



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

December 1, 2017

TAB 1
AGENDA



Central Florida Commuter Rail Commission

Date: December 1, 2017
Time: 9:00 a.m.
Location: LYNX Central Station
Boardroom, 2nd Floor
455 N. Garland Avenue
Orlando, Florida 32801

PLEASE SILENCE CELL PHONES

- I. Call to Order and Pledge of Allegiance**
 - II. Confirmation of Quorum**
 - III. Announcements**
 - A. Commission Chairman – Commissioner Bob Dallari
 - B. SunRail Chief Executive Officer – Ms. Nicola Liquori
 - IV. Agenda Review**
 - V. Public Comments on Agenda Items**

Comments from the public will be heard pertaining to items on the agenda for this meeting. People wishing to speak must complete a “Speakers Introduction Card”. Each speaker is limited to two minutes. People wishing to speak on other items will be acknowledged under Agenda Item XI.
 - VI. Action Items**
 - A. Approval of minutes from the August 30, 2017 meeting
 - B. Approval of Escrow Agreement – SunRail Consultant Services
 - VII. Reports**
 - A. SunRail Customer Advisory Committee – Mr. Jeffery Morris
 - B. SunRail Technical Advisory Committee – Mr. James Harrison
 - C. Agency Update – Ms. Nicola Liquori
-



Central Florida Commuter Rail Commission

VIII. Information Items

- A. Federal Transit Administration (FTA) Quarterly Progress Meeting Summary
- B. Federal Railroad Administration (FRA) PTC Quarterly Meeting Summary

IX. Discussion Item – follow-up from 11/1 Workshop

X. Board Member Comments

XI. Public Comments (General)

Comments from the public will be heard pertaining to General Information on the agenda for this meeting. People wishing to speak must complete a “Speakers Introduction Card” at the reception desk. Each speaker is limited to two minutes.

XII. Next Meeting – March 29, 2018 10:00 a.m. MetroPlan Orlando

XIII. Adjournment

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Roger Masten, FDOT Contracts Administrator, 801 SunRail Drive, Sanford, FL 32771, or by phone at 321-257-7161, or by email at roger.masten@dot.state.fl.us at least three business days prior to the event.

TAB 2
ACTION ITEMS

Central Florida Commuter Rail Commission Meeting

August 30, 2017
9:00 a.m.
Metro Plan Orlando
250 South Orange Avenue
Orlando, Florida 32801

Attendees: Chairman Bob Dallari, Vice Chairman Viviana Janer, Secretary Pat Patterson, Board Members Mayor Teresa Jacobs and Mayor Buddy Dyer

Minutes

Meeting was called to order by Chairman Bob Dallari	
Pledge of Allegiance and Confirmation of Quorum	
Commission Chairman's Announcements	Bob Dallari
<ul style="list-style-type: none">• Apologized for the difficulties in scheduling the Commission meeting when all Commissioners could attend• Asked all Members to appoint an elected official as an Alternate Member to ensure representation and satisfy a quorum• Asked SunRail staff to schedule upcoming 2017 meetings and a full schedule of meetings for 2018	
SunRail CEO Announcements	Nicola Liquori
<ul style="list-style-type: none">• New COO, Elliott Shepherd, began on May 5th. His impact to the program overall has already been recognized. Especially at this time with the construction of Phase II South and its incorporation into the operations as well as the Positive Train Control (PTC) project.• New Executive Assistant, Deborah Morrow, while she may not need introduction, her addition to the team has been significant• There are no changes to the Agenda; however, the Members have been provided the FTA Quarterly Progress Report and the FRA/PTC Quarterly Meeting Summary are included for informational purposes	
Public Comments On Agenda Items:	
<ul style="list-style-type: none">• Joanne Cornelius, Seminole County Resident stated that she would like SunRail to run 24/7 including nights, weekends and holidays.• David Bottomley, Orange County Resident stated that Sand Lake Road to Downtown Orlando only took 13 minutes; staff is friendly and on time	
Action Items:	
<ul style="list-style-type: none">• Adoption of meeting minutes from April 19, 2017; Motion to adopt minutes passed unanimously.	
Agenda Item: Customer Advisory Committee Update	Presenter: Jeffery Morris
<ul style="list-style-type: none">• Meeting held May 9, 2017<ul style="list-style-type: none">• The Committee has several vacancies from several stakeholders that need to be filled. The requirements for appointments are:<ul style="list-style-type: none">○ Must ride the train three times per week○ Resident of the County or City of Orlando• The Committee received public comment<ul style="list-style-type: none">○ Encourage the involvement of Governor Scott and FDOT Secretary○ Church Street cross-walk safety○ Open data issue and providing information to vendors for app development○ Increased service• The Committee was asked for input cost and time savings related to utilizing the system	

