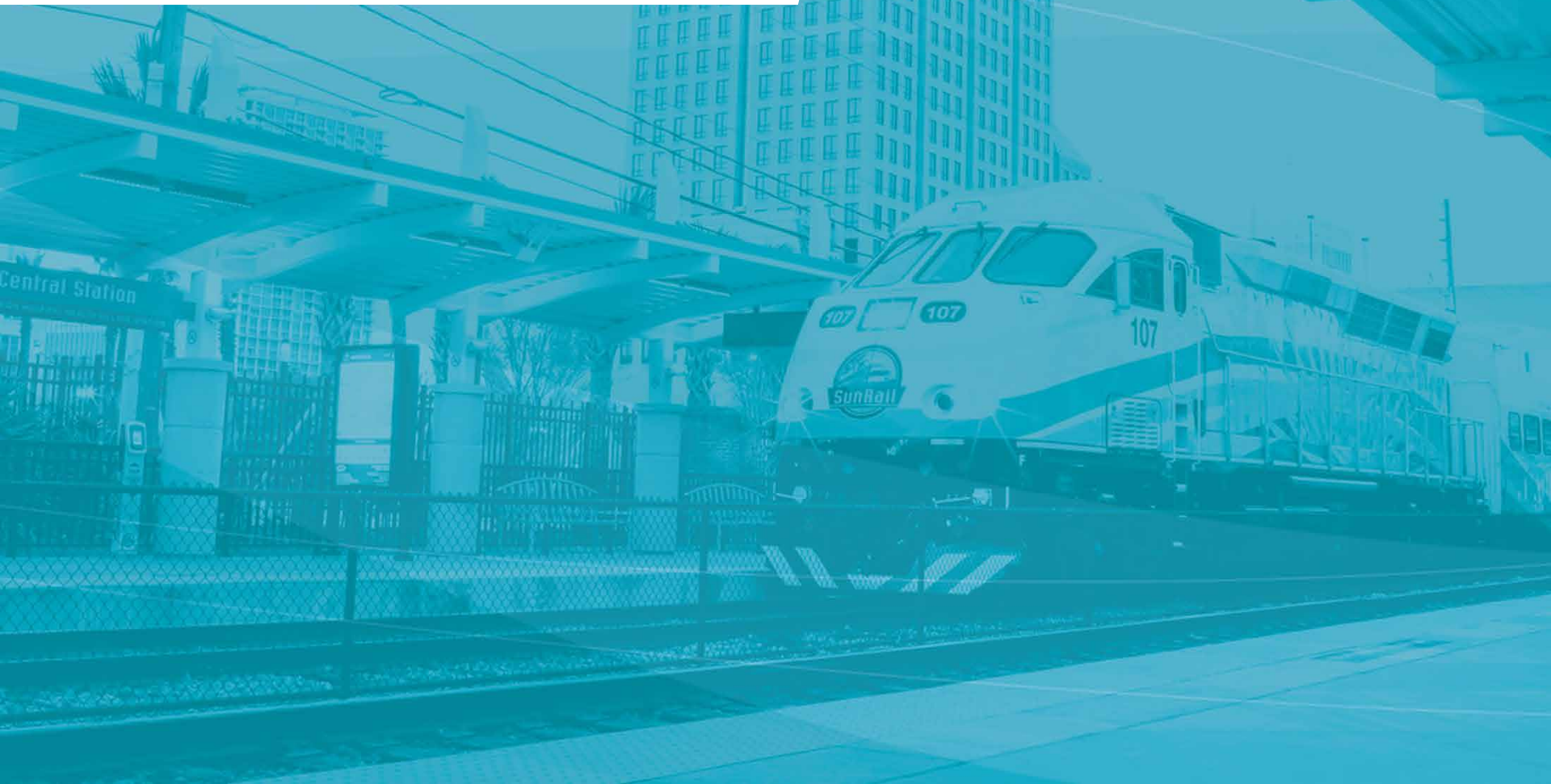


POINCIANA STATION

- Landscaping, hardscaping and lighting
- Column wraps and underdeck painting

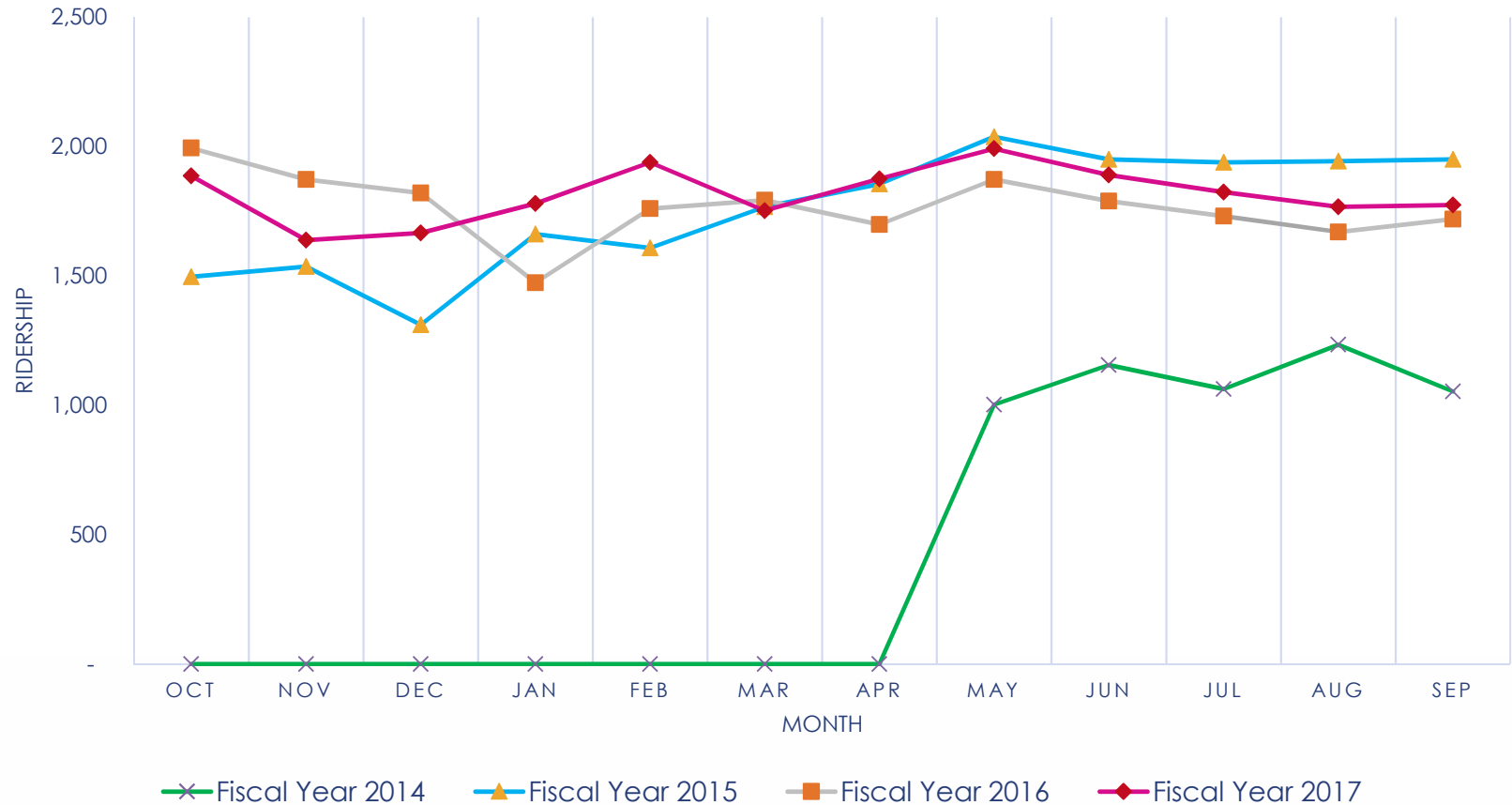


BUS CONNECTIVITY



LYNX

LYNX SUNRAIL CONNECTIVITY - AVERAGE DAILY RIDERSHIP ALL STATIONS BY MONTH AND FISCAL YEAR



VOTRAN

VOTRAN SUNRAIL CONNECTIVITY - September 2017

NOTE: Beginning October 2016 driver keys count only boardings and alightings at DeBary Station. Fiscal years 2014, 2015, and 2016 data reported boardings along SunRail Routes.

| Votran Ridership For Sun Rail Feeder Routes | | | | | | | | | | | | | |
|---|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------------|
| Routes serving DeBary Train Station | Fiscal year 2014 | | | | | | | | | | | | Annual Daily Average |
| | Oct-13 | Nov-13 | Dec-13 | Jan-14 | Feb-14 | Mar-14 | Apr-14 | May-14 | Jun-14 | Jul-14 | Aug-14 | Sep-14 | |
| Days of operation | | | | | | | | 9 | 21 | 22 | 21 | 21 | 94 |
| Avg Daily Ridership | | | | | | | | 555 | 79 | 96 | 102 | 110 | 141 |

| Votran Ridership For Sun Rail Feeder Routes | | | | | | | | | | | | | |
|---|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------------|
| Routes serving DeBary Train Station | Fiscal year 2015 | | | | | | | | | | | | Annual Daily Average |
| | Oct-14 | Nov-14 | Dec-14 | Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | Jun-15 | Jul-15 | Aug-15 | Sep-15 | |
| Days of operation | 23 | 19 | 22 | 20 | 20 | 22 | 22 | 20 | 22 | 22 | 21 | 21 | 254 |
| Avg Daily Ridership | 128 | 112 | 121 | 139 | 152 | 153 | 147 | 156 | 142 | 149 | 167 | 174 | 146 |

| Votran Ridership For Sun Rail Feeder Routes | | | | | | | | | | | | | |
|---|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------------|
| Routes serving DeBary Train Station | Fiscal year 2016 | | | | | | | | | | | | Annual Daily Average |
| | Oct-15 | Nov-15 | Dec-15 | Jan-16 | Feb-16 | Mar-16 | Apr-16 | May-16 | Jun-16 | Jul-16 | Aug-16 | Sep-16 | |
| Days of operation | 22 | 20 | 22 | 21 | 21 | 23 | 21 | 21 | 22 | 22 | 22 | 21 | 258 |
| Avg Daily Ridership | 180 | 175 | 189 | 164 | 182 | 189 | 178 | 171 | 180 | 167 | 177 | 194 | 178 |

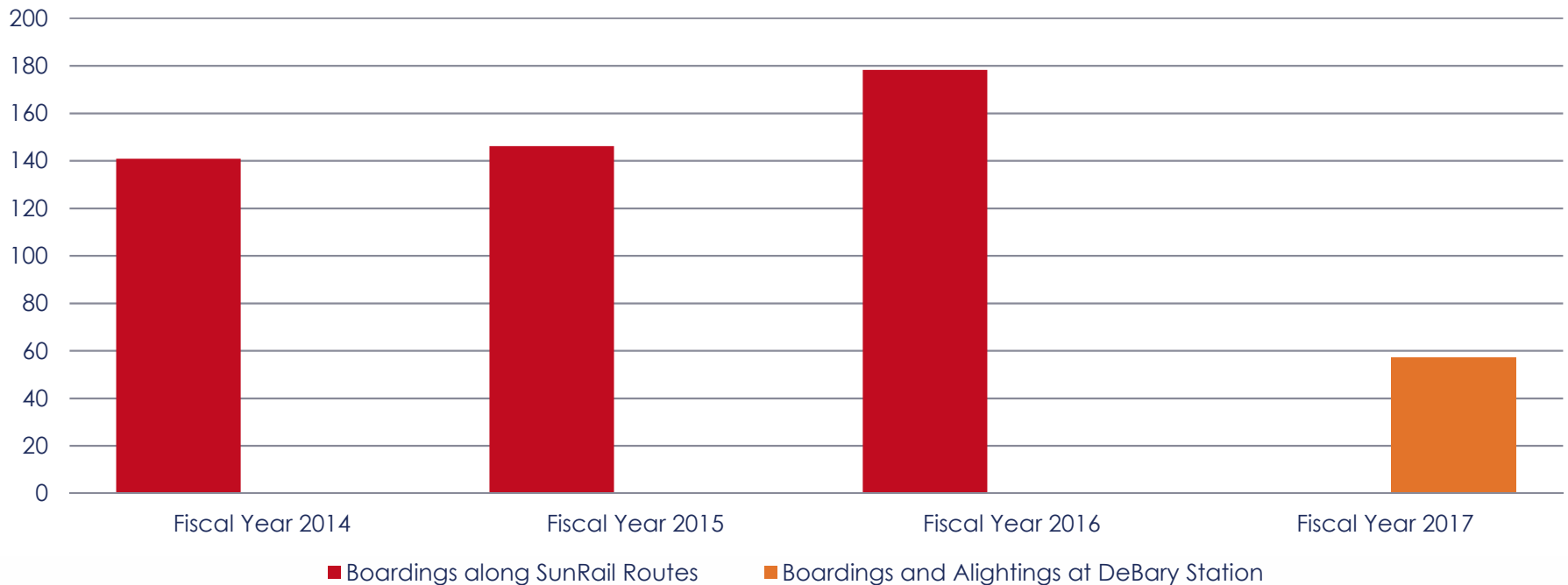
| Votran Fixed-Route Average Daily Boardings & Alightings at DeBary Station | | | | | | | | | | | | | |
|---|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------------|
| Activity at DeBary Station | Fiscal year 2017 | | | | | | | | | | | | Annual Daily Average |
| | Oct-16 | Nov-16 | Dec-16 | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | |
| Days of operation | 21 | 21 | 22 | 22 | 20 | 23 | 20 | 22 | 22 | 20 | 23 | 13 | 249 |
| Avg Daily Ridership | 54 | 48 | 68 | 69 | 43 | 46 | 47 | 50 | 58 | 67 | 83 | 80 | 59 |

Note: Hurricane Irma interrupted SunRail from September 11 to September 19.



VOTRAN

Votran Average Daily Ridership on SunRail Routes



NOTE: Beginning October 2016 driver keys count only boardings and alightings at DeBary Station. Fiscal years 2014, 2015, and 2016 data reported boardings along SunRail Routes.



PUBLIC INVOLVEMENT

Mr. Steve Olson



TIS THE SEASON

HOLIDAY HOURS

THANKSGIVING SCHEDULE

CLOSED

Thursday, November 23

OPEN

Friday, November 24

WE ARE GRATEFUL FOR OUR RIDERS!



HOLIDAY SCHEDULE

OPEN

Friday, December 22

CLOSED

Monday, December 25



HOLIDAY SCHEDULE

OPEN

Friday, December 29

CLOSED

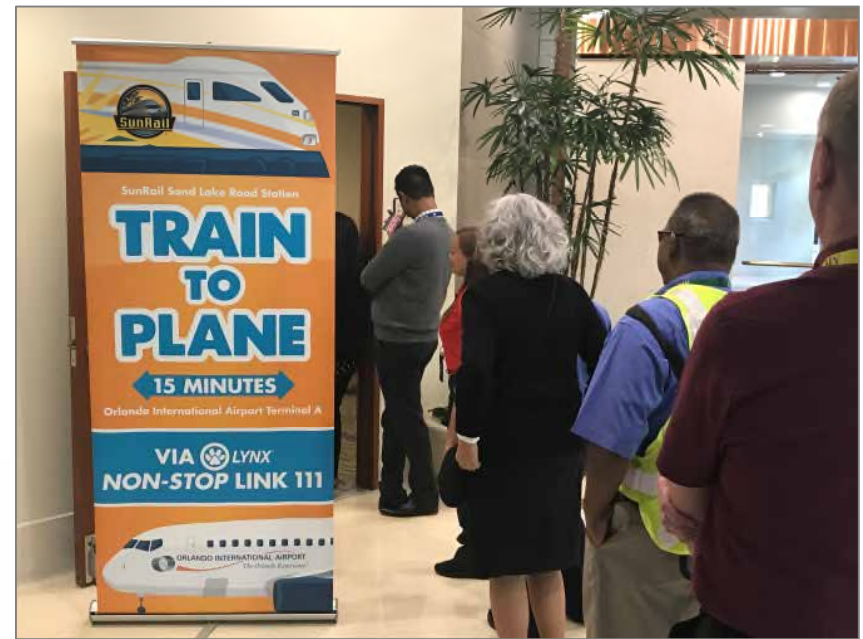
Monday, January 1



BUSINESS DEVELOPMENT

GOAA RIDERSHIP

In a recent survey with GOAA employees, 38% of those who responded shared they now ride SunRail everyday.



A REMINDER

SPECIAL EVENT PERMITS

- Parades, races & special events crossing or near tracks require permits
- Download form & instructions at Corporate.SunRail.com/Doing Business
- Police presence required at crossings

DID YOU KNOW?

Permits are required to cross railroad tracks for special events.

CENTRAL FLORIDA RAIL CORRIDOR (CFRC)
Grade Crossing Special Event Permit Package

On November 5, 2013, The National Transportation Safety Board issued enhanced safety measure guidelines for all parades in U.S. cities and counties. As a result, the Central Florida Rail Corridor (CFRC) requires the submittal of a **Grade Crossing Special Event Permit Application** for all special events or parades that will cross tracks or occur within close proximity to the corridor. The permits must be submitted to the Florida Department of Transportation (FDOT) **at least 90 days prior** to the day of the event. All applications must be approved by FDOT in order to receive the Grade Crossing Special Event Permit Approval to allow safe crossing of the CFRC tracks.

DIRECTIONS FOR SUBMISSION

The Event Organizer must submit four (4 copies) of FDOT's General Use Permit – Form #850-040-05 – with original signatures, in addition to providing the following:

- Number of grade crossings to be traversed
- Location of grade crossings
- Event Route and Map
- Police presence verification
- Date of Event, time and duration
- Sponsor(s)
- Estimated Attendance
- Jurisdictional Entity (City, County, Private) & Interagency Agreement with FDOT (if any)

This application must be submitted to:

Scott Kirts, P.E.
FDOT Orlando Operations
420 West Landstreet Road
Orlando, Florida 32824
407-384-4607
Scott.Kirts@dot.state.fl.us

Please read the attached instructions in detail and kindly follow them.

"Safety is our Priority"



The background image shows two women, likely of African descent, sitting at a table and looking at a large document or map. They are in a room with a large window that looks out onto a building with a balcony. The entire image has a warm, orange-yellow tint. A white, angular shape on the right side of the image contains the text.

COMMENTS

- Committee Members
- Next Meeting: TBD
- Adjournment

THANK YOU!