<ul style="list-style-type: none"> <ul style="list-style-type: none"> ○ Consensus that customers ride not for cost or time savings but conversion of time for leisure or work • The Committee recommends modification to the schedule to include later peak times in the morning, earlier peak times in the afternoon, and close the day time service gaps to one hour or less with a preference for one-half hour • For connectivity with Maitland, possibly consider a partnership with Lynx • The Commission requested feed-back from the Committee on the cleanliness of the trains • With regard to the Church Street stop, City of Orlando has an agreement with the Developer proposing a hotel/office complex on the ballroom site to relocate the Station across from the Northbound station in the future 	<p>Agenda Item: Technical Advisory Committee Update Presenter: Jim Harrison</p> <ul style="list-style-type: none"> • Meeting held July 12, 2017 <ul style="list-style-type: none"> • The Committee discussed the transition plan • Mr. Morris discussed the comments the CAC received regarding customer service and tacking apps. The matter will be placed on a future Agenda for discussion • Ms. Liquori provided and the Committee discussed the Quarterly Highlights
<p>Agenda Item: Agency Update Presenter: Nicola Liquori</p> <ul style="list-style-type: none"> • Quarterly Highlights <ul style="list-style-type: none"> • Launched <i>Train to Plane</i> program. We work in partnership with LYNX to have LINK 111 to pick up passengers at the Sand Lake Road Station and take them to Orlando International Airport; however, we are now actively promoting the link. <ul style="list-style-type: none"> ○ A 30-day trial pass is being offered to employees that take advantage of this transportation solution ○ Surveys will be taken and feed-back gathered to make modifications if necessary • For the Pulse Service, a late-night train ran in conjunction with the Memorial • Social Media is approximately 29,000 followers • Staff continues to work on the App development. We met with LYNX for a demonstration of the App they are working on. The intent is to bring the two activities together for there to be one App to be used for SunRail and LYNX • Budget Fiscal Year 2017 Budget to Actual <ul style="list-style-type: none"> ○ Overall under budget ○ Larger reductions related to feeder bus costs due to the full system was budgeted while there is only a portion of the system to date ○ Consultant cost reduction ○ Capital maintenance lower than anticipated • Call Center <ul style="list-style-type: none"> • The largest percentage of calls relate to information • On Time Performance <ul style="list-style-type: none"> • While the goal is 95% or better and the quarterly average was 96% • Ridership Trends <ul style="list-style-type: none"> • Daily ridership continues to average 3,500 with peaks during the summer with days of 3,900 / 4,000 which appeared to coincide with other special events • Bicycle and ADA trends remain consistent with previous periods • Safety & Security <ul style="list-style-type: none"> • Incidents: <ul style="list-style-type: none"> ○ June: (1) Collision with vehicle on right-of-way; (1) Grade crossing accident ○ July: (1) Train hit opossum ○ May: (1) Trespasser fatality • Outreach Events <ul style="list-style-type: none"> ○ On-Board Presentations ○ In-School Presentations ○ Bus Driver Training ○ Commercial Driver's License Training 	

Ms. Liquori requested the Commission and community at-large reinforce the safety messages to reduce people walking on or crossing the tracks at a non-designated crossing, remaining alert around stations and crossings, and obeying gates and warning systems.