Follow us at:



[Twitter.com/RideSunRail](https://twitter.com/RideSunRail)



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PROPOSED 2018 TAC MEETING DATES

Wednesday, March 7 2:00 pm (LYNX Open Space – 2nd Floor)

Wednesday, May 9 2:00 pm (LYNX Open Space – 2nd Floor)

Wednesday, August 8 2:00 pm (LYNX Open Space – 2nd Floor)

Wednesday, November 7 2:00 pm (LYNX Open Space – 2nd Floor)

TAB 4
MEETING MATERIALS



Phase 2 South Planning – Business Development Outreach & Education: We are in the process of creating a comprehensive plan to educate and activate key employers and other stakeholders about building ridership on SunRail. This plan will be activated during the 3-month window before the opening of the Phase-2 South SunRail expansion. This plan includes the development of educational/awareness materials to be used by SunRail team members, programmatic partners and businesses. The plan will also outline and target key rider populations from important “universes” of Central Florida stakeholders, including:

- Osceola County Employers
- Tupperware
- Downtown Orlando / Central Business District
- Orlando International Airport
- Florida Hospital & Orlando Health
- Leisure Travel – Both North & Southbound destinations
- Eastern Polk County
- Our Hispanic community

Additional components of this plan will include: working with our partners in Osceola County’s government and civic communities to promote the launch of phase 2, creation of dual-language materials as needed, outreach with key Hispanic community groups, working closely with other transportation agencies and private companies offering “last mile” solutions for commuters and leisure travelers, outreach to major employers and hosting Community Train Tours, as we did in Phase 1.

The “Train To The Plane” Campaign: We continue to work with our partners at the Greater Orlando Aviation Authority (GOAA) and Lynx to launch a comprehensive effort to promote the SunRail / LYNX Non-Stop, Link 111 transfer to Orlando International Airport (OIA). The campaign is currently running with the mission of informing and engaging two major audiences about the ease of travel to the airport (and cost savings) using SunRail:

- 1) The universe of 20,000 employees that work at OIA
- 2) The general public traveling in/out of OIA

Orlando International Airport Partnership – Targeting Employee Commuters: Through our partnership with GOAA, LYNX and reThink we are currently conducting bi-monthly “office hours” at OIA where we provide employees of OIA based companies assistance with mapping out their commute utilizing SunRail. This partnership also allows employees to utilize a themed, free, OIA employee 30-day SunRail pass. Only one pass is distributed per badged employee. To date, we have distributed 274 passes.

On Track: We produced and distributed the 20th, 21st and 22nd issues of “On Track,” SunRail’s bi-monthly digital newsletter for Central Florida’s business community. All On Track editions are stored on corporate.SunRail.com under the Public Documents drop down menu.

SunRail Stories: We continue to secure and assist in the distribution of unique testimonials from SunRail riders that we call “SunRail Stories.” These web-hosted videos showcase the many ways Central Floridians are benefitting from SunRail. A SunRail Stories page now exists on SunRail.com and an online submission form has been created. Our program partners also share these assets on social media.

New Sanford Trolley: In collaboration with the City of Sanford and the Sanford CRA, we have created a new campaign to promote a new trolley service that provides a free “last mile” connection between the Sanford SunRail station and multiple points in downtown Sanford. The trolley is fully ADA-compliant with room for up to 45 passengers. The trolley hours serve SunRail’s schedule, Tuesday – Friday starting at noon. This new service comes on the heels of the successful summer campaign, Choo Choo to the Zoo, which utilized a 25-person shuttle to move SunRail passengers between the Sanford SunRail station and the Central Florida Zoo & Botanical Gardens and the downtown Welcome Center on 1st street in Historic Downtown Sanford.



SHUTTLES AND/OR VANPOOLS RUNNING TO VARIOUS SUNRAIL STATIONS:

FROM THE SANFORD STATION:

- One Community Redevelopment Agency (CRA) funded trolley transports SunRail passengers starting at Noon, Tuesday-Friday.

FROM THE MAITLAND STATION:

- Florida Hospital Maitland funding and running an employee shuttle

FROM THE ORLANDO HEALTH/AMTRAK STATION:

- Orlando Health funding and running an employee shuttle to their offices in SoDo

FROM THE SAND LAKE ROAD STATION:

- One employer-funded car shuttling employees to ABC Fine Wine & Spirits
- One employee-funded vanpool for Darden employees
- Two employee-funded vanpools for Lockheed Martin employees
- One employee-funded vanpool for several worksites in the Southpark Center Loop office park
- One employer-funded fleet vehicle for employees of Pan Am Flight Academy
- One employer-funded vanpool for employees of Construction Data Company

ADDITIONAL FOLLOW-UP NEEDED FOR THE FOLLOWING PRIORITY AREAS:

- Assist the City of Lake Mary in the promotion of their Vanpool Grant Program



ADVERTISING REVENUE SCORECARD

OCTOBER 2017

2017-18 MEDIA KIT: AVAILABLE NOW

The 2017-18 Media Kit is being distributed through the ad sales team and are available upon request by emailing Caroline Gardner at caroline@evolvewithtoday.com or online <http://corporate.sunrail.com/doing-business-with-sunrail/advertising/>

ON BOARD ADVERTISING: INVENTORY SOLD OUT THROUGH 11/1/17

All inventory was sold as one-year contracts.

| | |
|-------------------------------|-------------------------|
| 2017-18 Available Placements: | 12 |
| Cost Per Placement: | \$7,600 plus production |

ONLINE & MOBILE ADVERTISING: AVAILABLE NOW

| | |
|---|-----------------|
| Total Placements Available on New Site: | 42 |
| Placement Fee Range: | \$350 - \$5,000 |

HISPANIC ONLINE & MOBILE ADVERTISING: TAKING PLACEMENTS NOW ON SUNRAIL.ES

| | |
|---|-----------------|
| Total Placements Available on New Site: | 42 |
| Placement Fee Range: | \$350 - \$5,000 |

TRAIN SCHEDULE ADVERTISING: INVENTORY SOLD THROUGH 1/30/18

SunRail has implemented a new display opportunity for businesses to purchase advertising space on the back panel of the train schedule cards. Program details include:

- Inventory - 3 placements
- Partners may purchase multiple or individual ads
- All contracts are on a 3-month basis
- Pricing is \$300 per location

STATION KIOSK ADVERTISING: AVAILABLE NOW

- Phase 2 Kiosk Reservations Available Now
- Partners may purchase multiple or individual stations
- All contracts are on an annual basis
- Space pricing is \$3,300/placement



SUNRAIL CONSUMER MARKETING PLAN

The SunRail Marketing team is working on multiple initiatives to assist in increasing ridership. Initiatives will focus on a variety of identified opportunities including: working with under-performing stations, employing new rider technologies and exploring partnerships with local sports organizations.

SUNRAIL.COM WEB TRAFFIC

| | |
|-----------|---|
| 7,988,447 | Page views to date |
| 4,212,603 | Sessions |
| 2,358,003 | Unique visitors to date |
| 1.98 | Average number of pages visited per session to date |
| 72% | Users who access site via mobile |

SOCIAL MEDIA

The SunRail Social Media team averages approximately 150 new followers per week by focusing on such value-notifications such as:

Train delay/emergency status - Pushes via Twitter, Facebook and SunRail.com

Station Destinations - Local business spotlight

Station Spotlight - An educational feature of a selected SunRail station

In The News - Direct links to SunRail news stories

Social Media Followers:

12,244 Facebook followers

14,519 Twitter followers

2,856 Instagram followers

Total SunRail Followers - 29,619

NEW SUNRAIL MARKETING INITIATIVES

SunRail App Development

SunRail continues to develop its rider app for all relevant iOS and Android Systems. Features include geo-targeted rider information, an enhanced mobile SunCard manage system and real-time train status. Project is in internal testing mode.

SunRail Surveys Take to Texting

In an effort to be more efficient with rider surveys, SunRail tested a new technique that utilizes their texting database to acquire immediate user insights at a fraction of the time and cost. The test was a success and will become a regular tool in SunRail's ongoing surveying initiatives.

Hispanic SunRail.com website programming

In preparation for Phase 2 South, the SunRail marketing team has programmed a Hispanic website that will mirror the English version to best service the needs of our riders. The site will be live November 1, 2017

Marketing Initiatives throughout Central Florida

SunRail promotes a number of marketing and media initiatives throughout Central Florida. Creative themes include: Safety Messaging, Hispanic Radio, "Inspirational Drivers" and pedestrian signage throughout major businesses and hospitals.



TOD METRICS SUMMARY SCORECARD

AUGUST 2017

SUMMARY OF DEVELOPMENT WITHIN AN ACTUAL 10-MINUTE WALK OF STATIONS IN PHASE 1 & PHASE 2:

PROJECTS COMPLETED SINCE 2010

Number of Projects: 29

Construction Value: \$991 million

Building Square Footage: 3,536,268 GSF

Residential Units: 1,836

Permanent Employment (jobs): 1,905

Construction Employment (jobs): 2,967

PROJECTS CURRENTLY UNDER CONSTRUCTION

Number of Projects: 12

Construction Value: \$774,292 million

Building Square Footage: 1,475,122 GSF

Residential Units: 1,633

Permanent Employment (jobs): 1,860

Construction Employment (jobs): 1,874

PROJECTS IN PIPELINE (ANNOUNCED OR UNDER REVIEW)

Number of Projects: 31

Construction Value: \$1,116 million

Building Square Footage: 12,754,035 GSF

Residential Units: 5,929

Permanent Employment (jobs): 13,069

Construction Employment (jobs): 10,109



SAFETY OUTREACH ACTIVITIES

- 9/6 Meeting with Lyman High School Principal in Longwood to discuss rail safety outreach opportunities for students and teachers
- 9/22 Distributed OnTrack newsletter to Central Florida business partners for Train Safety Awareness Week activities and rail safety information
- 9/25-9/29 Kicked off Train Safety Awareness Week with rotating billboards, daily safety modal messages on SunRail.com, and daily safety social media messages
- 9/25-9/29 Posted Rock the Rails safety song campaign Honorable Mentions and Winners to SunRail social media and YouTube accounts reaching over 30k followers
- 9/25-9/29 Coordinated Variable Message Sign placement announcing Train Safety Awareness Week with law enforcement agencies throughout Central Florida
- 9/25 Mailed "Tracks are for Trains Only" posters to homeless shelters located throughout Central Florida
- 9/25 Distributed Train Safety Awareness Week bus safety flyers to Volusia, Seminole, Orange and Osceola County school boards, LYNX and Votran
- 9/25 Released Cops in Cabs video to Central Florida First Responders
- 9/26 Distributed SunRail Safety Watch materials to businesses located near railroad tracks in Longwood, Lake Mary and Maitland
- 9/26 Coordinated law enforcement outreach and education at dangerous grade crossings with Kissimmee Police Department, Seminole County Sheriff's Office, Sanford Police Department, Lake Mary Police Department and Altamonte Springs Police Department
- 9/27 - 9/28 Coordinated enforcement day at dangerous grade crossings with Sanford, Lake Mary, Longwood, and Altamonte Police Departments as well as the Seminole County Sheriff's Office
- 9/27 Distributed Train Safety Awareness Week materials onboard multiple trains throughout the day
- 9/29 Coordinated pedestrian safety handouts in Winter Park, downtown Kissimmee and downtown Orlando distributing Way to Go stickers and safety palm cards
- 10/4 Presented 3rd place prize Rock the Rails winner check to Horizon Middle School in Osceola County
- 10/12 Presented 1st place prize Rock the Rails winner check to Woodlands Elementary School in Seminole County
- Developing website to promote safety and science behind SunRail
- Posted 20 safety posts to SunRail social media accounts reaching nearly 30k

SAFETY PRESENTATIONS

- 9/21- Rail safety presentation with students and parents at 4C Headstart school orientation located in Osceola County at dangerous Pleasant Hill Road crossing
- 9/28- Presentation at Taft Neighborhood Community Center discussing rail safety and Phase 2 south expansion
- 9/29- Round-trip onboard presentation with Tie from Debarry station to Sand Lake Road station interacting with riders and passing out Train Safety Awareness Week materials
- 10/3- Community tabling event for Colonial Town North National Safety Night Out
- 10/6- Onboard presentation with 26 students and teachers from Altamonte Christian School riding from Altamonte Springs station to Winter Park station

Are Central Florida trains too noisy?

Solution: Quiet zones. They're not easy to establish, not cheap to build

Mike Holfeld, Donovan Myrie
November 8, 2017, 7:41 pm

In the heart of Orlando, Sunrail, CSX, and Amtrak trains are a regular sight. Over on the beaches it's the Florida East Coast Railway (FEC). And to the west in towns like Apopka, Zellwood, and Umatilla, Florida Central Railroad locomotives and freight cars cruise up and down the tracks.

Central Florida is full of people ... and full of trains. And with those trains comes a sound that defines rail transportation. It's the unmistakable cadence by day, and by night, a punctuated blast across our urban landscape.

Train horns.

With the 200-ton behemoths that push or pull both people as well as freight, come the complaints. Train horns are loud. They wake people up at night. They're startling if you don't expect them.

And they're not going away anytime soon. Or are they?

Since 2005 the Federal Railroad Administration has made it mandatory for engineers to blow horns when trains approach a crossing. Two long, followed by one short and another long. But there are exceptions to the train horn rule: quiet zones . No horns allowed, except when an engineer feels the absence of an audible warning compromises safety.

"I know that we're looking at quiet Zones ," FDOT spokesperson Steve Olson recently told News 6. "There are a variety of places where we're looking at making the corridor quiet."

Not All Crossings Are the Same

Right now, Sunrail has just one quiet zone : the Florida Hospital area around Princeton and North Orange Avenues. But what if you don't live near the hospitals but still live in a neighborhood close to a railroad crossing. Trains roll by at all hours of the day and night. You may ask "Why don't I have a quiet zone ? Why do trains have to make so much noise at our crossings? Can't we just have the city put up a sign and keep the noise to a minimum?"

To answer those questions:

- Designating a quiet zone is not a simple process.

- Train engineers blow the horns so people don't get hurt.
- And no, your local government can't just arbitrarily throw up a sign and call it a done deal.

First a little history: on July 1, 1984, the state of Florida experimented with quiet zones [by giving local governments the authorization to impose nighttime bans on train horns](#). Intrastate railroads (like FEC - Florida East Coast Railway) were hit with so called "whistle bans" while *interstate* trains (like CSX) had to operate under regular rules (blowing horns at crossings). The Federal Railroad Administration (FRA) issued the results of a study in August of 1990 comparing collisions in the state at crossings with the exemption to those that still had to abide by the rules. Straight from the study is this key sentence: [“\(the\) FRA was trying to determine the impact of the whistle bans and to eliminate other possible causes for any increase or decrease in collisions.”](#)

How did Florida do ? Not so good .

In one of four control groups, the FRA found that daytime collision data remained steady and virtually unchanged. But another part of the overall study found that nighttime data showed a 195 percent increase in collisions on FEC rail lines. Furthermore, in the five-year period between 1984 and 1989, the FRA noted that 19 people were killed in a 115 “post-ban” Florida train collisions. Fifty-nine more were injured.

The following year after releasing the study, the FRA moved to kill off Florida's special set of rules with [Emergency Order 15 that specifically ended train horn bans](#) on FEC lines. By 1993, collisions at crossings in the state had returned to pre-ban levels. And as previously noted, 14 years later, federal law mandated engineers use train horns at all public road crossings across the nation.

So with the emergency order and the federal mandate, does that mean Florida can never have another quiet zone ?

No. Quiet zones can be established, but unlike back in the 1980s where local or regional municipalities instituted blanket rules and took no precautions to ensure public safety, establishing a quiet zone today now has to follow a strict regime laid out by the federal government.

“You make the crossing in such a way where it's nearly impossible for the vehicular traffic to get around the railroad gates,” Olson told News 6. By “cinching up” the crossing and making sure vehicles and pedestrians stay off of the rails, municipalities can *try* to institute crossings where train horn usage is kept to a minimum.

Quiet Zones Aren't Cheap and Approval Isn't a Simple Process

First the cost: News 6 has learned that the Florida Department of Transportation and local governments have budgeted \$13 million through December 2019 to make capital improvements at 44 different crossings along the existing Sunrail line between Sand Lake Road and Sanford.

Local governments collectively put up \$4.5 million; FDOT matched that amount and contributed another \$4 million.

“It’s a combination- the state of Florida and the municipalities,” Olson said. “What we’re going to do is construct it for the municipalities and we’re working toward that right now.”

But once those improvements have been made, instituting a quiet zone is not automatic.

There are pre-rule crossing notifications, jurisdictional responsibilities, and USDOT Grade Crossing Inventory forms just to name a few of the requirements. Has the crossing had many previous accidents? Have any accidents occurred since improvements were made? The Florida Hospital crossings have four gates and a raised median, but at some intersections, you may need a lot more (where two roads intersect), or a lot less (say as an example on a one-way street).

The bottom line: quiet is nice, but safety is paramount.

Central Florida Commuter Rail Transit Project

Phase 1 / Phase 2 South



QUARTERLY PROGRESS REPORT

June 1, 2017 – August 31, 2017



Florida Department of Transportation
District 5

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List of Attachments

- Attachment A – Phase 1 Project Cost Summary by SCC Code
- Attachment B1 – Phase 2 South Integrated Project Schedule (As-Built)
- Attachment B2 – Phase 2 South Critical Path Schedule (As-Built)
- Attachment C – Phase 2 South Environmental Mitigation Monitoring Plan

LIST OF ACRONYMS

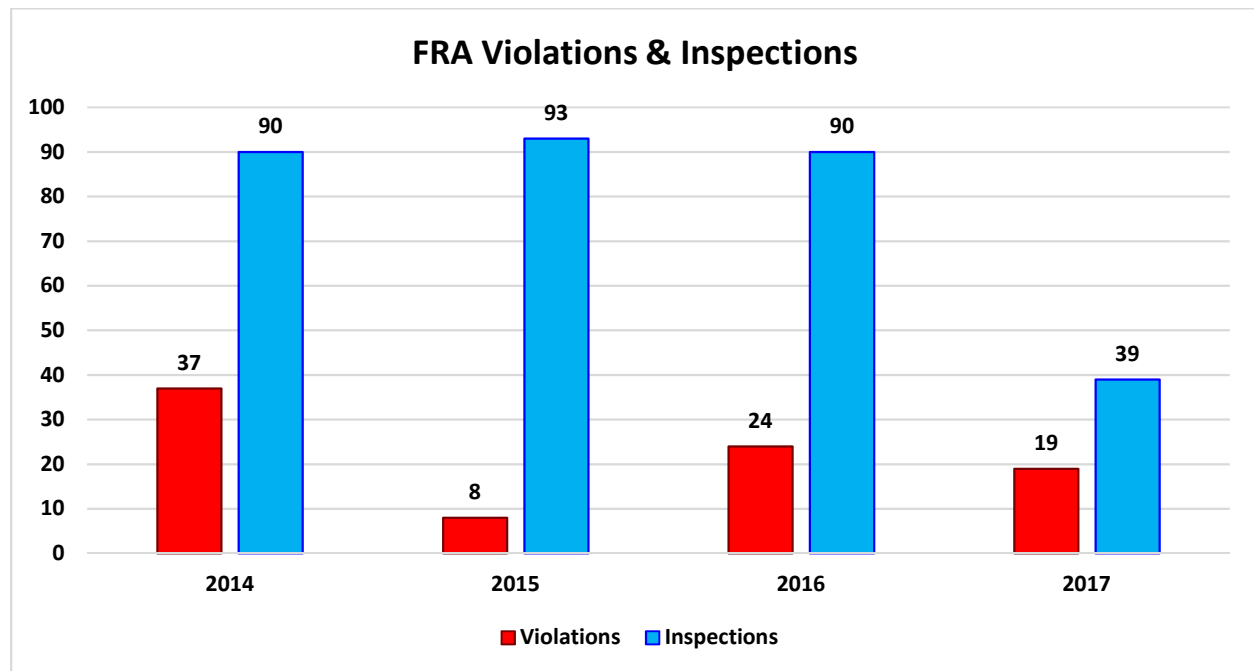
| | |
|-------------|---|
| AA..... | Alternatives Analysis |
| ADA..... | Americans with Disabilities Act of 1990 |
| BFMP | Bus Fleet Management Plan |
| BOS..... | Back Office Server |
| CCC..... | Construction Conformance Checklist |
| CEI | Construction, Engineering and Inspection |
| CFCRC..... | Central Florida Commuter Rail Commission |
| CFCRT | Central Florida Commuter Rail Transit Project (the Project) |
| CFOMA | Central Florida Operating and Management Agreement |
| CFRC | Central Florida Rail Corridor |
| CIL..... | Certifiable Items List |
| CPAM..... | Construction Project Administration Manual |
| CRT | Commuter Rail Transit |
| CSXT..... | CSX Transportation |
| CWR..... | Continuous Welded Rail |
| DBB..... | Design-Bid-Build Contractor |
| DBE | Disadvantaged Business Enterprise |
| DBM | Design-Build-Maintain Contractor |
| DCC..... | Design Conformance Checklist |
| DHS..... | Department of Homeland Security |
| ERP..... | Emergency Response Plan |
| FCEN | Florida Central Railroad |
| FDOT | Florida Department of Transportation |
| FFGA..... | Full Funding Grant Agreement |
| FRA | Federal Railroad Administration |
| FTA..... | Federal Transit Administration |
| FTE..... | Full Time Equivalents |
| FY | Fiscal Year |
| ILA..... | Interlocal Agreement |
| IOS | Initial Operating Segment |
| KM..... | Kinder Morgan |
| MOU | Memorandum of Understanding |
| MOW | Maintenance of Way |
| MPI..... | Motive Power Inc. |
| MPO | Metropolitan Planning Organization |
| NEPA | National Environmental Policy Act |
| NTP | Notice to Proceed |
| OHA..... | Operational Hazard Analysis |

| | |
|-------------|--|
| PE..... | Preliminary Engineering |
| PHA..... | Preliminary Hazard Analysis |
| PMC | Project Management Consultant |
| PMOC | Project Management Oversight Contractor |
| PMP..... | Project Management Plan |
| PTC | Positive Train Control |
| QA | Quality Assurance |
| QAPP | Quality Assurance Program Plan |
| QA/QC..... | Quality Assurance/Quality Control |
| QC | Quality Control |
| RAP..... | Rail Activation Plan |
| RAMP | Real Estate Acquisition and Management Plan |
| RCMP..... | Risk and Contingency Management Plan |
| RFC..... | Released for Construction |
| RFMP | Rail Fleet Management Plan |
| RFP | Request for Proposal |
| ROW | Right-of-Way |
| RSD..... | Revenue Services Date |
| SA..... | Supplemental Agreement |
| SCC..... | Standard Cost Category |
| SCIL | Safety and Security Critical Item Lists |
| SEA | Supplemental Environmental Assessment |
| SFWMD..... | South Florida Water Management District |
| SHPO | State Historic Preservation Office |
| SITP | System Integration Testing Plan |
| SS..... | Small Starts |
| SSCC | Safety and Security Certification Committee |
| SSCP | Safety and Security Certification Plan |
| SSMP | Safety and Security Management Plan |
| TMOP | Transportation and Maintenance Operations Plan |
| TSP | Technical Special Provisions |
| TTX..... | Table Top Exercise |
| TVA | Threat and Vulnerability Assessment |
| TVU | Ticket Validator Unit |
| TVM..... | Ticket Vending Machine |
| VSMF | Vehicle Storage and Maintenance Facility |
| VSLMF | Vehicle Storage and Light Maintenance Facility |
| WO | Work Order |
| YOE..... | Year of Expenditure |

PHASE 1 IOS PROJECT

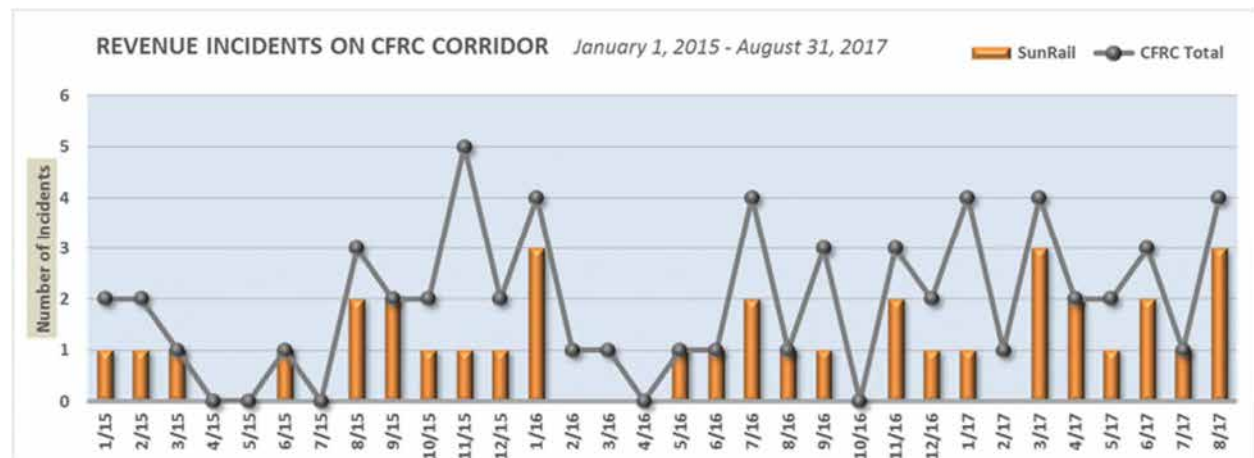
1 FRA Coordination

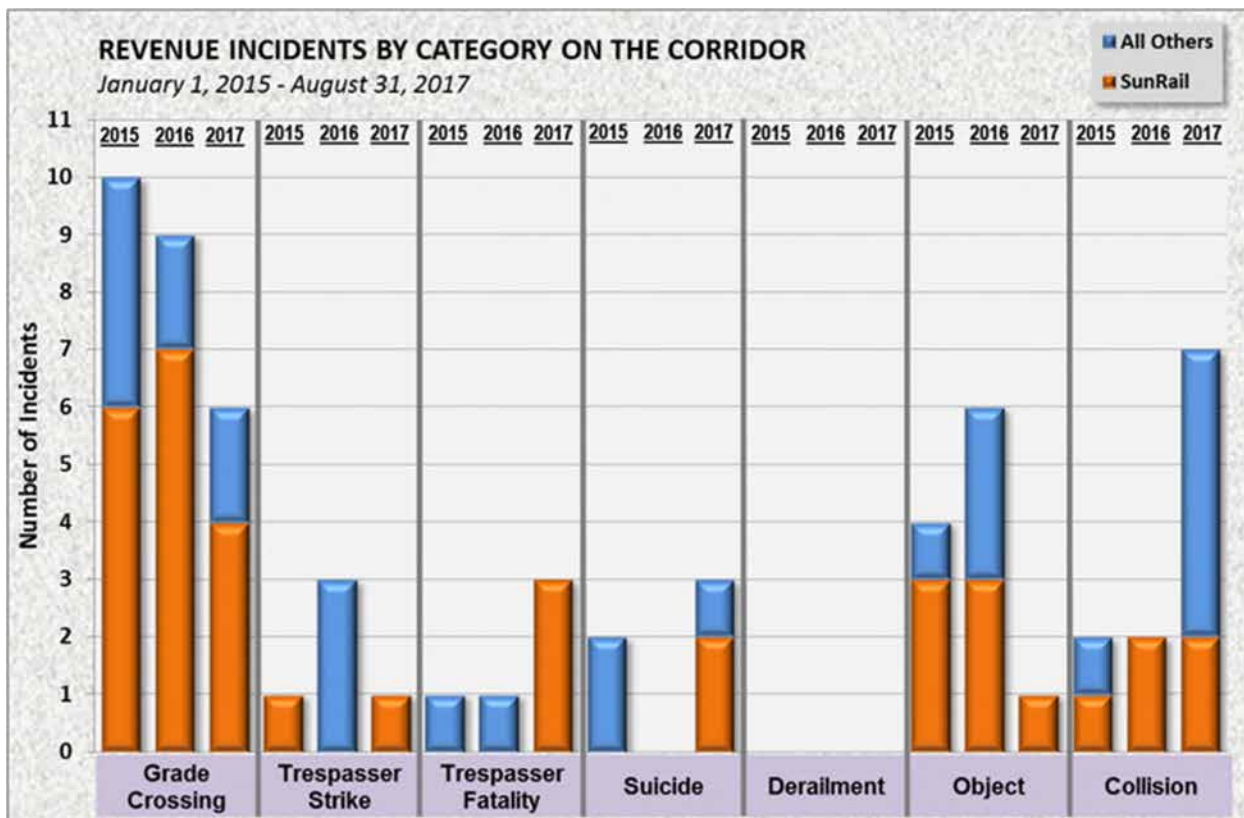
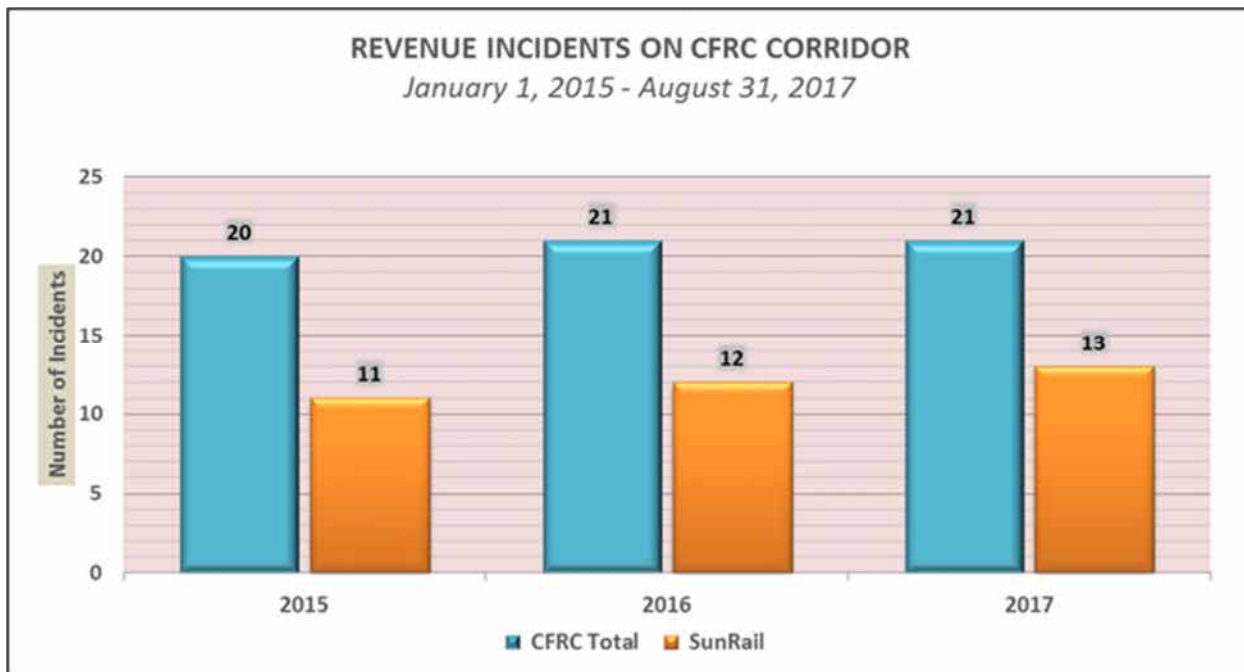
1.1 Inspections and Violations

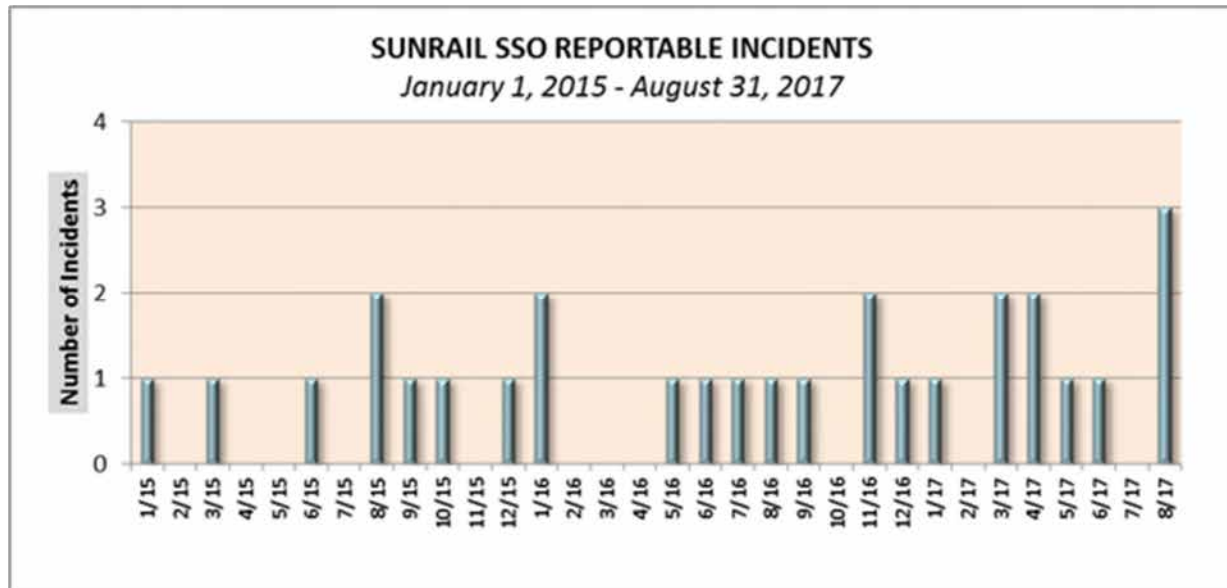


1.2 Revenue Operational Incidents and Accidents

Below is a summary of revenue incidents and accidents that have occurred on the CFRC from January 2015 through this reporting period.







A summary tracking log of the SunRail SSO reportables from January through August 2017 is provided below.

| Day | Date | | | Time | MP | Type of Reportable | Location |
|------|------|----|------|-------|--------|---------------------|--|
| 2017 | | | | | | | |
| Fri | 1 | 6 | 2017 | 18:50 | 790.12 | Trespasser Strike | Washington St grade crossing (Orlando) |
| Fri | 3 | 3 | 2017 | 16:39 | 786.84 | Grade Crossing | Orlando Ave grade crossing (Winter Park) |
| Fri | 3 | 3 | 2017 | 20:28 | 764.30 | Suicide | VSMF |
| Thu | 4 | 6 | 2017 | 16:52 | 792.29 | Grade Crossing | Michigan St grade crossing (Orlando) |
| Fri | 4 | 7 | 2017 | 08:34 | 789.48 | Grade Crossing | Colonial Dr grade crossing (Orlando) |
| Fri | 5 | 19 | 2017 | 17:38 | 766.62 | Trespasser Fatality | South of McCracken Rd grade crossing |
| Tue | 6 | 27 | 2017 | 08:29 | 789.48 | Grade Crossing | Colonial Dr grade crossing (Orlando) |
| Fri | 8 | 11 | 2017 | 18:36 | 772.30 | Suicide | Near Pedigo Pt grade crossing (Lake Mary) |
| Thu | 8 | 24 | 2017 | 19:06 | 787.44 | Trespasser Fatality | Near Wilkinson St grade crossing (Orlando) |
| Mon | 8 | 28 | 2017 | 15:19 | 776.12 | Trespasser Fatality | CR 427 (MP 776.12) grade crossing |

2 Project Administration

2.1 Ridership

- Average Daily Ridership by Month for the IOS is reported as follows:
 - *June – 3,434*
 - *July – 3,504*
 - *August – 3,166*
- Average Daily ADA Boardings by Month
 - *June – 10*
 - *July – 14*
 - *August – 12*
- Average Daily Bicycle Boardings by Month
 - *June – 152*
 - *July – 160*
 - *August – 166*
- Monthly Snapshot of Station Parking Utilization

| Station | June* | July | August |
|-------------------|-------|------|--------|
| DeBary | 78% | 41% | 41% |
| Sanford | 19% | 20% | 20% |
| Lake Mary | 32% | 32% | 32% |
| Longwood | 16% | 19% | 19% |
| Altamonte Springs | 12% | 13% | 13% |
| Maitland | 62% | 59% | 59% |
| Sand Lake Rd | 22% | 21% | 21% |

Note: Parking utilization is determined based on a physical observation of occupied parking spaces compared to total parking spaces during a weekday in the reporting month.

* *The higher utilization as compared to July and August is due to the opening of the expanded parking lot at the DeBary Station.*

3 Safety and Security

3.1 Open Items Hazards Assessments

Permanent Mitigations Implementation Status: Table 1 provides an update of the permanent mitigation measures that were originally included as part of the completed SSCVR for Phase 1. A brief summary of these ongoing projects is provided below.