- Train Safety Awareness Week will be September 24 – 30
 - “Rock the Rails” for a song and winner selected
- Phase 2 South
 - Construction is progressing well
 - A significant completion occurred when train traffic was moved over to the new Shingle Creek Bridge
 - The first signal cutover will occur soon which is a critical element in the progress of the Phase
- Marketing & Business Development
 - SunRail stories have been posted on the website
 - Extended service hours will be provided on Wednesday, September 27th for the last week-night, home game of Orlando City Soccer after the game

Board Member Comments:

- Mayor Jacobs asked if a cost analysis had been done for extended service such as recommended by the Customer Advisory Committee
 - Ms. Liquori provided it was reviewed in early 2016. With Phase 2 South a year away, this would be a good time to look at the schedules and costs.
- Mayor Jacobs asked if there was a vendor that SunRail customers know there is an alternative to call if they experience an emergency
 - Ms. Liquori said there was an emergency service and Re-think your commute provides information
- Commissioner Janer expressed her concern for the uptick in fatalities along the corridor. That any identifiable problem areas in the Phase 2 South are being addressed to keep the incidents to a minimum.
- Commissioner Janer distributed a letter written to the Secretary of FDOT.
- Mayor Dyer asked if staff receives notification of malfunctioning gates, if so, does the Operations Center receive the notification.
 - Mr. Shepherd responded that if the gate malfunctions, the Operations Center receives notification, sends repair out, and the train operator must flag the crossing
- Mayor Dyer requested that staff include in the dashboard how many gate malfunctions or failures occur each month
- Mayor Jacobs asked what is the response time for having repair sent out
 - Mr. Shepherd said he would have to consult data
- Commissioner Dallari expressed that he was pleased that the last game of Orlando City would have the train on extended service. He requested staff to reach out to Mayor Dyer and Mayor Jacobs and provide whatever accommodations SunRail can make be made available. He also suggested the SunRail team may want to have a presence on the train.

Public Comments (General):

- David Bottomley addressed the Commission to express concern that the Ambassadors at the Sand Lake Road Station do not know what track the train will be on until approximately five minutes (maybe 10 minutes) because it can switch tracks. Another concern is the pedestrian crosswalk at Church Street Station. Waiting four years for the new development is too long.

Next Meeting: Friday, December 1st, 2017 @ 9:00 AM

LYNX Central Station
455 N. Garland Ave., Board Room
Orlando, Florida 32801

Adjournment: Meeting adjourned at 9:45 a.m.

**SUNRAIL CONSULTANT SERVICES
ESCROW AGREEMENT**

THIS SUNRAIL CONSULTANT SERVICES ESCROW AGREEMENT (“Agreement”) is made and entered into as of the date of latest execution (“Effective Date”), by and among the CENTRAL FLORIDA COMMUTER RAIL COMMISSION, a legal entity and public body and unit of local government (“CFCRC”); and the ORANGE COUNTY COMPTROLLER, in its capacity as Escrow Agent (“Escrow Agent”), with the parties’ mailing addresses noted in Section 12, herein.

RECITALS:

WHEREAS, the Florida Department of Transportation (“FDOT”) has undertaken the development and implementation of the SunRail Commuter Rail System (“SunRail”) running from Deland in the County of Volusia through Seminole and Orange Counties, the City of Orlando, and to Poinciana in Osceola County; and

WHEREAS, FDOT is the agency responsible for the design, permitting and construction of SunRail, and is currently responsible for its funding, operation, management, and maintenance; and

WHEREAS, CFCRC, which is comprised of a designated representative from Orange County, Osceola County, Seminole County, Volusia County and the City of Orlando (collectively referred to herein as the “Local Government Partners”), was formed for the purpose of acquiring, constructing, operating, and maintaining SunRail; and