- 54 Grade Crossings Surface/Panel Improvements: All work was completed by Bombardier and final accepted in late August. The Safety and Security Certification documentation is complete and awaiting final review and approval.
- Short Queuing Lengths and Traffic Signals: Work has commenced in all locations. A plan revision for the signals at CR 427 and Leonard Street has been issued.
- Signal Crossing Upgrades: These improvements were added via Supplemental Agreement #9 to Herzog as additional services under the existing Signal MOW (BDX26) contract. The amendment was executed June 13, 2017. Design is currently underway with construction activities anticipated to begin by fall 2017.
- Fencing & Trespassing Abatement Measures: The following projects are underway:
 - FDOT and the City of Winter Park have agreed on vegetation around the Winter Park Station and sidewalk and fencing to be installed in specified areas extending south from New England Avenue to Fairbanks Avenue. The City is coordinating with FDOT for a Right-of-Entry permit to commence the work. The current anticipated timeframe to begin installation is 4th Quarter 2017.
 - The procurement process for the following fencing in the IOS is underway with FDOT District 5. The fencing and “No Trespassing” signage installation contract is planned to be advertised by late September with a target NTP of January 2018.

| SunRail IOS Fencing Summary | | | | | | | |
|-----------------------------|--|-------------------------|--------|------|------|-----------|-------------|
| Segment | Location | Mileposts (approximate) | | West | East | Gates | FDOT Sheet |
| 1 | South of Sanford Station to Aloma Spur (Sanford) | 765.62 | 765.89 | - | 1414 | 2 - 8 ft | C - 32 & 33 |
| 2E | South of McCracken Road to 18th Street (Sanford) | 766.66 | 767.01 | - | 2380 | - | C - 35-38 |
| 2W | South of McCracken Road to Academy Manor Plat (Sanford) | 766.66 | 766.83 | 928 | - | 1 - 10 ft | C - 35-36 |
| 3 | 18th Street to Southwest Road (Sanford) | 767.03 | 767.05 | - | 96 | - | C - 38 |
| 4 | Merritt Street to Leonard Street (Altamonte Springs) | 780.14 | 780.36 | 560 | - | - | F - 9-10 |
| 5 | Leonard Street to North of Altamonte Springs Station (Altamonte Springs) | 780.36 | 780.44 | - | 420 | - | F - 10 |
| 8 | South of Lake Avenue (Maitland) | 783.84 | 783.88 | - | 220 | - | G - 17 & 18 |
| 9 | Orange Avenue to Marks Street (Orlando) | 789.14 | 789.18 | 235 | - | - | G - 39 |
| 12 | South of South Street (Orlando) with Gates | 790.49 | 790.59 | - | 435 | - | H - 11 |
| 13 | Between Michigan Street and Pineloch Avenue (Orlando) | 792.40 | 792.42 | - | 119 | - | H - 18-19 |
| 14 | North of Pineloch Avenue (Orlando) | 792.40 | 792.51 | 590 | - | - | H - 18-19 |
| 15 | South of Pineloch Avenue (Orlando) | 792.54 | 792.60 | - | 310 | - | H - 19-20 |
| 16 | CR 427 (MP 779.39) (Longwood) to Plumosa Avenue (Altamonte Springs) | 779.39 | 779.50 | 560 | 560 | - | - |
| 17 | South of Plumosa Avenue (Altamonte Springs) | 779.52 | 779.62 | 307 | 542 | - | - |
| Fencing Totals | | | | 3180 | 6496 | | |
| | | | | 9676 | | | |

50 feet = 0.01 mile

| | | | | | | | |
|---------|-------------------------------------|--------|--------|------|------|---|-------------|
| 6* & 7* | South of SR 436 (Altamonte Springs) | 780.55 | 780.75 | 1000 | 1000 | - | F - 10 & 11 |
|---------|-------------------------------------|--------|--------|------|------|---|-------------|

*Bombardier will construct fencing in this area. Not funded under FFGA.

Table 1 – Phase 1 Open Items – Hazard Assessment ²

| HA Item | Hazard Description | NTP Issued/ Anticipated Start Date | Anticipated Completion Date | Cost Estimate | Basis of Estimate or Contract | Notes |
|---------------------|--|--|-----------------------------------|---------------------|-------------------------------------|--|
| 14 | Crossing Surfaces/Panels/ Track Upgrades | 1/2016 | 8/2017 | \$12,376,538 | BTNA Contract Amendment | Former RFP #1; additional services by BTNA under O&M Contract; includes CEI services |
| 2 4 5 | Short Queuing Lengths - Pedigo Point - Georgia Ave - Leonard St | 4/2017 | 10/2017 | \$143,650 | Middlesex- Herzog JV Contract | Former RFP #3; within P2S Corridor & Stations DB Contract |
| 20 | Traffic Signals - CR 427 at Palmetto Ave - CR 427 at Leonard St | 4/2017 | 10/2017 | \$668,628 | Middlesex- Herzog JV Contract | Former RFP #3; within P2S Corridor & Stations DB Contract |
| 11 | Signal Crossing Upgrades | 6/2017 | 12/2018 | \$9,609,172 | Engineer's Est. | Former RFP #2; additional services by Herzog under Signal MOW Contract* |
| 12 | Fencing | TBD | TBD | \$1,000,000 | Engineer's Est. ¹ | 1,000 ft/yr included in BTNA contract; total length of fencing est. 9,676 ft. |
| 13 | VSMF Environmental Mitigation | TBD | TBD | TBD | Engineer's Est. ¹ | Noise Wall ³ |
| Grand Total: | | | | \$23,797,988 | | |

Notes:

1. The cost estimate will be re-evaluated once the contractor's actual price is provided.
2. FDOT prepared and submitted 4-23-2017 a draft Budget Revision #4 for FTA review that includes the items listed above plus some additional Open Hazards (e.g. SJRB 140 ft of walkway)
3. The Design Build procurement documents for the VSMF Environmental Mitigation (1700' long x 22' high Noise Wall) are currently being finalized. Engineer's estimate is pending and will include mainline track shift to make room for the wall, temporary works for construction and soft costs. There is approximately \$2.4 million remaining in FFGA line item SCC40.04 for Environmental Mitigation. Capital cost budget is currently \$7.0 million. Therefore, estimate may need \$7.0 – \$2.4 = \$4.6 million from remaining contingency.

4 Project Construction/Close-out

4.1 Locomotives

- The MPI contract remains open. FDOT and MPI have finalized liquidated damages (LDs) disposition for late delivery of the vehicles. MPI and FDOT have agreed for in-kind payment (i.e., capital spare parts and change orders) in lieu of compensation.
- A work authorization was issued to MPI for the purchase of one additional new re-manufactured diesel locomotive (#11). The new locomotive is currently in production. *The locomotive is in final paint and is anticipated to go to final build up and testing in September. It is still on schedule to be shipped by the end of October.*

4.2 Coaches and Cab Cars

- All coaches and cab cars have been delivered, accepted and certified. FTA previously concurred with the LD settlement proposal. FDOT is working with Bombardier on a contract amendment to memorialize the change orders and additional spare parts that were agreed to in the LD settlement proposal.
- FDOT exercised an option to procure two additional coaches *that are being acquired with state funds only. FDOT is working with Bombardier on negotiating the final terms of the amendment.*

4.3 Fare Collection System

- The contract with Conduent (f.k.a., Xerox) remains open, and the fare collection system has not been final accepted. All fare collection equipment has been delivered including Phase 2. However, the contractor continues to address ongoing issues with deployments related to hardware and software components of the Ticket Vending Machines and the Ticket Validator Units.
- The recovery plan is now expected to be carried out through *December 2017.*
- *In June, the contractor performed a release for the Ticket Vending Machines and the Hand-Held Ticket Validator Units to improve the functionality of the equipment.*
- *Fixes and releases are ongoing and continue to be deployed. These releases include functionality for LYNX usage of the Conduent system.*
- FDOT continues to monitor progress with twice weekly progress reports and weekly management updates.

5 Project Finance/Budget

5.1 Total Project Expenditures to Date (by SCC)

- Total project expenditures to date for Phase 1 as broken out by SCC code is summarized in **Attachment A**.

6 Environmental/NEPA

- VSMF Noise Wall Implementation:
 - FDOT *is moving forward* with the design/construction of a sound wall (approximately 1,700' long x 22' high) within the current VSMF yard configuration. *This project includes the realignment* (shift) of the two mainline tracks approximately 15' to the east over a length of approximately 3,000 feet to better accommodate the construction of the noise wall adjacent to the existing train storage area.
 - The low bid Design Build RFP *procurement documents are currently being finalized with a planned advertisement* of October 9, 2017. Construction is expected to begin by the end of 1st Quarter 2018.

7 Before and After Study

- Participating in coordination meetings as required with FTA HQ (Jim Ryan) in regards to the level of documentation needed.
- *The predicted versus actual capital costs workbook and narrative was reviewed by FTA and minor comments and edits were received February 27, 2017. Resubmitted final version on August 7, 2017.*
- With respect to ridership, FDOT is currently in the process of coordinating activities for ridership on-board surveys (OBS) with LYNX, Votran and SunRail. *Lynx OBS and SunRail OBS are ongoing through September 2017. Votran's OBS ongoing through September 2017.*
- FDOT is advancing documentation for Transit Service Levels using the SunRail O&M model.

PHASE 2 SOUTH PROJECT

8 Project Administration/Development

8.1 FTA Coordination

8.1.1 Management Plans for Testing and Revenue Service

Provided below is a status of the various Management Plans currently in progress:

QAPP – The QAPP Rev. 14 was submitted to FTA/PMOC on December 15, 2016. Comment from the PMOC were received June 2, 2017. *FDOT is in the process of reviewing the comments.*

RFMP – An update to the RFMP Rev. 15 to address all previously open PMOC comments has been completed. The document was submitted to FTA/PMOC for their review on February 3, 2017. The PMOC's Spot Report recommending the plan for approval was received July 6, 2017. *FTA formally accepted the plan in a letter dated August 9, 2017.*

TMOP – The TMOP was updated to include information related to the additional trainset. TMOP Rev. 12 was submitted to FTA/PMOC on February 3, 2017. Comments from the PMOC were received June 2, 2017. *An updated TMOP Rev. 13 addressing the PMOC's comments was submitted for review on August 4, 2017.*

SSMP – The SSMP was updated to address all previous PMOC comments. SSMP Rev. 5 including a response to comments matrix was submitted to FTA/PMOC on March 17, 2017. The PMOC's Spot Report recommending the plan for approval was received July 17, 2017. *A signed version including current organizational charts of the SSMP Rev. 6 was submitted to the FTA/PMOC for final acceptance on July 28, 2017. The PMOC's Spot Report recommending the plan for approval was received August 8, 2017. FTA formally accepted the plan for the Construction phase in a letter dated August 9, 2017.*

SSCP – *An update to the SSCP Rev. 1 was submitted to the FTA/PMOC on June 29, 2017. Comments from the PMOC were received August 3, 2017. The document has been revised and Rev. 2 is currently under review. The plan is anticipated to be formally submitted by early September.*

Risk Register – *A May 2017 update of the Risk Register was issued to the PMOC on June 2, 2017. Comments from the PMOC were received July 6, 2017. An August refresh incorporating the comments was submitted to the PMOC on August 30, 2017. The updated Top 10 Risks list is presented in Section 15 of this report.*

PMP – *Ongoing revisions to the PMP are in progress. Because of the plans mentioned above requiring updates, the respective sections of the PMP are being reviewed and modified accordingly. The update will include but is not limited to staff changes, the addition of new resumes, updated organizational charts, committee makeup descriptions and the project executive management information. In addition, the PMP will need to be updated to address the current budget information in the financial section once agreed upon by all parties as well as updating the plan for Testing and Pre-Revenue phase of the project.*

SITP – A draft SITP was developed by the D/B Contractor and submitted to the Department on June 8, 2017. The draft SITP was reviewed by CFRC and the CEI Team. Comments were returned to the D/B Contractor on July 18, 2017.

8.1.2 Staffing

Contract Administrator – Mr. Jonathan Duazo has taken another position within District 5 and therefore has left a vacancy within the SunRail organization. The position for Contract Administrator was advertised on June 13th and closed June 27th. Interviews with potential candidates were held in August. *Final selection is expected to be made in September.*

Construction Quality Assurance Specialist (CQAS) – Mr. Raymond Warthen joined the District's Construction Office Construction Quality Assurance staff. His primary responsibility will be conducting Quality Assurance reviews. Mr. Warthen has over 18 years of experience in the construction industry.

CEI Inspectors – The CEI onsite inspection staff is currently at 18 total inspectors: (9) civil/structural, (1) Information Technology Systems (ITS), (4) signal, and (4) track inspectors.

Planned and actual project staffing for management of the Phase 2 South Project is presented in Table 2. There were 42.75 FTEs contributing to the 2nd Quarter of 2017. This total includes not only FDOT staff but the SunRail Program Management Team/CFRC, the Design Consultant, the PMC, and the CEI.

The DB Contractor shows 300 FTEs contributing to the 2nd Quarter of 2017 as presented in Table 3. It should be noted that this staff does not include any MOW personnel.

8.1.3 Disadvantage Business Enterprises (DBE) Participation

The D/B Contractor's (Middlesex-Herzog JV) current DBE commitments *remain* at 3.77%. A summary of the DBE participation by contract is presented in Table 4.

The team currently meets monthly to discuss status of DBE participation and potential opportunities; however, there are very few remaining opportunities to find new DBE firms on the project. The JV is continuing to track all their efforts to solicit DBE firms in a log.

Table 2 – Phase 2 South Project Staff Loading

| Staffing Category | Status | Full Time Equivalents (FTEs) | | | | | | | | | | | | | | | | | |
|---|---------|------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | | 2014 | | | | 2015 | | | | 2016 | | | | 2017 | | | | 2018 | |
| | | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr | 1 st Qtr | 2 nd Qtr |
| Project Management | Planned | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| | Actual | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | | |
| Internal FDOT Resources* | Planned | 2 | 2 | 2 | 2 | 3 | 3.5 | 3.5 | 3.5 | 3.5 | 2 | 2 | 2.75 | 2.75 | 2.75 | 3 | 3 | 3 | |
| | Actual | 1.5 | 1.5 | 2 | 3 | 3 | 3.5 | 3.5 | 3.5 | 3.5 | 2 | 2.75 | 2.75 | 2.75 | 2.75 | | | | |
| Design Consultant – AECOM Team | Planned | 17.5 | 17.5 | 22 | 17.5 | 10 | 8 | 2 | 2 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | |
| | Actual | 20 | 22 | 24 | 21 | 7.5 | 6 | 0.25 | 0 | 0 | 0.5 | 1.5 | 2.5 | 2.5 | 2.5 | | | | |
| FDOT Project Controls* | Planned | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | |
| | Actual | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | |
| Public Involvement/Business Dev. & Marketing * | Planned | 2 | 2 | 2 | 2 | 2 | 2 | 2.5 | 3 | 3 | 3.5 | 3.5 | 3.5 | 4 | 4 | 4 | 4 | 4 | |
| | Actual | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1.5 | 1.5 | 2 | 2 | 3 | 3.5 | 4 | | | | |
| PMC (AECOM) Track / Systems / Structures / Utilities / Comms / Design | Planned | 2.5 | 2.5 | 2.5 | 2.5 | 1.5 | 1.5 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.5 | 1 | 1 | 1 | 1 | 1 | |
| | Actual | 2.5 | 2.5 | 2.5 | 2.5 | 1.5 | 1.5 | 0.5 | 0 | 0 | 0.25 | 0.25 | 0.5 | 0.5 | 1 | | | | |
| PMC (WSP) Rolling Stock/ Design QA | Planned | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | |
| | Actual | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | | | | |
| PMC (HNTB) Comms / Systems Integration / Design QA / Procurement | Planned | 0.5 | 0.5 | 0.5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | Actual | 0.5 | 0.5 | 0.5 | 1 | 1 | 1 | 0.5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | |
| PMC (CTG) Operations Planning/Fare Collection | Planned | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | |
| | Actual | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | | | | |
| FDOT Construction Office* | Planned | 2 | 2 | 2 | 2 | 2 | 2 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | |
| | Actual | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | | | | |
| CFRC Operations Office | Planned | 1 | 1 | 1.5 | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 3 | 3 | |
| | Actual | 0.5 | 0.5 | 1.5 | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 0.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | | | |
| CEI Consultant | Planned | | | | 2 | 4 | 2 | 2 | 6 | 10 | 18 | 20 | 22 | 26 | 26 | 27 | 27 | 27 | |
| | Actual | | | | 2 | 4 | 2 | 3 | 6 | 9 | 15 | 18 | 22 | 23 | 23 | | | | |
| Total FTEs per Quarter | Planned | 33.5 | 47.5 | 52.5 | 51 | 45 | 33.25 | 21 | 25.5 | 29.75 | 36.75 | 38.75 | 41.75 | 46.75 | 45.75 | 47 | 48.5 | 48.5 | |
| | Actual | 31.75 | 47.75 | 52.25 | 54.25 | 33.25 | 28.25 | 18 | 20.25 | 22 | 29.25 | 34 | 40.25 | 41.75 | 42.75 | | | | |

*Note: These staffing categories are outside of the FFGA.

Table 3 – Contractor Project Staff Loading

| Staffing Category | Full Time Equivalents (FTEs) | | | | | | | | | | | |
|-------------------|------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | Status | 2016 | | | 2017 | | | | 2018 | | | |
| | | 2 nd Qtr | 3 rd Qtr | 4 th Qtr | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr |
| M/H II JV | Actual | 70 | 220 | 315 | 300 | 300 | | | | | | |

Table 4 – DBE Participation

| Prime Contractors | Contract Type | FDOT Payments to Prime Contractors | | Prime Contractor Payments to DBE Subcontractors | | Cumulative % DBE Participation to Date |
|-------------------|---------------|------------------------------------|---------------|---|-------------|--|
| | | Period | Cumulative | Period | Cumulative | |
| M/H II JV | DB* | \$19,613,322 | \$113,653,294 | \$540,428 | \$2,497,482 | 2.20% |
| HNTB | CEI** | \$1,591,200 | \$6,927,705 | \$151,468 | \$651,725 | 9.41% |

* DBE payments to subs are approximately 30 days behind estimate due to reporting payments in EOC. Period is for June payment.

**Total CEI cumulative dollars was corrected to reflect TWO #1 and TWO #6. Period is for May payment.

8.2 FRA Coordination

8.2.1 PTC Implementation Status

Plans

- PTCIP Version 8 was uploaded to the FRA SIR site on March 7, 2017. Comments received from the FRA were dated July 18, 2017. CFRC is in the process of updating the PTCIP and preparing a Request for Amendment (RFA).
- A Quarterly PTC Meeting with the FRA was held on June 27, 2017 at the OCC. The Quarterly Update Meeting Minutes were distributed to all attendees on August 10, 2017. The next PTC Quarterly Meeting is tentatively scheduled for October 19, 2017 at the OCC in Sanford.

Procurement Status

- PTC Turn Key Technical Implementation: The RFP was advertised on February 27, 2017. A mandatory Pre-Proposal and Site Visit occurred on March 10, 2017. One (1) bid was received on May 2nd and Intent to Award was posted on May 17th to Xorail, Inc. FDOT Central Office and the Negotiations Team are in the process of negotiating terms of contract with Xorail, Inc. In the interim, an Early Works amendment to initiate services as required for PTC was executed utilizing a previous contract (BDX94) on August 16, 2017.
- PTC Program Management and CE&I Services: The final RFP and scope was completed and posted on June 20th. Letters of Response were due July 5, 2017. Only one (1) qualified Expanded Letter of Interest was received. To comply with State

requirements, *the contract was re-advertised on July 19, 2017 extending the due date with the intent of getting more than one (1) qualified bidder. Subsequently, two (2) qualified Expanded Letters of Interest were received on August 3, 2017. Final selection was made and the contract was awarded to CH2M HILL on August 21, 2017. Negotiations are in progress.*

8.3 Amtrak/CSX Construction Coordination

- Weekly coordination meetings are ongoing with CSX and bi-weekly with Amtrak to discuss the progress of the construction activities related to Phase 2 South.
- FDOT continues to coordinate with CSX on the work activities along the corridor, track outages required to perform the work, and the upcoming signal cutover. *The Signal Cutover for Segment 1 (Taft area) was tentatively scheduled for September 8th.*
- *At this time, there are no issues to report.*

8.4 Local Coordination

LYNX: FDOT continues to coordinate with LYNX in regards to potential refinements to the feeder bus connectivity and bus bridges. Meetings with LYNX to advance these discussions are ongoing. LYNX has provided bus schedules and annual service hours for routes that are proposed to be in LYNX's SunRail Phase 2 South Feeder Bus Report. Follow-up meetings were held with LYNX, Osceola County and Disney on March 3, 2017 and with LYNX, FDOT, and Osceola County on March 4, 2017. The proposed bus routes continue to be refined in close coordination with Osceola County.

A draft Feeder Bus Plan and draft Feeder Bus O&M annual cost estimates were provided to LYNX April 10, 2017. Follow-up discussions to finalize plan are ongoing with the last meeting with LYNX and Osceola occurring on June 23, 2017. *Next meeting is being proposed for late September 2017.*

Central Florida Commuter Rail Commission (CFCRC) and Subcommittees:

- A Technical Advisory Committee (TAC) Meeting *was held on July 12, 2017.* The next meeting is tentatively set for *November 17, 2017.*
- A Central Florida Commuter Rail Commission *occurred on August 30, 2017.*
- A Customer Advisory Committee (CAC) meeting is tentatively set for *September 21, 2017.*

9 Safety and Security



9.1 Safety Certification

9.1.1 Hazard Analysis

Preliminary Hazard Analysis

As presented below in Table 5, 456 hazards have been identified and 396 hazards, or approximately 87%, are now closed. Of the 60 remaining hazards in the following Preliminary Hazard Analysis (PHA), the two sections with the highest numbers continue to be Trespassing and MUTCD (pavement markings and signage). The Trespassing hazards are being mitigated through installation of fencing and public outreach which will continue to occur through the start of revenue operations. For the hazards associated with pavement markings and signage, the local governments have agreed to refresh the pavement markings during the first quarter of 2018 for those markings that are not being undertaken by the DB Contractor.


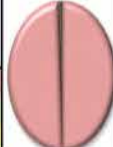
Table 5 – Preliminary Hazard Analysis Summary, August 2017

| | | | | | | | | | |
|---|---|-------------------|----------------------|-------------------|--------------|-------------|----------------|------------------------------|---|
|  | Preliminary Hazard Analysis (PHA) - Collision Hazard Analysis (CHA) | | | | | | | | |
| | <i>Central Florida Rail Corridor - Phase 2 South SunRail Commuter Rail Operations</i> | | | | | | | Date: August 31, 2017 | |
| Category | Queuing | MUTCD | Pedestrian Crossings | Crossing Surfaces | Key Down | Trespassing | VSLMF | Bridges | Total Items |
| Open Items | 3 | 22 | 1 | 1 | 0 | 28 | 0 | 0 | 60 |
| Closed Items | 34 | 25 | 30 | 25 | 31 | 5 | 57 | 0 | 396 |
| Close Pending | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Item Totals | 37 | 47 | 31 | 26 | 31 | 33 | 57 | 0 | 456 |
| Category | Signal Design | Station Platforms | Platform Amenities | Parking Lots | Utility Yard | Drainage | Communications | Track |  |
| Open Items | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | |
| Closed Items | 66 | 28 | 36 | 23 | 2 | 2 | 23 | 9 | |
| Close Pending | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Item Totals | 66 | 29 | 37 | 23 | 2 | 2 | 26 | 9 | |

Operating Hazard Analysis

The OHA will be reviewed *and updated* with the O&M Contractor after issuance of the supplemental agreement to undertake work for Phase 2 South implementation. The OHA was *last updated in August 2017* and has 151 Open Items. The OHA items, as presented in Table 6, are categorized as follows.

Table 6 – Operating Hazard Analysis Summary, *August 2017*

|  | <u>Operating Hazard Analysis (OHA)</u> | | | | | | | | | | | |
|---|---|-------|--------------------------------|-------------------------------------|------------------------|----------------------|-------------------|---------|--------------------|-------|------------------------------|---|
| | Central Florida Rail Corridor - Phase 2 South FDOT Commuter Rail | | | | | | | | | | Date: <i>August 10, 2017</i> | |
| Category | Signals | VSLMF | CFRC Dispatching Systems | Station Amenities & Platforms | Adjacent Structures | Training Programs | O&M Procedures | Bridges | Communication s | Track | <u>Total Items</u> |  |
| Open Items | 3 | 30 | 1 | 8 | 0 | 1 | 45 | 13 | 9 | 41 | 151 | |
| Closed Items | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Other Items | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Item Totals | 3 | 31 | 1 | 8 | 0 | 1 | 45 | 13 | 9 | 41 | 152 | |

9.1.2 Safety and Security Certification Activities

The Safety and Security Certification activities that are currently underway are summarized below and in Table 7.

Table 7 – Safety and Security Certification Activities, August 2017

| <u>SunRail Phase 2 South Safety and Security Certification Activities</u> | | | | | | | |
|---|----------------|------|-----------------------------------|-----------------------|----|------|----|
| Safety and Security Certification Tasks | Status | 2017 | | | | 2018 | |
| | | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 |
| <u>Identify Certifiable Elements</u> | | | | | | | |
| SSCC Approval of Certifiable Elements List | Approved | | | Reviewed & Updated | | | |
| SSCC Approval of Certifiable Items Lists | Under Review | | | | | | |
| <u>Develop and Complete Conformance Checklists</u> | | | | | | | |
| Submittal of Design Conformance Checklists (DCCs) to SSCC | In Progress | | | | | | |
| Submittal of Construction Conformance Checklists (CCCs) to SSCC | In Progress | | | | | | |
| Completed Construction Conformance Checklists (CCCs) Field Verification | Scheduled | | | | | | |
| <u>System Integration Testing</u> | | | | | | | |
| System Integration Testing | Scheduled | | | | | | |
| SIT Plan Approval by SSCC | Scheduled | | | | | | |
| SIT Plan Tests Results - Approval by SSCC | Scheduled | | | | | | |
| <u>Drawing Reviews</u> | | | | | | | |
| Drawing Reviews | On-Going | | | | | | |
| <u>Hazard Analysis & Threat and Vulnerability Assessment</u> | | | | | | | |
| Preliminary Hazard Analysis | In Progress | | | | | | |
| SSCC Approval of Preliminary Hazard Analysis | Approved | | Reviewed in April | | | | |
| Operating Hazard Analysis | In Progress | | | | | | |
| SSCC Approval of Operating Hazard Analysis | Items Approved | | Reviewed in June | | | | |
| Threat and Vulnerability Assessment | In Progress | | | | | | |
| SSCC Approval of Threat and Vulnerability Assessment | Items Review | | Reviewed in June | | | | |
| Manage Open Items | On-Going | | | | | | |
| <u>Committees & Drills</u> | | | | | | | |
| Safety and Security Certification Committee | Activated | | | | | | |
| Fire Life Safety Committee (FLSC) | Activated | | | | | | |
| Drills and Familiarization Training | Activated | | | LFD: 8/11, 8/18, 8/25 | | | |
| <u>Public Outreach</u> | | | | | | | |
| Safety Public Outreach Coordination | On-Going | | | | | | |
| <u>Plans</u> | | | | | | | |
| Safety and Security Management Plan (SSMP) | Approved | | | Accepted 8/9 | | | |
| Safety and Security Certification Plan (SSCP) | Submitted | | Received comments from PMOC (Aug) | Submitted Final 9/1 | | | |
| Verify Operational Readiness | Scheduled | | | | | | |
| Safety and Security Certification Verification Report | Scheduled | | | | | | |

Master Certifiable Items List Progress

As of August 2017, the Phase 2 South Safety and Security Certification Committee (SSCC) has approved the descriptions for 3,012 Design Conformance Checklist (DCC) items out of an estimated total of 3,172 total items or 95% complete. The SSCC approved the design verification for 1,997 of the DCC items which is an increase of approximately 7.4% from the previous month. Overall, final approval of the DCCs stands at approximately 63%.

1,991 or approximately 72% of the total number of descriptions have been approved for the Construction Conformance Checklist (CCC) items which is an increase of approximately 60% from the previous month. The CCC description approvals have been a primary point of emphasis over the last quarter.

A summary of the detailed DCC and CCC progress is provided in Table 8 below.


Table 8 – Master Certifiable Items List, August 2017

| SunRail Phase 2 South Master CIL DCC-CCC PROGRESS TABLE - August 28, 2017 | Design Conformance Checklists Status | | | | | | | | | Construction Conformance Checklists Status | | | | | | | | |
|---|--------------------------------------|-------------|--------------|----------------------------------|-------------|--------------|------------------------|----------------------|-----------------|--|-------------|--------------|----------------------------------|-------------|-------------|------------------------|----------------------|-----------------|
| | Description Approval SSCC | | | Final Design Verification CEI | | | Final Approval SSCC | | | Description Approval SSCC | | | Construction Verification CEI | | | Final Approval SSCC | | |
| | | | | | | | | | | | | | | | | | | |
| | Approved | Total | % Approved | Submitted | Total | % Submitted | DCCs Completed | Total Number of DCCs | DCC % Completed | Approved | Total | % Approved | Submitted | Total | % Submitted | CCCs Completed | Total Number of CCCs | CCC % Completed |
| TOTAL ITEMS | 3012 | 3172 | 95.0% | 1997 | 3172 | 63.0% | 1997 | 3172 | 63.0% | 1991 | 2772 | 71.8% | 128 | 2772 | 4.6% | 128 | 2772 | 4.6% |
| 1.0 ROLLING STOCK | 0 | 106 | 0.0% | 0 | 106 | 0.0% | 0 | 106 | 0.0% | 0 | 106 | 0.0% | 0 | 106 | 0.0% | 0 | 106 | 0.0% |
| 2.0 SIGNALS | 1182 | 1182 | 100.0% | 252 | 1182 | 21.3% | 252 | 1182 | 21.3% | 271 | 883 | 30.7% | 128 | 883 | 14.5% | 128 | 883 | 14.5% |
| 3.0 COMMUNICATIONS | 332 | 332 | 100.0% | 324 | 332 | 97.6% | 324 | 332 | 97.6% | 220 | 220 | 100.0% | 0 | 220 | 0.0% | 0 | 220 | 0.0% |
| 4.0 FARE COLLECTION EQUIPMENT | 8 | 8 | 100.0% | 8 | 8 | 100.0% | 8 | 8 | 100.0% | 424 | 424 | 100.0% | 0 | 424 | 0.0% | 0 | 424 | 0.0% |
| 5.0 TRACK AND STRUCTURES | 714 | 714 | 100.0% | 686 | 714 | 96.1% | 686 | 714 | 96.1% | 518 | 527 | 98.3% | 0 | 527 | 0.0% | 0 | 527 | 0.0% |
| 6.0 STORAGE AND LAYOVER YARD (VSLMF) | 84 | 84 | 100.0% | 23 | 84 | 27.4% | 23 | 84 | 27.4% | 50 | 50 | 100.0% | 0 | 50 | 0.0% | 0 | 50 | 0.0% |
| 7.0 STATION PLATFORMS (INCLUDING MINI-HIGHS) | 196 | 196 | 100.0% | 196 | 196 | 100.0% | 196 | 196 | 100.0% | 144 | 144 | 100.0% | 0 | 144 | 0.0% | 0 | 144 | 0.0% |
| 8.0 STATION PLATFORMS STRUCTURES AND AMENITIES | 172 | 172 | 100.0% | 172 | 172 | 100.0% | 172 | 172 | 100.0% | 136 | 136 | 100.0% | 0 | 136 | 0.0% | 0 | 136 | 0.0% |
| 9.0 STATION PARKING/PLAZA/STATION BOUNDARY | 256 | 256 | 100.0% | 240 | 256 | 93.8% | 240 | 256 | 93.8% | 172 | 172 | 100.0% | 0 | 172 | 0.0% | 0 | 172 | 0.0% |
| 10.0 STATION UTILITY YARD | 60 | 60 | 100.0% | 60 | 60 | 100.0% | 60 | 60 | 100.0% | 48 | 48 | 100.0% | 0 | 48 | 0.0% | 0 | 48 | 0.0% |
| 11.0 TEST PLAN | 0 | 5 | 0.0% | 0 | 5 | 0.0% | 0 | 5 | 0.0% | 0 | 5 | 0.0% | 0 | 5 | 0.0% | 0 | 5 | 0.0% |
| 12.0 BUS SHELTERS (BUS STRUCTURES AND SIGNAGE PROVIDED BY LYNX) | 8 | 8 | 100.0% | 8 | 8 | 100.0% | 8 | 8 | 100.0% | 8 | 8 | 100.0% | 0 | 8 | 0.0% | 0 | 8 | 0.0% |
| 13.0 FRA PLANS AND PROGRAMS | 0 | 18 | 0.0% | 0 | 18 | 0.0% | 0 | 18 | 0.0% | 0 | 18 | 0.0% | 0 | 18 | 0.0% | 0 | 18 | 0.0% |
| 14.0 OPERATING AND MAINTENANCE PROGRAM | 0 | 31 | 0.0% | 0 | 31 | 0.0% | 0 | 31 | 0.0% | 0 | 31 | 0.0% | 0 | 31 | 0.0% | 0 | 31 | 0.0% |

9.1.3 Threat and Vulnerability Assessment

As presented in Table 9, a total of 73 items are open from the Threat and Vulnerability Assessment. *Additional updates will occur* with the execution of the Supplemental Agreement with the O&M contractor and verification of the CCCs.

Table 9 – Threat and Vulnerability Assessment Summary, August 2017

|  | Threat and Vulnerability Analysis - Open Items List | | | | | | | | |
|---|---|-----------------------|------------------------|-----------------------------------|--------------|------------------------------|---------------------------------|---------------------------------|--------------------|
| | CFRC- Central Florida Rail Corridor FDOT Commuter Rail | | | | | | Date: September 06, 2017 | | |
| Category | Signals | Communications | TVMS | Track & Structures | VSLMF | Station Platforms | Platform Amenities | Station Parking Lots | Total Items |
| Open Items | 9 | 7 | 4 | 9 | 4 | 18 | 4 | 11 | 73 |
| Closed Items | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Item Totals | 9 | 9 | 4 | 9 | 4 | 18 | 4 | 11 | 75 |
| Category | Utility Yard | Drainage Pond | O&M Program | | | | | | |
| Open Items | 5 | 1 | 1 | | | | | | |
| Closed Items | 0 | 0 | 0 | | | | | | |
| Item Totals | 5 | 1 | 1 | | | | | | |

9.1.4 System Integration Testing

The System Integration and Testing Committee (SITC) has been formally meeting on a monthly basis. The DB Contractor has compiled the various integration tests and management plan. The frequency of meetings has increased to biweekly as the SITC pushes to complete the System Integration Test Plan. The Plan was *submitted* to members of the SSCC for *preliminary review*. *Structure and formatting was adjusted, keeping the content in place. Volumes I and II will be reviewed and preliminarily accepted at the availability of the SITM. It is anticipated the complete Plan, including Volumes I and II, will be presented at the next available SSCC meeting.* It is the intent for subsequent SITC meetings to implement the Plan and begin tracking to execution.

9.2 Construction Incidents

Table 10 – Middlesex/Herzog II JV Construction Incident Summary

| Event | May – July 2017 | Cumulative Project to Date |
|--------------------------------------|-----------------|----------------------------|
| Hours Worked* | 46,198 | 409,583 |
| First-Aid Cases | 2 | 6 |
| Medical Cases | 5 | 16 |
| FRA Reportable Cases | 4 | 15 |
| OSHA Recordable Cases | 5 | 16 |
| Lost Time Cases | 0 | 3 |
| Lost Time Days | 24 | 52 |
| Property Damage Claims (\$1,500.00)* | 3 | 16 |
| Incident Investigation Report | 20 | 106 |
| Utility Hits | 6 | 23 |
| Vehicular Accidents | 2 | 14 |

Employee Injuries:

- On 5/10/2017 at approximately 10:30 AM an employee felt a sharp pain in her back as she reached into her vehicle. The employee initially refused medical attention and completed her shift. The employee sought medical attention on 5/12/2017 and was told to take over the counter medication. (Not Reportable/No Lost Time)
- On 5/26/2017 at approximately 2:50 PM an employee's vehicle was struck by another driver. The accident resulted in the employee suffering whiplash. The employee was medically treated and prescribed medication. The driver of the other vehicle was issued a citation by Police. The damage to the employee's vehicle was minimal. (Reportable/No Lost Time)
- On 6/04/2017 at approximately 10:00 AM an employee was struck by a roller at MP 799.9 which had fallen off the speed swing. Employee suffered head soreness and neck strain. Employee was taken to a clinic and prescribed medication. (Reportable/No Lost Time)
- On 6/14/2017 at approximately 11:00 AM an employee sustained a wrist sprain at Poinciana Station. The employee attempted to move a rebar cage with a 2x4 which broke causing the sprained wrist. Employee was prescribed medication. (Reportable/No Lost Time)
- On 6/15/2017 at approximately 2:15 PM an employee had his finger caught in a pinch point while working at the Landstreet crossing. Employee was assisting in putting a grapple truck on the rails when his finger got caught on the equipment. Employee received first aid at the scene from the Safety department and continued to work. (None Reportable/ No Lost Time)
- On 7/09/2017 at approximately 3:10 PM an excavation partially collapsed while an employee was working within. The employee sustained a sprained knee ligament. (Reportable/No Lost Time)

Property Damage:

- On 5/23/2017 at approximately 1:30 PM a delivery driver ran over a tripod and leveler destroying both pieces of equipment.
- On 6/12/2017 at approximately 10:30 AM a dump truck operator struck a railroad signal while backing up. The operator was delivering ballast to MP 797.7 and did not use a spotter as required when he struck the signal.
- On 7/18/2017 at approximately 9:00 AM an equipment operator struck a signal house. The operator was rotating his equipment and did not raise the bucket high enough resulting in damage to signal house.
- On 7/19/2017 at approximately 1:45 PM an operator struck a signal at MP 797.75. Operator was excavating to prepare for laying sub-ballast and claimed to have not seen the dwarf signal. (* Does not appear in the table above as it did not exceed \$1,500.00 in damage)

Vehicular Accidents:

- On 5/26/2017 at approximately 2:50 PM an employee's vehicle was struck by another driver. The accident resulted in the employee suffering whiplash. The employee was medically treated and prescribed medication. The driver of the other vehicle was issued a citation by Police. The damage to the employee's vehicle was minimal. (Also listed under Employee Injuries)
- On 6/22/2017 at approximately 8:20 AM an employee was involved in a motor vehicle accident at the intersection of Osceola Parkway and Buenaventura Blvd. The employee was rear ended by a third party that failed to yield. A Police report was filed. No injuries sustained.

Utility Hits:

- On 5/4/2017 at approximately 11:00 AM an equipment operator ran over a utility box while operating a forklift. The housing was damaged but the utilities inside were not. Housing replaced.
- On 5/8/2017 at approximately 12:00 PM an excavator operator struck an underground utility. The utility was not marked or identified. The utility was a power cable belonging to Herzog Technologies who were immediately notified to make the needed repairs.
- On 5/17/2017 at approximately 9:05 AM a water truck operator struck a power line pole while backing up. The power company was notified to make the necessary repairs.
- On 7/18/2017 at approximately 2:15 PM a crew struck an Osceola Fiber Optic Cable. The crew was excavating along the right of way when they struck the cable.
- On 7/12/2017 at approximately 10:38 AM a crew struck a signal cable near Landstreet Road. A track crew performing grading work struck the cable resulting in a crossing malfunction at Landstreet Road.
- On 7/22/2017 at approximately 2:45 PM damaged a signal cable at MP 797.7. The bulldozer operator was performing grading operations when he struck the cable which caused the Orange Avenue signals to activate.