WHEREAS, CFCRC is scheduled to assume responsibility for the funding, operation, management, and maintenance of SunRail in 2021; and

WHEREAS, CFCRC desires to retain the services of a consultant with expertise in commuter rail systems to perform a comprehensive analysis for the transition of responsibility from FDOT to CFCRC; and

WHEREAS, with the exception of Volusia County, the Local Government Partners (“Participating Local Government Partners”) have entered into an Interlocal Agreement Regarding Cost Sharing to Obtain Consultant Services (“Interlocal Agreement”), attached hereto as **Exhibit “A”**; and

WHEREAS, the Interlocal Agreement requires the Participating Local Government Partners to deposit funds into an escrow account to be administered by an escrow agent for the purpose of compensating the consultant; and

WHEREAS, Escrow Agent has agreed to serve as said escrow agent in accordance with the terms and conditions of this Agreement; and

WHEREAS, CFCRC desires that Escrow Agent shall hold and release the Escrowed Funds subject to the terms and conditions set forth in this Agreement.

NOW, THEREFORE, for and in consideration of the mutual covenants contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, and intending to be legally bound, the parties hereto represent, warrant, covenant, and agree as follows:

1. **Recitals.** The above recitals are true and correct and are incorporated herein by this reference.

2. **Establishment of Escrow Relationship; Acceptance by Escrow Agent.** CFCRC hereby retains Escrow Agent, at no cost to CFCRC, to serve solely in its capacity as escrow agent with respect to the Escrowed Funds, and Escrow Agent hereby accepts such retention.

3. **Escrowed Funds.** Pursuant to Section 6 of the Interlocal Agreement, the Participating Local Government Partners shall deliver funds in the amount of Thirty-Seven Thousand Five Hundred Dollars (\$37,500.00) (the “Escrowed Funds”) to Escrow Agent to retain a commuter rail system consultant (“Consultant”). Within five (5) business days of receipt, Escrow Agent shall place the Escrowed Funds into a separate, restricted, interest-bearing escrow account (the “Escrow Account”) to be held, administered, distributed, and released as provided for herein. Escrow Agent shall acknowledge receipt of the Escrowed Funds by providing notice, either in writing or by electronic mail, to each of the Participating Local Government Partners within five (5) business days after receipt of the Escrowed Funds.

4. **Disbursement of Escrowed Funds.** Upon CFCRC’s approval of payment to Consultant, CFCRC shall submit a written draw request to Escrow Agent to pay or reimburse the cost of selecting and compensating the consultant engaged by CFCRC under the Interlocal Agreement. Within thirty (30) days of receipt of said draw request, Escrow Agent shall disburse funds to CFCRC from the Escrow Account in an amount equal to the sum so approved by the CFCRC.

5. **Escrow Term and Release of Escrowed Funds.** Notwithstanding anything to the contrary, the Escrowed Funds shall be held by Escrow Agent for a period commencing on the Effective Date and expiring no later than two (2) years from that date (“Escrow Term”). The escrow established by this Agreement shall terminate and the balance of the Escrowed Funds, if any, shall be disbursed in equal shares to each of the Participating Local Government Partners (i) within a reasonable period, but in any case no later than 30 days after said Escrow Term, or (ii) within thirty (30) days of CFCRC notifying Escrow Agent in writing that no further compensation is due to Consultant, whichever comes first. Notwithstanding the foregoing, the Escrow Term shall not apply to any portion of the Escrowed Funds that is subject to any active or pending draw request(s) pursuant to Section 4 above; rather, unused funds subject to any such active or pending draw request(s) shall be disbursed to CFCRC pursuant to Section 4 of this Agreement.

6. **Termination.** This Agreement and the parties’ rights and obligations pursuant hereto shall automatically terminate upon the earlier of (i) the disbursement of all of the Escrowed Funds to CFCRC pursuant to Section 4 herein, or (ii) the delivery of the balance of the Escrowed Funds to the Participating Local Government Partners pursuant to Section 5 hereof.