10 Project Development

10.1 Real Estate/Construction Easements

- General site easements have been received for Duke Energy for both the Meadow Woods and Poinciana Stations.
- The Department submitted easement documents to Kissimmee Utility Authority (KUA) for both the Tupperware and Kissimmee Stations. It appears no easement document is required for Kissimmee. FDOT and KUA legal departments have agreed on the language in the easement documents for the Tupperware Station. The CEI has completed the survey. *The drawing and legal descriptions exhibits from the surveyor are complete and were provided to District 5's Survey Department to finalize the agreements.*

11 Project Design

11.1 D/B Contract – Civil Corridor, Stations and Wayside Signals

Design of track, drainage, structures (with the exception of the box culvert at 805.9), and grade crossings and signal Segments 1 and 2 have been released for construction. Final submittal of RFC signal design packages for Segments 3 and 4 are pending submittal by the contractor. The RFC plans for construction for the VSLMF have been submitted and are under review.

Summary of design status is as follows:

| <i>Design – Percent Complete</i> | |
|---|------|
| Earthwork RFC'd | 100% |
| Drainage RFC'd | 100% |
| Structures RFC'd | 100% |
| Roadway (RFC'd) | 100% |
| Track (RFC'd) | 100% |
| Fiber Optic Backbone (RFC'd) | 100% |
| Signals (RFC'd) | 75% |
| VSLMF (RFC'd) | 75% |

12 Project Construction

12.1 Utility Relocation

The JV continues to coordinate with utility providers to determine the extent of the utility conflicts requiring resolution for the planned construction work within the CFRC limits of Phase 2 South. Coordination meetings are held as *needed* to resolve potential conflicts and documented. Below is the status of the major utilities:

- Toho Water Authority: TOHO completed their new cased service on the east and west sides of the track. *The JV was able to resume work in this area on July 18, 2017.*
- City of Kissimmee: The City of Kissimmee has an uncased clay drainage pipe that crosses the tracks that was damaged. The City has developed plans and submitted a permit to perform a jack and bore to provide a new cased pipe underneath both the existing track and future track. Work is expected to be completed in September and is not expected to cause a delay at this time.

12.2 Corridor/Trackwork

Zone 1

- *Upgraded service track from Sand Lake Road to south end of runaround.*
- *Installed switches at Sam's Gas, Howard Fertilizer, north and south leg of TOFC, and NE runaround.*
- *Installed grade crossings at 4th Street and the existing mainline at Wetherbee Road.*
- *Placed final ballast from Orange Avenue Bridge to Wetherbee Road.*
- *Installed half of #15 crossover at CP 800.*
- *Installed ties and rail to upgrade track between north and south legs of TOFC wye.*
- *Continued to video and clean installed pipe runs.*
- *Continued to grade swales and removed silt fences in areas where sod is established.*
- *Completed pulling CFRC fiber.*
- *Installed underdrain at Landstreet and mitered end section in the TAFT Yard area.*
- *Excavated swales from Landstreet to 4th Street and from Boggy Creek to Fairway Woods right of track.*
- *Ballasted new Taft siding from ramp lead to runaround.*
- *Built new Taft siding track from south end of new siding to Landstreet.*
- *Installed the other half of TOFC crossover.*
- *Removed south end runaround switch.*
- *Installed CP 798 crossover and CP798 turnout to new Taft siding.*
- *Built #15 turnout for south end of Stanton Wye.*
- *Tested CFRC fiber and placed markers.*
- *Surfacing and lining new ML 2 from Sand lake to Circus Track, new ML 1 track from Middlesex to Wetherbee, and new Taft siding.*
- *Installing new IJ's and derails.*
- *Constructed and installed #15 crossover at CP 801*
- *Installing IJ's*

Zone 2

- *Placed final ballast from Osceola Parkway to Garden Street.*
- *Continued to video and clean installed pipe runs.*
- *Hydroseeding slopes.*
- *UT testing welds.*
- *Ballasted new track from Wetherbee to Town Center bridge and from Orange Avenue bridge to south of Wetherbee.*
- *Constructed track over Boggy Creek Bridge.*
- *Tested CFRC fiber and placed markers.*
- *Continued building track from Town Center to Turnpike*
- *Installing new IJ's and derails.*

Zone 3

- *Installed underdrain from Neptune to Dakin.*
- *Installed skeleton track and placed final ballast from Park to Neptune.*
- *Resurfaced the Park Street Turnout.*
- *Constructed new main from Dakin to Zone 4.*
- *Opened Beaumont Avenue grade crossing.*
- *Built new track from Garden Street to Carroll Street.*
- *Tested CFRC fiber and placed markers.*
- *Installed mitered end section for the extended cross drains between Osceola Parkway and Vine Street.*
- *Constructed new main from Osceola Parkway to Donegan Avenue.*
- *Realigning track from Clyde Avenue to John Young Parkway.*
- *Building #20 turnout for CP 806.*

Zone 4

- *Completed drainage from north of John Young Parkway to south of Clyde Avenue.*
- *Continued to video and clean installed pipe runs.*
- *Ties and rail installed on new main across Shingle Creek Bridge.*
- *Installed underdrain at John Young Parkway and installed storm pipe along east side of track at the overpass.*
- *Installed 24" and 30" storm drain both north and south of John Young Parkway.*
- *Performed balancing work on the embankment from John Young Parkway to Pleasant Hill.*
- *Completed track over Shingle Creek Bridge, constructed remaining track south of bridge and shifted traffic to the new Shingle Creek Bridge.*
- *Built new track from Ruby Avenue to Beaumont Avenue.*
- *Tested CFRC fiber and placed markers.*
- *De-stressed runaround for Shingle Creek which removed the speed restriction and installed inner guard rail.*
- *Completed storm drain placement at Clyde/Penfield.*
- *Reconstructed grade crossing at Clyde/Penfield.*

12.3 Structures

Shingle Creek Bridge

- Completed Shingle Creek Bridge and shifted traffic to new bridge.
- *Completed demolition of old Shingle Creek Bridge.*
- An additional crane was mobilized for the second pile driving crew.
- *Driving piles and extracting old buried wooden piles on new east Shingle Creek Bridge.*

Boggy Creek Bridge

- *Contractor completed track construction over new bridge and is ready for traffic.*
- *Work on repairs to articulating block.*

Crash walls at John Young Parkway and Orange Avenue

- Crash wall at John Young Parkway right of track (west) is complete.

Box Culvert at MP803.9

- Completed headwalls and wingwalls.
- Installed riprap rubble and opened culvert.
- Grout filled temporary pipe used for diverting water.

Box Culvert at MP805.9

- *Boxes have been set.*
- *Formed and poured wing walls on east side.*

12.4 Stations

Meadow Woods Station

- *Poured column pour backs on west platform.*
- *Continued curbing and limerock placement.*
- *Installing electrical and communication cables.*
- *Continued the roofing placement for the east canopy and steel canopy placement on west platform.*
- *Performing priming and painting on west canopy as it is erected.*
- *Installing canopy grounding.*
- *Placed sidewalk along Landstar Blvd and began F curb placement.*
- Mitigated Kinder Morgan drainage conflict.
- Performed jack and bore under Fairway Woods for drainage pipe.
- *Continued to install light poles.*
- *Installing roof panels on west platform.*
- ADA tactile strips are being placed.
- East parking lot limerock has been placed.
- *Filled and compacted jack and bore pits*
- *Installed conduit for electrical in west parking lot.*
- *Started performing grounding work on the light poles.*
- *Installed roof flashing on west platform canopy.*
- *Installing brick pavers at platforms.*
- *Paved east parking lot and exit and entrance for parking area.*
- *Started placing column wraps.*
- *Performed grading on hardscape areas.*

Tupperware Station

- *Continue to install roofing on east canopy and painting of canopy.*
- *Formed and poured grade beams for west platform.*
- *Poured column infills and placing roof panels on west platform.*
- *Continued stabilized subgrade for parking area. Inclement weather has affected production.*
- *Installing the water piping for the platforms.*
- *Started spreading limerock on the entrance road.*

Kissimmee Station

- *Installed canopy steel and decking for the eastern platform and canopy drainage tie-ins.*
- *Continued reworking stabilized subgrade and completed rework of limerock to correct elevation issue.*
- *Performed preparation work for taps into Toho water line.*
- *Performed painting on east platform.*
- *Poured column infills on east platform.*
- *Placed shoring for construction of west platform.*
- *Completed underdrain placement on the east platform and started placement of the underdrain on the west platform.*
- *Installed roof decking and flashing on the west platform.*
- *Paved the parking area.*

Poinciana Station

- *Started installing yard drains and continued with canopy roofing on west platform.*
- *Poured grade beams on east platform.*
- *Continued to install curbing.*
- *Continue to Install metal roof decking on west platform*
- *Placed concrete for the footings on the east platform and forming grade beams.*
- *Placing limerock on South Rail Road east of bus loop.*
- *Started to install type F and D curb in the parking areas.*
- *Completed grade beams on east platform mini-high.*
- *Installing steel canopy for east platform.*
- *Completed placement of limerock for South Rail Road up to entrance at Poinciana Boulevard.*
- *Completed subgrade and final grade of bus loop.*
- *Continued to install electrical conduit and light pole bases.*
- *Installing irrigation on site.*
- *Poured ramps to mini-high.*
- *Installing tactile pavers along front face of west platform.*
- *Completed grading along east end of South Rail Road.*
- *Started pouring concrete for the bus loop.*

12.5 VSLMF

- *Completed masonry units for exterior walls.*
- *Continued installing gravity drain for track pans.*
- *Continued installing electrical conduit for lighting and standby power.*
- *Installed underdrain and placing subgrade from Station 42395 to 42953.*
- *Continued to install yard power, water main and electrical conduit for site.*
- *Installed decking joist and roof panels.*
- *Began insulation installation.*
- *Interior framing has commenced.*

12.6 Wayside Signals

Segment 1

- *Work on installing shunt cases, batteries and locks.*
- *Installed Ped Gates at Landstreet Road and Taft Vineland Road.*
- *Installed conduit and fiber at Pine Street.*
- *Installed derail cable at electric lock at 797.11.*
- *Installed defect detectors at CP 801.*
- *Work on installing bootlegs, switch locks, circuit controllers and placing new equipment and wiring of existing houses.*
- *New aspects installed and tested at CP 796 and Intermediate at Marry Jess for north end ties to IOS.*
- *Tested and installed relays, installed shunts with cases, moved existing signal at Pine Street.*
- *Megger tested cables.*
- *Pretested signal programs.*
- *Reprogrammed DTMF and set up pedestrian gates at Landstreet Road.*

Segment 2

- *Work on installing shunt cases, batteries and locks.*
- *Houses have been installed and wired for Tupperware Station Ped Crossing and CP 806.*
- *Communication tower installed at CP 806.*
- *Relocated cantilever and gates at Wetherbee Road.*
- *Installed fiber and power cables at CP 806.*
- *Installed batteries and power wire at Intermediate Signal 8020.*

Segment 3

- *Installed signal cantilever and heads at CP 808.*
- *Worked on bores and signal cable installation.*
- *Installed signal and ped gates at Oak Street.*
- *Replaced cantilevers at Ruby Avenue.*
- *Installed and wired signal at CP 809.*
- *Installed new houses at Oak Street and Park Street.*
- *Worked on bores and signal cable installation.*
- *Installed gates and placed into service Beaumont Avenue grade crossing with temporary house.*
- *Installed signal houses at CP 808, CP 809, Neptune Avenue, and Ruby Avenue.*

Segment 4

- *Worked on bores and signal cable installation.*
- *Installed switch 5B and spiked CP 813.*
- *Installed cantilever foundation at CP 813.*

| Construction – Percent Complete | |
|---------------------------------|------|
| Trackwork | 82% |
| Fiber Trunk Line | 100% |
| Structures | 75% |
| Meadow Woods Station | 68% |
| Tupperware Station | 70% |
| Kissimmee Station | 56% |
| Poinciana Station | 73% |
| VSLMF | 20% |
| Wayside Signals | 64% |

13 Project Schedule

The Contractor's Project Schedule Update #10 through #13 were submitted twice for review during the previous quarter and was deemed not acceptable by the Department. A meeting was held with the Contractor and Revision 2 to Update 10 was received to address the previous concerns. Schedule Update #10 Revision 2 was reviewed and formally accepted by Department. Subsequently, the Contractor submitted Schedule Update #14 with a data date of July 16th which is currently under review.

The Contractor's Schedule Update #14 shows a target Ready for Revenue Service date of June 19, 2018 and negative 119 days of float to project completion and negative 137 days of float to Ready for Revenue Service. A recovery schedule has been requested from the Contractor and/or their request for a time extension per contract specifications. The Contractor's update shows Shingle Creek Bridge and Cutover 4 on the critical path.

TOHO's water main at Shingle Creek did cause a delay to the project; however, all the negative float is not due to the TOHO delay. TOHO completed their work on July 17th. The JV was able to resume their work to be able to shift train traffic to the new west bridge on July 18th. However, the train traffic was not shifted to the new bridge until July 27th. To help mitigate the delay, the Contractor mobilized another crane to the Shingle Creek Bridge site and has two pile driving crews driving piles. This is currently not reflected in the Contractor's schedule.

The As-Built Integrated Project Schedule has been updated based on Update #14 and shows the Contractor controlling Revenue Service and integration activities, certifications, TVM installation, O&M hiring and training, plan updates, and observations being able to be completed concurrently with the Contractor's schedule. The As-Built Integrated Project Schedule was updated to reflect current status or scheduled activities and shows a Ready for Revenue Service Date of July 13, 2018. This shows an additional 24 days behind schedule with the critical path continuing to go through Shingle Creek and Signal Cutover 4. The Contractor's mitigation of two pile driving/concrete crews is not currently reflected in the schedule. This will be reflected once their recovery schedule is received. Pile driving will be completed and cap pours will commence the week of October 1st and time will start to be recovered.

The As-Built Integrated Project Schedule (based on CPM Update #14) and the Critical Path Schedule is included as **Attachment B1 and B2**, respectively.

14 Project Budget

Table 11 – Sources of Capital Funding & Expenditures, August 2017

| Sources of Capital Funding | Agreement Number | Total | Expended to Date | Percent Fund Source Expended to Date | Remaining | Federal Reimbursement to Date ² |
|---------------------------------|--|----------------------|----------------------|--------------------------------------|---------------------|--|
| Full Funding Grant Agreement | FL-03-0344-00 | \$93,434,665 | \$60,231,274 | 64.46% | \$33,203,390 | \$17,478,117 |
| Local Funds | Interlocal Agreement | \$43,400,000 | \$26,798,305 | 64.46% | \$16,601,695 | N/A |
| State Transportation Trust Fund | State - Contribution above Interlocal Agreement | \$6,634,665 | \$6,634,665 | | \$0 | N/A |
| State Transportation Trust Fund | State - Agreement STTF | \$43,400,000 | \$26,798,305 | | \$16,601,695 | N/A |
| Sub-Total | FFGA Amount | \$186,869,329 | \$120,462,548 | 64.46% | \$66,406,781 | |
| State Transportation Trust Fund | State - Contribution to Bid Overage ^{1,3,4} | \$42,942,248 | \$38,003,118 | 88.50% | \$4,939,130 | N/A |
| State Transportation Trust Fund | Additional 5% un-allocated contingency to Bid Overage ⁴ | \$2,147,112 | \$0 | 0.00% | \$2,147,112 | N/A |
| TOTAL PROJECT COST | | \$231,958,689 | \$158,465,667 | 68.32% | \$73,493,023 | \$17,478,117 |

Notes:

1. FDOT carries an additional standard 8% contingency on the entire project budget for Construction (8% of \$146M)
2. Federal Reimbursement to Date as of August 31, 2017.
3. State contribution in Table 11 reduced by \$987,122 for FFGA Project Funding (FTA & FDOT). The JV actual pricing for Non-Phase 2 South FFGA Funded Work in Table 12 below increased by \$987,122. This resulting in a reduction in P2S JV YOY FFGA budget items in Table 13 below. The change is from previous budget item of \$43,929,369 to \$42,942,248.
4. In March 2017 MPR Budget Tables were modified to show an increase in the State contribution to Bid Overage of 5% for additional Un-allocated contingency of 5% x \$42,942,248 = \$2,147,112. This results in an increase to the Total Project Cost budget = \$231,958,689.
5. Adjustment to column "Percent Fund Source Expended to Date" to match 50/50 for FFGA amount.

Table 12 – Funding and Expenditures by SCC Code, August 2017

| SCC Code | Description | BUDGET FUNDING SOURCE | | BUDGET ALLOCATION | | YOE FFGA + FDOT Budget | Total Paid to Date | YOE Estimate at Completion |
|----------|--|--|-------------------------|------------------------------|-----------------------|------------------------|----------------------|----------------------------|
| | | Baseline Budget SCC Workbook dated 4/22/15 | P2S JV YOE FDOT Funding | P2S JV YOE FFGA Budget Items | Other FFGA Line Items | | | |
| 10 | Guideway & Track Elements | \$29,286,985 | \$9,531,684 | \$35,822,284 | | \$38,818,669 | \$34,818,157 | \$38,818,669 |
| | Long Lead Materials: Supply/Delivery Ties | | | | \$1,350,260 | | | |
| | Long Lead Materials: Supply/Delivery Rail | | | | \$1,646,126 | | | |
| 20 | Stations, Stops, Terminals, Intermodal | \$8,799,563 | \$5,038,231 | \$13,837,794 | \$0 | \$13,837,794 | \$9,583,057 | \$13,837,794 |
| 30 | Support Facilities, Yards, Shops, & Admin Bldgs. | \$3,877,885 | \$2,033,171 | \$5,911,056 | \$0 | \$5,911,056 | \$1,458,007 | \$5,911,056 |
| 40 | Sitework & Special Conditions | \$29,324,128 | \$13,901,050 | \$39,199,157 | \$4,026,021 | \$43,225,178 | \$35,514,568 | \$43,225,178 |
| 50 | Systems | \$34,527,265 | \$592,223 | \$33,255,497 | | \$35,119,488 | \$17,279,380 | \$35,119,488 |
| | 50.06 Fare Collection System Contract | | | | \$1,417,899 | | | |
| | 50.06 Fare Collection System remaining budget | | | | \$446,092 | | | |
| 60 | ROW, Land, Existing Improvements | \$11,714,049 | | | \$11,714,049 | \$11,714,049 | \$11,752,225 | \$11,714,049 |
| 70 | Vehicles Total | \$15,999,164 | | | | \$15,999,164 | | \$15,999,164 |
| | - Locomotive Procurement | | | | \$4,826,156 | | \$4,826,156 | |
| | - Coach & Cab Car Procurement | | | | \$10,442,532 | | \$10,422,141 | |
| | - Vehicles remaining budget | | | | \$730,476 | | | |
| 80 | Professional Services | \$26,993,366 | \$11,845,889 | \$14,407,500 | \$24,431,755 | \$38,839,255 | \$32,811,976 | \$38,839,255 |
| 90 | Unallocated Contingency | \$25,362,781 | \$2,147,112 | \$3,220,781 | \$24,289,112 | \$27,509,893 | | \$3,220,781 |
| 100 | Finance Charges | \$984,143 | | | \$984,143 | \$984,143 | | \$984,143 |
| | Total Project Cost | \$186,869,329 | \$45,089,360 | \$145,654,069 | \$86,304,621 | \$231,958,689 | \$158,465,667 | \$207,669,577 |
| | | \$231,958,689 | | \$231,958,690 | | | | |

Notes:

1. FFGA YOE total Contingency = allocated + unallocated contingency = \$25,362,781 + \$6,298,992 = \$31,661,773
2. Remaining Contingency at Project Milestone: D/B Construction Contract NTPs = \$22,144 k. Therefore Market Risk = \$9,517 k
3. The JV actual pricing for Non-Phase 2 South FFGA Funded Work in Table 13 below increased by \$987,122. This resulting in a reduction in P2S JV YOE FFGA budget items in Table 12 to \$229,811,577. Previously was \$230,798,698.
4. In March 2017 MPR Budget Tables were modified to show an increase in the State contribution to Bid Overage of 5% for additional Un-allocated contingency of 5% x \$42,942,248 = \$2,147,112. This results in an increase to the Total Project Cost budget = \$231,958,689
5. Revised YOE "At Completion" SCC90 to be \$3,220,781.

14.1 Construction Cost

A total of \$112,666,170 has been paid to the DB Contractor which is based on Pay Estimate #17 (*August 2017*). These payments reflect invoices paid for design, mobilization, stockpiled materials, and construction. The total Phase 2 South FFGA Scope Contract Value is \$145,654,069. The current total contract amount authorized is \$148,583,401. It should be noted that the CEI weekly contract summary shows \$148,733,401 which includes \$150,000 of contingency funding that can be authorized as needed. Non FFGA funded work has increased by a total of \$987,122 due to JV actual pricing for non FFGA line items.

Table 13 – Construction Cost Summary, August 2017

| Phase 2 South FFGA Funded Work 423446-9-52-01 and 423446-9-52-02 | | | | |
|---|--|------------------------------------|-----------------------|---------------------|
| SCC Code | | P2S JV YOE FFGA Budget Items | Paid Total To-Date | Remaining |
| 10 | Guideway & Track Elements | \$26,290,600 | \$25,553,653 | \$736,947 |
| 20 | Stations, Stops, Terminals, Intermodal | \$8,799,563 | \$6,093,942 | \$2,705,621 |
| 30 | Support Facilities, Yards, Shops, & Admin Bldgs. | \$3,877,885 | \$956,510 | \$2,921,375 |
| 40 | Sitework & Special Conditions | \$25,298,107 | \$22,920,170 | \$2,377,937 |
| 50 | Systems | \$32,663,274 | \$16,971,664 | \$15,691,610 |
| 80 | Professional Services ¹ | \$2,561,610 | \$2,167,112 | \$394,498 |
| 90 | Unallocated Contingency | \$3,220,781 | \$0 | \$3,220,781 |
| | Total Phase 2 South FFGA | \$102,711,820 | \$74,663,051 | \$28,048,768 |

¹SCC80 budget for JV includes funding from SCC line items for Survey, Start-up, Design

| Phase 2 South FDOT Funded Work | | | | |
|--------------------------------|--|----------------------------|-----------------------|--------------------|
| SCC Code | | P2S JV YOE FDOT Funding | Paid Total To-Date | Remaining |
| 10 | Guideway & Track Elements | \$9,531,684 | \$9,264,504 | \$267,181 |
| 20 | Stations, Stops, Terminals, Intermodal | \$5,038,231 | \$3,489,115 | \$1,549,116 |
| 30 | Support Facilities, Yards, Shops, & Admin Bldgs. | \$2,033,171 | \$501,497 | \$1,531,674 |
| 40 | Sitework & Special Conditions | \$13,901,050 | \$12,594,398 | \$1,306,652 |
| 50 | Systems | \$592,223 | \$307,716 | \$284,507 |
| 80 | Professional Services | \$11,845,889 | \$11,845,889 | \$0 |
| 90 | Unallocated Contingency (5% x \$42,942,248) | \$2,147,112 | \$0 | \$2,147,112 |
| | Total Phase 2 South FDOT Funded Work | \$45,089,360 | \$38,003,118 | \$7,086,242 |

| | | | | |
|--|---|----------------------|----------------------|---------------------|
| | TOTAL P2S FFGA + FDOT Contract² | \$147,801,180 | \$112,666,170 | \$35,135,010 |
|--|---|----------------------|----------------------|---------------------|

| Non-Phase 2 South FFGA Funded Work | | | | |
|------------------------------------|--------------------------------------|--------------------|-----------------------|--------------------|
| | Project | Current Amount | Paid Total To-Date | Remaining |
| 412994-3-52-13 | Phase 1 Civil Enhancements | \$655,315 | \$0 | \$655,315 |
| 412994-4-52-15 | Seminole Co Mast Arm Upgrades | \$188,060 | \$0 | \$188,060 |
| 423446-9-52-03 | CSXT Taft Yard | \$1,087,759 | \$0 | \$1,087,759 |
| 423446-9-52-05 | City of Kissimmee(Beaumont & Oak) | \$732,809 | \$0 | \$732,809 |
| 423446-9-52-06 | Meadow Woods Station Enhancements | \$140,296 | \$0 | \$140,296 |
| 423446-9-52-07 | Osceola Parkway Station Enhancements | \$125,093 | \$0 | \$125,093 |
| | Total Non-Phase 2 South FFGA | \$2,929,332 | \$0 | \$2,929,332 |

| | | | | |
|--|-----------------------------|----------------------|----------------------|---------------------|
| | TOTAL Contract E5W96 | \$150,730,512 | \$112,666,170 | \$38,064,342 |
|--|-----------------------------|----------------------|----------------------|---------------------|

Notes:

1. Non FFGA funded work has increased by a total of \$987,122 due to JV actual pricing for these line items.
2. In March 2017 MPR Budget Tables were modified to show an increase in the State contribution to Bid Overage of 5% for additional Un-allocated contingency of 5% x \$42,942,248 = \$2,147,112. This resulted in an increase in the E5W96 construction contract Phase 2 South FFGA + State funded work to \$147,801,180 (was \$145,654,067).
3. Total JV Contract amount (FFGA + non FFGA) = \$145,654,067 + \$2,929,332 = \$148,583,399

14.2 Supplemental Agreements (SA)

A summary of fully executed and pending Supplemental Agreements with the JV Contractor is presented below in Table 14.

Table 14 – Design Build Supplemental Agreement Log

| SA No. | Status | FIN | Description | Funding Source | Approved Amount | Pending Amount | Executed Date |
|--------|----------|----------------|--|----------------|------------------------|---------------------|---------------|
| #1 | Executed | 423446-9-52-01 | Phase II South Signals | FFGA | \$35,080,107.55 | | 02/12/16 |
| #2 | Executed | Multiple | Move Funds between FINS | N/A | \$0.00 | | 06/27/16 |
| #3 | Executed | 423446-9-52-02 | CAD Systems Modification | FFGA | \$218,865.00 | | 03/20/17 |
| | | 423446-9-52-01 | Oak Street Scope Credit | FFGA | (\$71,122.00) | | |
| | | 423446-9-52-01 | Rail Unloading Credit | FFGA | (\$28,000.00) | | |
| | | 423446-9-52-01 | Storm Water Detention System (Tupperware) Credit | FFGA | (\$102,375.00) | | |
| | | 436014-1-52-10 | Quiet Zone at Clyde Ave | State | \$130,072.00 | | |
| | | 423446-9-52-01 | Extended Overhead from SA 1 (111 Days, \$1 Mill Max) | State | \$1,000,000.00 | | |
| | | 433041-2-52-01 | Pleasant Hill Quiet Zone (Signal Work and Track) | State | \$89,395.00 | | |
| | | 423446-9-52-11 | Repair to Shingle Creek Bridge | State | \$111,128.00 | | |
| | | 423446-9-52-01 | DCE Memo 09-15 | FFGA | (\$438.00) | | |
| | | | SA #3 Total | | \$1,347,525.00 | | |
| UP #4 | Executed | 423446-9-52-13 | Design of Load Transfer Structure | State | \$18,933.00 | | 03/22/17 |
| #5 | Executed | 433041-2-52-01 | Pleasant Hill LAP Project (Civil Work) | Local | \$22,685.00 | | 06/08/17 |
| #6 | Executed | 423446-9-52-11 | Contingency Fund for Project | State | \$150,000 | | 05/15/17 |
| #7 | Executed | 423446-9-52-15 | CAD System Modifications (RWIC and Time Table) | State | \$111,026.30 | | 06/08/17 |
| #8 | Pending | 423446-9-52-11 | Existing Culvert Cleaning | State | | \$46,189.05 | |
| | | 423446-9-52-11 | Temporary Signal Relocation at Taft | FFGA | | \$68,501.27 | |
| | | | | | | | |
| | | | | | | | |
| | | | Total Supplemental Agreements | | \$36,730,276.85 | \$114,690.32 | |

Table 15 – Phased Cost Contingency

| Project Milestone | Milestone Timeframe | Phase Contingency (x1000) | Contingency Used to Date (x1000) | Remaining Contingency (x1000) |
|---|------------------------|---------------------------------|--|-------------------------------------|
| FFGA | 3Q2015 | \$3,163 | \$3,163 | \$0 |
| D/B Construction Contract NTPs | 1Q2016 | \$3,163 | \$3,163 | \$0 |
| Utility Relocation Complete, Issue Signal Drawings for Construction | 3Q2016 | \$3,163 | \$0 | \$3,163 |
| Complete Shingle Creek Bridges | 3Q2016 | \$3,720 | \$0 | \$3,720 |
| Complete Track | 2Q2017 | \$2,388 | \$0 | \$2,388 |
| Complete Signal Systems Testing | 3Q2017 | \$2,388 | \$0 | \$2,388 |
| Complete Test and Start-up | 4Q2017 | \$1,582 | \$0 | \$1,582 |
| Target Revenue Service Date | 4Q2017 | \$5,738 | \$0 | \$5,738 |
| FFGA Revenue Service Date | 3Q2019 | \$3,163 | \$0 | \$3,163 |
| TOTAL | | \$28,471 | \$6,326 | \$22,144 |

15 Risks

15.1 Top Ten Risks

The Top 10 Risks for the Phase 2 South Project have been rescored based on the *August 2017 refresh* of the Risk Register. Their primary mitigation and status is summarized below.

Table 16 – Top 10 Project Risks

| Risk No. | Risk Category | | Risk Description | Status/Recommended Actions | Change in Risk Status |
|----------|---------------|-------------|--|---|---|
| | Cost Risk | Sched. Risk | | | |
| C-41 | X | X | Coordination between the D/B Contractor, CFRC Operations, potential PTC Contractor, CEI, and CFRC Operations (O&M Contractor Project Coordination Manager) for providing On-Track Protection (Operating Rule 704 and 707) on the corridor. | CEI Consultant manages coordination effort to mitigate construction and operations conflicts. | No change |
| C-36 | X | X | Failure of the CFRC O&M and Signal Maintenance contractors and the D/B Contractor to coordinate access for the track maintenance activities with construction activities. | CEI Consultant manages coordination effort to mitigate construction and maintenance conflicts. | No change. There are no coordination issues at this time. |
| C-33 | X | X | Coordination between the D/B contractor, CFRC Operations (OCC) and CEI may place severe limitations on when the D/B contractor may work on interfacing new equipment to existing servers and work stations. | CEI Consultant to mitigate construction and operations conflicts. | No change |
| R-24 | X | X | There is a cost and schedule risk until all utility agreements are finalized. | <i>Toho has completed installation of their facility underneath the tracks. This work was completed July 17, 2017.</i> | No change |
| C-45 | X | X | Failure to fully integrate Phase 2 South station communications system into Phase 1 operations control center. | The CFRC Manager of Communication will provide oversight of D/B Design activities as well as will provide oversight of communication system construction and system integration. | No change |
| C-38 | X | X | Failure to coordinate for infrastructure upgrades between CSXT operations and the D/B Contractor may negatively impact freight access to CSXT Taft Yard. | CEI Consultant manages coordination effort to mitigate construction and operations conflicts. Established relationship between O&M Contractor and CSXT may also facilitate coordination efforts. | No change |

| Risk No. | Risk Category | | Risk Description | Status/Recommended Actions | Change in Risk Status |
|----------|---------------|-------------|--|---|-----------------------|
| | Cost Risk | Sched. Risk | | | |
| D-38 | X | X | Construction operations creating delays to train traffic which causes monetary impacts to the CFRC and delays to the operation schedules for Amtrak and CSX. | The RFP (Section VI., K. Sequence of Construction) outlines the responsibility of the D/B Contractor to maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project for both roadway and railway traffic and have a Temporary Traffic Control Plan to move vehicular and pedestrian traffic during all phases of construction. CEI Consultant also coordinates contractor activities to minimize train (Amtrak and CSX) delays. | No change |
| C-46 | X | X | Integration of Phase 2 South wayside train control system into Phase 1 operations control center. | CFRC Signal Manager to provide oversight of design and to provide oversight of construction, with additional assistance by CFRC Signal Systems Field Coordinator. | No change |
| C-26 | X | X | <i>The need to perform signal construction and testing while maintaining intercity, commuter rail and freight rail service could impact the project's cost and schedule.</i> | <i>D/B RFP has a requirement for a mainline to remain in service throughout construction. No extended curfews proposed at this time. Contractor to use track diversions and signal suspensions.</i> | New risk |
| C-47 | X | X | <i>Coordination for infrastructure upgrades between CSXT operations and D/B contractor to maintain access to OUC spur.</i> | <i>CEI Consultant manages coordination effort to mitigate construction and operational conflicts.</i> | New risk |

The Mitigation and Monitoring Deliverables table is summarized below and shows the current status.

Table 17 – Mitigation and Monitoring Deliverables

| No. | Mitigation Deliverable | Status |
|-----|--|-----------------------------------|
| 1 | Resolve Kinder Morgan pipeline conflicts (no agreement – just plans) | Complete |
| 2 | Joint Use Agreements for Stations | Complete |
| 3 | Revised Project Budget for FFGA | Complete |
| 4 | Submit application for FFGA | Complete |
| 5 | Receive FFGA | Complete |
| 6 | Stations 100% Design Signed and Sealed Documents | Complete |
| 7 | Permitting with SFWMD – Stations | Complete |
| 8 | Corridor 100% Design Concept Documents | Complete |
| 9 | SFWMD approval of revised bridge designs | Complete |
| 10 | Permitting with SFWMD – Corridor | Complete |
| 11 | Advertise Corridor/Station Contract | Complete |
| 12 | Corridor/Station Contractor Bids Received | Complete |
| 13 | Corridor/Station Contractor NTP | Complete |
| 14 | Corridor/Station Contractor Baseline Schedule | Complete |
| 15 | Signal 100% Design Concept Documents | Complete |
| 16 | Advertise Wayside Signals Contract | Complete |
| 17 | Signals Contractor Bids Received | N/A |
| 18 | Signals Contractor NTP | Complete |
| 19 | Signals Contractor Baseline Schedule | Complete |
| 20 | CFRC (Non-FFGA) PTC Construction Schedule | Intent to Award posted 5/17/17 |
| 21 | Integrated Contractor Project Schedule (CEI-controlled) | On-going |
| 22 | Adv. for Advanced Procurement of Ties, Rail & Special Trackwork | Complete |
| 23 | Issue Purchase Order for Ties, Rail & Special Trackwork | Complete |
| 24 | Ties, Rail, & Special Trackwork Delivered | Complete |
| 25 | Shingle Creek Bridge – IFC Design Documents | Complete |
| 26 | Shingle Creek Bridge Construction Complete | West bridge construction complete |
| 27 | Signal Design IFC Drawings Complete | |
| 28 | Complete Taft Yard (5 CPs, Track, Grade Crossings) | |
| 29 | Complete Station System Integration Testing | |
| 30 | Complete Corridor System Integration Testing | |
| 31 | Master Project Schedule – Status Update | On-going |
| 32 | FDOT Monthly Progress Report – including Top Project Risk Status | Monthly |
| 33 | Grade Crossing / Hazard Mitigation Update | Monthly |
| 34 | Risk Register Update / Top 10 Risk Refresh | Quarterly |
| 35 | Joint Preliminary Hazard Analysis and Mitigation Log Update | Quarterly |

16 Quality Assurance / Quality Control

16.1 QA Audits

A Tentative Audit Schedule (subject to change) is presented in Table 18 and a summary of Audit Report and Findings is presented in Table 19.

Table 18 – Tentative Audit Schedule

| DB CONTRACT | | | | | | |
|--------------------------|------------|-----------------|-------------------------------|--|-------------|------|
| DB DESIGN | | | | | | |
| Quarter | Audit Date | Completion Date | Organization | Discipline | Joint Audit | Lead |
| 2017 – 3 | 8/4/2017 | 8/18/2017 | HTI/XORAIL | Signals | N | AS |
| 2017 - 3 | 8/23/2017 | 8/23/2017 | VHB | VSLMF (RFC-resubmittal) | N | AS |
| 2017 - 3 | 8/31/2017 | 8/31/2017* | Jacobs Eng. | Drainage, Geotechnical, ITS, Rail, Roadway, Structures | N | AS |
| 2017 - 4 | 11/13/2017 | | Jacobs Eng. | Drainage, Geotechnical, ITS, Rail, Roadway, Structures | N | AS |
| 2017 - 4 | 11/15/2017 | | VHB | VSLMF (RFC-resubmittal) | N | AS |
| 2017 - 4 | 11/17/2017 | | HTI/XORAIL | Signals | N | AS |
| DB CONSTRUCTION | | | | | | |
| Quarter | Audit Date | Completion Date | Organization | Discipline | Joint Audit | Lead |
| 2017 - 3 | 8/9/2017 | 8/9/2017* | DB - Middlesex / Herzog II JV | Category 1 – Sub-ballast | N | RW |
| 2017 - 3 | 8/9/2017 | 8/9/2017 | DB - Middlesex / Herzog II JV | Category 4 - Earthwork | N | RW |
| 2017 – 3 | 9/11/2017 | | DB - Middlesex / Herzog II JV | RAIL Category 13- Rail Grade Crossing System | N | RW |
| 2017 – 3 | 9/11/2017 | | DB - Middlesex / Herzog II JV | RAIL Category 13- VSMF | N | RW |
| 2017 - 4 | 10/2/2017 | | DB - Middlesex / Herzog II JV | Category 7B- Asphalt Paving | N | RW |
| 2017 - 4 | 10/2/2017 | | DB - Middlesex / Herzog II JV | Category 20- ADA- Accessibility Issues @Stations | N | RW |
| 2017 - 4 | 11/1/2017 | | DB - Middlesex / Herzog II JV | Category 10B- Bridge Structures- Bearings/Beams/Bolts | N | RW |
| 2017 - 4 | 11/1/2017 | | DB - Middlesex / Herzog II JV | RAIL Category 12- Railway Structures | N | RW |
| DB SUPPLIERS/FABRICATORS | | | | | | |
| Quarter | Audit Date | Completion Date | Organization | Discipline | Joint Audit | Lead |
| - | - | - | - | - | - | - |

Note: This schedule is subject to change.