7. **Indemnification of Escrow Agent; Sovereign Immunity.** It is agreed that the duties of Escrow Agent are purely ministerial in nature and shall be expressly limited to the matters herein for which Escrow Agent is expressly obligated. CFCRC agrees to indemnify and hold Escrow Agent harmless from and against any and all claims, liabilities, damages, costs, penalties, losses, actions, suits, or proceedings at law or in equity, and any other expenses, fees, or charges of any character or nature, which Escrow Agent may incur or with which Escrow Agent may be threatened directly or indirectly arising from or in any way connected with this Agreement, except in the case of gross negligence, willful misconduct, or breach of trust by Escrow Agent. In connection therewith, CFCRC agrees to indemnify Escrow Agent against any and all reasonable expenses, including reasonable attorney fees (pre-litigation, litigation, and appellate) and the cost of defending or prosecuting any action, suit, or proceeding or resisting any claim, whether or not litigation is instituted. Nothing contained herein is intended as, nor shall constitute, a waiver by CFCRC or Escrow Agent of their sovereign immunity protections pursuant to Section 768.28, Florida Statutes.

8. **No Constructive Knowledge.** Escrow Agent shall not be deemed to have knowledge of any matter or thing unless and until Escrow Agent has actually received written notice of such matter or thing, and then shall only be required to act on that knowledge in its capacity as Escrow Agent as further described herein. Escrow Agent shall not be charged with any constructive knowledge whatsoever.

9. **Capacity of Escrow Agent.** It is expressly understood and agreed by the parties that the Escrow Agent shall not act under this Agreement in any capacity as Clerk to the Orange County Board of County Commissioners, but rather in Escrow Agent capacity as in independent constitutional officer.

10. **No Obligation to Overdraw.** Notwithstanding any provision of this Agreement seemingly to the contrary, Escrow Agent shall not be required to make payment of an amount in excess of the balance in the Escrow Account.

11. **Notices.** All notices, consents, approvals, waivers, and elections which any party shall be required or shall desire to make or give under this Agreement shall be in writing and shall be sufficiently made or given (i) when mailed by certified mail, postage prepaid, return receipt requested, (ii) by hand delivery to the named individuals representing the party to be notified, or (iii) by private parcel delivery services, or facsimile transmission for which receipt is provided to the notifying party. Notices, including notice of change of address, shall be addressed or transmitted to the addresses set forth below or such other address that a party may designate in the manner prescribed herein:

As to CFCRC:

Central Florida Commuter Rail Commission
c/o MetroPlan Orlando
250 S. Orange Avenue #200
Orlando, FL 32801
(407) 481-5672

With copy to:

Central Florida Commuter Rail Commission
c/o Seminole County Commissioner Bob Dallari

1101 East First Street
Sanford, FL 32771
(407) 665-7251

As to Escrow Agent: Orange County Comptroller
201 S. Rosalind Avenue
P.O. Box 38
Orlando, FL 32802-0038
Attn: Director of Finance and Accounting
Tel.: (407) 836-5715
Fac.: (407) 836-5753

Notices, consents, approvals, waivers, and elections given or made as aforesaid shall be deemed to have been given and received on the date of the mailing, delivery, or transmission thereof as aforesaid.

12. **Governing Law.** This Agreement shall be governed by, and be construed and interpreted in accordance with, the laws of the State of Florida, without regard to choice of law rules. Venue for any action arising out of or in connection with this Agreement shall lie in the Circuit Court of the Ninth Judicial Circuit in and for Orange County, Florida. Notwithstanding anything contained herein seemingly to the contrary, the parties shall comply with all applicable federal, state, and local laws, rules, and regulations.