* Required Correction Action items are listed in Table 18.

Table 19 – Audit Report & Findings

| DB CONTRACT | | | | | | | | | | | | | |
|-----------------|------------|------------------|--------------------------------|-------------|--------------|------------|--|---------------|----------|--|--------|---|-------------------|
| DB DESIGN | | | | | | | | | | | | | |
| Quarter | Audit Date | Compilation Date | Org. | Discipline | Finding | Issue ID # | Issue Description | Response Date | Due Date | Required Corrective Action | Status | Verified Corrective Action | Verification Date |
| 2017-2 | 5/24/17 | 5/31/17 | JACOBS | Rail | Item of Note | J3-02 | RL-006: Zone 1 Track (Jan submittal) QC checkset is incomplete; only contains cover sheet with originator; No markup set. | 5/24/17 | 08/31/17 | Complete QC docs to be provided (subsequent submittals if necessary) | Closed | Subsequent submittals have completed QC | 8/31/17 |
| 2017-3 | 8/31/17 | 9/1/17 | JACOBS | General | Item of Note | J4-01 | Most FDOT submittals were not entered in ERC for comments. No documentation of accept and/or "no comment" by FDOT for 14 submittals from April to Aug 2017 | | 11/13/17 | Provide documentation for submittal acceptance | Open | | |
| 2017-3 | 8/31/17 | 9/1/17 | JACOBS | Rail | Deficiency | J4-02 | RL-008: Tupperware Run-Around (Rev1-April27): Missing Level 1 signoff | | 11/13/17 | Provide Level 1 Sign-off sheet. | Open | | |
| 2017-3 | 8/31/17 | 9/1/17 | JACOBS | Rail | Item of Note | J4-03 | RL-011: Orange Ave Interim (RFC-May): Sign-off dates inaccurate | FYI | FYI | FYI | FYI | FYI | FYI |
| DB CONSTRUCTION | | | | | | | | | | | | | |
| Quarter | Audit Date | Compilation Date | Org. | Discipline | Finding | Issue ID # | Issue Description | Response Date | Due Date | Required Corrective Action | Status | Verified Corrective Action | Verification Date |
| 2017-3 | 8/9/17 | 8/9/17 | DBM – Middlesex / Herzog II JV | Sub-ballast | Item of Note | P2SC-003 | At Shingle Creek Bridge and Old Tampa Highway, observed crewman on steel beam deck performing leveling checks on pile operation, not properly tied off. | 8/9/17 | 8/9/17 | Comply with OSHA 29 CFR 1926.760 Fall protection. | Closed | Senior Bridge Inspector notified the crew member who tied off after being notified. | 8/9/17 |

17 Environmental/NEPA

The mitigation measures and other Project features that reduce adverse impacts, to which FTA and FDOT committed in the original EA and FONSI, the 2008 SEA and Addendum to the FONSI and 2010 Second SEA and Second Addendum to the FONSI, which six documents serve as the environmental record for the Project, is summarized in **Attachment C**. The Phase 2 South Mitigation Monitoring Plan is intended to serve as a mechanism for monitoring the implementation of the mitigation measures by FTA and FDOT.

18 Community Outreach

18.1 Special and Upcoming Public Events

- In fulfillment of a marketing agreement, SunRail continues to look for opportunities to engage fans at select sporting venues in discussions on rail safety and general SunRail service and connectivity.

18.2 Safety Outreach Activities

June 2017

- *Contacted all churches/organizations within 2 miles of the Phase 2 South corridor to set up a rail safety meeting.*
- *Conference call with Operation Lifesaver Florida to discuss coordinating our safety efforts to further reach out to the community.*
- *Met with First Baptist Church of Kissimmee Pastor delivering Safety Watch materials and discussing safety outreach to their members.*
- *Onboard presentation with 70 students from Starchild Academy Lake Mary.*

July 2017

- *Mailed flyers to Home Owner's Associations and apartment communities located within 2 miles of the tracks.*
- *Onboard 3rd birthday party and safety presentation with 20 kids and 20 adults from Florida Hospital Station to Sand Lake Road Station.*
- *Delivered safety literature and materials to ICM El Tabernaculo Church for their scheduled group trip on 7/21.*
- *Onboard safety presentation with 25 Camp Destiny students and teachers from DeBary Station to Florida Hospital Station.*
- *Onboard safety presentation with 16 Primrose School of Hunter's Creek students and teachers from Sand Lake Road Station to Winter Park Station.*
- *Meeting with Osceola County Boys and Girls Club planning safety presentation with Tie during the school year*
- *Onboard safety presentation with 17 Longwood Community Preschool students and teachers from Longwood Community Preschool*

August 2017

- *Launched new “Rock the Rails” safety song campaign in grades K-12*
- *Developed strategic plan and aligning resources for Train Safety Awareness Week 9/24/17 - 9/30/17.*
- *Spoke to 600 Seminole County School Bus Drivers at Winter Springs High School about rail safety.*
- *Safety presentation with Tie at Maitland Public Library to 50+ attendees.*
- *Delivered safety literature and materials to Taft Neighborhood Center, Pinnacle Pointe Apartments and Martin Brower office complex.*
- *Called Martin Brower office complex discussing broken office park fencing near the tracks and shared rail safety info.*
- *Delivered safety literature and materials to Cypress Creek High School and Meadow Woods Middle School inviting Administration to schedule a safety presentation for their school.*

19 ACTION ITEMS

Action Items from Quarterly Meeting – June 21, 2017

Phase 1

- FTA and FDOT to review and coordinate for Phase 1 final budget and remaining contingency determination. FDOT provided the budget information in form of a Draft Budget Revision #4 on February 25, 2017 and followed up via teleconference with FTA on March 7, 2017. FDOT provided another update to Budget Revision #4 on March 13, 2017. FTA is reviewing the budget revision including the scope of work with FTA Headquarters and anticipates approval by July 31, 2017.
- FDOT to review and update TMOP based on the updated RFMP. FDOT submitted the TMOP for review on February 3, 2017. The PMOC provided comments to the TMOP for FDOT review. *FDOT revised and resubmitted the TMOP Rev. 13 on August 4, 2017.*

Phase 2 South

- FDOT to update the PMP to include the Wayside Signals DB scope in the Corridor and Station DB Contract. Ongoing, FDOT is also updating the PMP to include additional PHA transfer of responsibility verbiage, organization revisions and resumes. PMP to include revised FFGA budget *once approved by FTA* and process for documenting billing for Electronic Clearing House Operation (ECHO) drawdown.
- FDOT committed to working on the budget reconciliation between the FFGA and actual cost, and methodology for FFGA and non-FFGA scope of work and funding verifications, and will follow-up with the FTA and PMOC in the first quarter of 2017. The budget reconciliation between FFGA, FDOT Funded and Non-FFGA Funded items is reflected in Section 14 of the November 15, 2016 – February 15, 2017 QPR. Additional cost breakdown information was provided to FTA and the PMOC on March 14, 2017. *FDOT submitted the Phase 2 South Budget Memorandum on June 20, 2017. FTA/PMOC provided comments on August 3, 2017. FDOT is reviewing the comments.*
- FDOT to determine and provide to FTA which potential line items to allow FDOT to drawdown against.
- FDOT to review and update amendment to Finance Plan based on the revised FFGA budget, *once it is approved by FTA*. The Financial Plan will be reviewed once the FFGA Amendment is submitted for approval.

20 UPCOMING MEETINGS

- Next Quarterly Progress Review Meeting: October 5, 2017 (Atlanta)

Quarterly Progress Report Form – Positive Train Control Implementation

To effectively monitor each railroad's progress implementing a positive train control (PTC) system, the Federal Railroad Administration (FRA) is requiring the submission of quarterly progress reports on this form, beginning June 30, 2016, under its investigative authorities. *See, e.g.*, 49 U.S.C. §§ 20107, 20902, 20157(c)(2); 49 C.F.R. § 236.1009(h). Railroads must use this form to report PTC implementation progress data quarterly, by the due dates set forth in the table below. Each railroad should select the correct quarter and year for each quarterly report.

Quarterly PTC Progress Reports must be submitted electronically to FRA via the FRA Secure Information Repository (SIR) at <https://sir.fra.dot.gov>.

Key Dates for PTC Implementation Quarterly Progress Reporting:

| Period | Coverage Period | Progress Report Due Date |
|--------|-------------------------|--------------------------|
| Q1 | January 1 – March 31 | April 30 |
| Q2 | April 1 – June 30 | July 31 |
| Q3 | July 1 – September 30 | October 31 |
| Q4 | October 1 – December 31 | January 31 |

General Instructions:

1. References to a railroad's PTC Implementation Plan (PTCIP) in this form refer to the railroad's revised PTCIP submitted under the Positive Train Control Enforcement and Implementation Act of 2015, or the most current amended PTCIP FRA has approved, if any;
2. If a particular category listed in a table does not apply to the railroad's technology, please indicate "N/A"; and
3. For Sections 2, 4, and 6, please select a "Status" option from the drop-down menus provided.

| | |
|--|--|
| Name of Railroad or Entity Subject to 49 U.S.C. § 20157(a): | |
| Railroad Code: | |
| Quarterly PTC Progress Report for: | |
| Date: | |

Quarterly Progress Report Form – Positive Train Control Implementation

1. Summary

| Category | Cumulative Quantity Completed To Date | Total Quantity Required for PTC Implementation |
|---|---------------------------------------|--|
| Locomotives Fully Equipped and PTC Operable | | |
| Installation/Track Segments Completed | | |
| Radio Towers Fully Installed and Equipped | | |
| Employees Trained | | |
| Territories ¹ Where Revenue Service Demonstration Has Been Initiated | | |
| Route Miles in Testing or Revenue Service Demonstration ² | | |
| Route Miles in PTC Operation | | |

Provide a narrative summary of overall PTC implementation progress during the applicable quarter:

¹ A territory is an entire installation/track segment as identified in the railroad's PTCIP (*e.g.*, a track segment, territory, subdivision, district, etc.).

² Enter the cumulative number of route miles where PTC technology is *currently* undergoing field testing or Revenue Service Demonstration. Railroads must only identify in the "Route Miles in Testing or Revenue Service Demonstration" field any route miles that are still currently undergoing PTC field testing or Revenue Service Demonstration (*e.g.*, in a case where FRA granted a railroad provisional revenue service operations authorization for only a portion of its network but the railroad is still conducting field testing or Revenue Service Demonstration elsewhere in its network). Once a railroad has received written authorization from FRA to operate its PTC system in revenue service (through either provisional operations authorization under 49 U.S.C. 20157(h)(2) or PTC System Certification under 49 U.S.C. 20157(h)(1), the railroad must identify any miles where a PTC system is being operated in revenue service in the "Route Miles in PTC Operation" field. If a railroad is operating the PTC system in revenue service and has completed all field testing and Revenue Service Demonstration, it may write "Complete" in the "Route Miles in Testing or Revenue Service Demonstration" fields.

Quarterly Progress Report Form – Positive Train Control Implementation

2. Quarterly Update on Spectrum

[illegible]

³ If the railroad reported in its PTCIP that all necessary spectrum had been acquired and was available for use, or the railroad's technology does not require the use of spectrum, please indicate "N/A" in this table.

Quarterly Progress Report Form – Positive Train Control Implementation

Provide any additional narrative for Spectrum below:

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3. Quarterly Update on Major Milestones

3.1 Locomotive Status

| Category/Installation Feature | Q1 – Quantity Installed | Q2 – Quantity Installed | Q3 – Quantity Installed | Q4 – Quantity Installed | Sum of Quarterly Totals | PTCIP Year End Goal (if applicable) | Cumulative Quantity Installed | Grand Total Reported in PTCIP (if applicable) |
|--|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------------------|-------------------------------|---|
| Locomotive (Apparatus) ⁴ | | | | | | | | |
| Locomotives with On-board Computers (e.g., Train Management Computer) Installed | | | | | | | | |
| Locomotives with PTC Displays Installed | | | | | | | | |
| Locomotives with PTC-Capable Event Recorders Installed | | | | | | | | |
| Locomotives with Locomotive Radios Installed – Primary Communications (e.g., 220 MHz radios) | | | | | | | | |
| Transponder Readers (e.g., for non I-ETMS systems) | | | | | | | | |

⁴ If a particular category listed in this table does not apply to the railroad's technology, please indicate "N/A." A railroad may add categories or subcategories if it wants to provide more detail.

Quarterly Progress Report Form – Positive Train Control Implementation

PTC Software: Describe 1) the railroad's approach to installation of PTC software on its locomotive fleet, and 2) any issues the railroad is experiencing with installed versions of train management software (e.g., reverting back to previous software versions due to errors in the current version):

Provide any additional narrative for Locomotive Status below:

3.2 Infrastructure/Back Office Status

| Infrastructure – Back Office Systems | |
|---|--|
| How many physical back office locations are required for PTC operations, as reported in the PTCIP? | |
| How many physical back office locations have been constructed with all necessary equipment installed? | |
| Are the Back Office Location(s) fully operable with PTC? | |
| Are the Dispatching Location(s) fully operable with PTC? | |

Quarterly Progress Report Form – Positive Train Control Implementation

Provide any additional narrative for Infrastructure/Back Office Status below:

3.3 Infrastructure/Wayside Status

| Category/Installation Feature | Q1 – Quantity Installed | Q2 – Quantity Installed | Q3 – Quantity Installed | Q4 – Quantity Installed | Sum of Quarterly Totals | PTCIP Year End Goal ⁵ | Cumulative Quantity Installed | Grand Total Reported in PTCIP (if applicable) |
|---|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|----------------------------------|-------------------------------|---|
| Infrastructure – Wayside Installations (Systemwide) ⁶ | | | | | | | | |
| Wayside Interface Units | | | | | | | | |
| Communication Towers or Poles | | | | | | | | |
| Switch Position Monitors | | | | | | | | |
| Wayside Radios | | | | | | | | |
| Base Station Radios | | | | | | | | |
| Are all necessary communication backbone utilities (including fiber, copper, ground wiring etc.) installed and ready for operation? | | | | | | | | |

⁵ Unlike the heading in table 3.1, this heading is not qualified with “(if applicable)” because each railroad was required to provide year-end goals for these particular hardware categories under the PTC Enforcement and Implementation Act of 2015.

⁶ If a particular category listed in this table does not apply to the railroad’s technology, please indicate “N/A.” A railroad may add categories or subcategories if it wants to provide more detail.

Quarterly Progress Report Form – Positive Train Control Implementation

Provide any additional narrative for Infrastructure/Wayside Status below:

4. Installation/Track Segment Progress – Current Status⁷

| Segment Identification ⁸ | Q1 Status – Current status of installation/track segment | Q2 Status – Current status of installation/track segment | Q3 Status – Current status of installation/track segment | Q4 Status – Current status of installation/track segment |
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⁷ For passenger rail operations, this information should be further segregated into those routes where it is a host or tenant.

⁸ Segment identification should be consistent with installation segments as listed in the railroad's PTCIP (e.g., by track segment, territory, subdivision, district, etc.).

Quarterly Progress Report Form – Positive Train Control Implementation

| Segment Identification ⁸ | Q1 Status – Current status of installation/track segment | Q2 Status – Current status of installation/track segment | Q3 Status – Current status of installation/track segment | Q4 Status – Current status of installation/track segment |
|-------------------------------------|--|--|--|--|
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If a railroad has more segments where PTC will be implemented, please use the additional rows provided in [Appendix B](#).

Provide any additional narrative for Installation/Track Segment Status below:

Quarterly Progress Report Form – Positive Train Control Implementation

5. Quarterly Update on Employee Training

| Employee Category ⁹ | Q1 – # Employees Trained | Q2 – # Employees Trained | Q3 – # Employees Trained | Q4 – # Employees Trained | Sum of Quarterly Totals | PTCIP Year End Goal | Cumulative # of Employees Trained | Grand Total Reported in PTCIP |
|---|--------------------------------|--------------------------------|--------------------------------|--------------------------------|-------------------------------|---------------------------|--|--|
| Employees who Install, Maintain, Repair, Modify, Inspect, and Test the PTC System | | | | | | | | |
| Employees who Dispatch Train Operations | | | | | | | | |
| Train and Engine (Operations) Employees | | | | | | | | |
| Roadway Worker Employees | | | | | | | | |
| Direct Supervisors of the Above Employees | | | | | | | | |

Provide any additional narrative for Employee Training below:

⁹ See 49 C.F.R. § 236.1041(a).

Quarterly Progress Report Form – Positive Train Control Implementation

6. Quarterly Update on Interoperability Progress and Other Formal Agreements

This section is provided to help railroads describe interoperability information. Please provide any additional information (e.g., an appendix) as appropriate.

Required content:

- For host railroads: provide updates to any agreements and key milestones for all tenant operations
- For tenant railroads: provide updates to any agreements and key milestones for all operations over tracks hosted by another railroad

Host and Tenant Railroads: Provide a general update on interoperability in the textbox below:

Host Railroads Only: For each tenant, provide additional tenant information below:

| Tenant Identification | Estimated Quantity of Tenant Rolling Stock to be Equipped with PTC (if the tenant does not have a separate PTCIP on file) | Current Tenant Implementation Status |
|-----------------------|---|--------------------------------------|
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Quarterly Progress Report Form – Positive Train Control Implementation

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Public reporting burden for this information collection is estimated to average 21.60 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0553**. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection, including suggestions for reducing this burden to OMB’s Office of Information and Regulatory Affairs, Attn: FRA OMB Desk Officer.

Quarterly Progress Report Form – Positive Train Control Implementation

Appendix A: Additional Rows for Quarterly Update on Major Milestones

| Category/Installation Feature | Q1 – Quantity Installed | Q2 – Quantity Installed | Q3 – Quantity Installed | Q4 – Quantity Installed | Sum of Quarterly Totals | PTCIP Year End Goal (if applicable) | Cumulative Quantity Installed | Grand Total Reported in PTCIP (if applicable) |
|-------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------------------|-------------------------------|---|
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Quarterly Progress Report Form – Positive Train Control Implementation

Appendix B: Additional Rows for Installation/Track Segment Progress – Current Status

[illegible]

OMB Approval Granted 8/15/2017
OMB Approval Expires 8/31/2018

Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

Quarterly Progress Report Form – Positive Train Control Implementation

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Quarterly Progress Report Form – Positive Train Control Implementation

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Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

TAB 5
UPCOMING MEETINGS

UPCOMING MEETINGS

Commission Meetings (LYNX Boardroom)

Friday, December 1st, 9:00 am - 11:00 am

Customer Advisory (LYNX Open Space – 2nd Floor)

Thursday, December 14th, 5:00 pm – 6:00 pm