13. **Entire Agreement, Modification.** This Agreement contains the entire understanding and agreement among the parties relating to the subject matter hereof, and all prior or extrinsic agreements, understandings, representations and statements, oral or written, concerning the subject matter hereof are merged herein and/or superseded hereby. There are no other agreements, written or oral, between the parties with respect to the subject matter hereof except those contained in this Agreement. Neither Escrow Agent nor CFCRC shall be bound by any modification, cancellation, or rescission of this Agreement unless in writing and signed by Escrow Agent and CFCRC.

14. **Waiver.** The failure of any party to insist in any one or more cases upon the strict performance of any term, covenant, condition, or provision of this Agreement shall not be construed as a waiver or a relinquishment of such party's right to insist on strict performance of any such term, covenant, condition, or provision in the future.

15. **Telecopy Execution.** A facsimile, telecopy, or other reproduction of this Agreement may be executed by the parties (in counterparts or otherwise) and, when so executed, shall be considered valid, binding, and effective for all purposes. At the request of any party, the parties hereto agree to execute an original of this Agreement, as well as any facsimile, telecopy, or other reproduction.

16. **Counterparts.** This Agreement may be executed in up to three identical counterparts. If so executed, each of such counterparts is to be deemed an original for all purposes and all such counterparts shall, collectively, constitute one agreement, but, in making proof of this Agreement, it shall not be necessary to produce or account for more of such

counterparts than are required to show that each party hereto executed at least one such counterpart.

17. **Time.** Time is of the essence in connection with this Agreement and each provision hereof.

18. **Construction.** All parties to this Agreement having participated fully and equally in the negotiation and preparation hereof, the fact that one of the parties to this Agreement, or its attorney, may be deemed to have drafted or structured any provision of this Agreement shall not be considered in construing or interpreting any particular provision of this Agreement, either in favor of or against such party.

19. **Settlement of Dispute.** In the event Escrow Agent is joined as a party to a lawsuit by virtue of the fact that it is holding the Escrowed Funds, Escrow Agent shall, at its option, either: (a) tender the Escrowed Funds into the registry of the appropriate court; or (b) disburse the Escrowed Funds in accordance with the court's ultimate disposition of the case. In the event Escrow Agent tenders the Escrowed Funds into the registry of the appropriate court and files an action of interpleader naming CFCRC and any affected third parties of whom Escrow Agent has received actual notice, Escrow Agent shall be released and relieved from any and all further obligation and liability hereunder or in connection herewith. CFCRC agrees that Escrow Agent shall not be liable to any party or person whomsoever for the misdelivery to CFCRC or otherwise of any monies except where such misdelivery shall be due to willful misconduct, gross negligence, or breach of trust by Escrow Agent.

IN WITNESS WHEREOF, the parties have executed this Agreement or caused this Agreement to be executed and delivered by their duly authorized officers on the date(s) noted below.

[SIGNATURE PAGES FOLLOW]

CFCRC:

**CENTRAL FLORIDA COMMUTER RAIL
COMMISSION**

Bob Dallari, Chairman

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____, 20__ by Bob Dallari, as Chairman of the CENTRAL FLORIDA COMMUTER RAIL COMMISSION, a legal entity and public body and unit of local government, who is personally known to me OR has produced _____ as identification and did/did not (circle one) take an oath.

(NOTARY SEAL)

Notary Public, State of Florida

Name: _____

Notary Commission No. _____

My Commission Expires: _____

ESCROW AGENT:

Signed, sealed, and delivered
in the presence of:

ORANGE COUNTY COMPTROLLER

Print Name: _____

Phil Diamond, CPA
Orange County Comptroller

Print Name: _____

Date: _____

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TAB 3
PRESENTATION



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

December 1, 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

- Announcements
- Public Comments (Agenda Items)
- Action Items
- Reports
- Discussion
- Board Member Comments
- Public Comments



PUBLIC COMMENTS

Agenda Items



ACTION ITEMS



**Adoption of meeting
minutes from
August 30, 2017**



**Approval of
Escrow Agreement**



CAC CHAIRMAN'S REPORT

Mr. Jeffery Morris

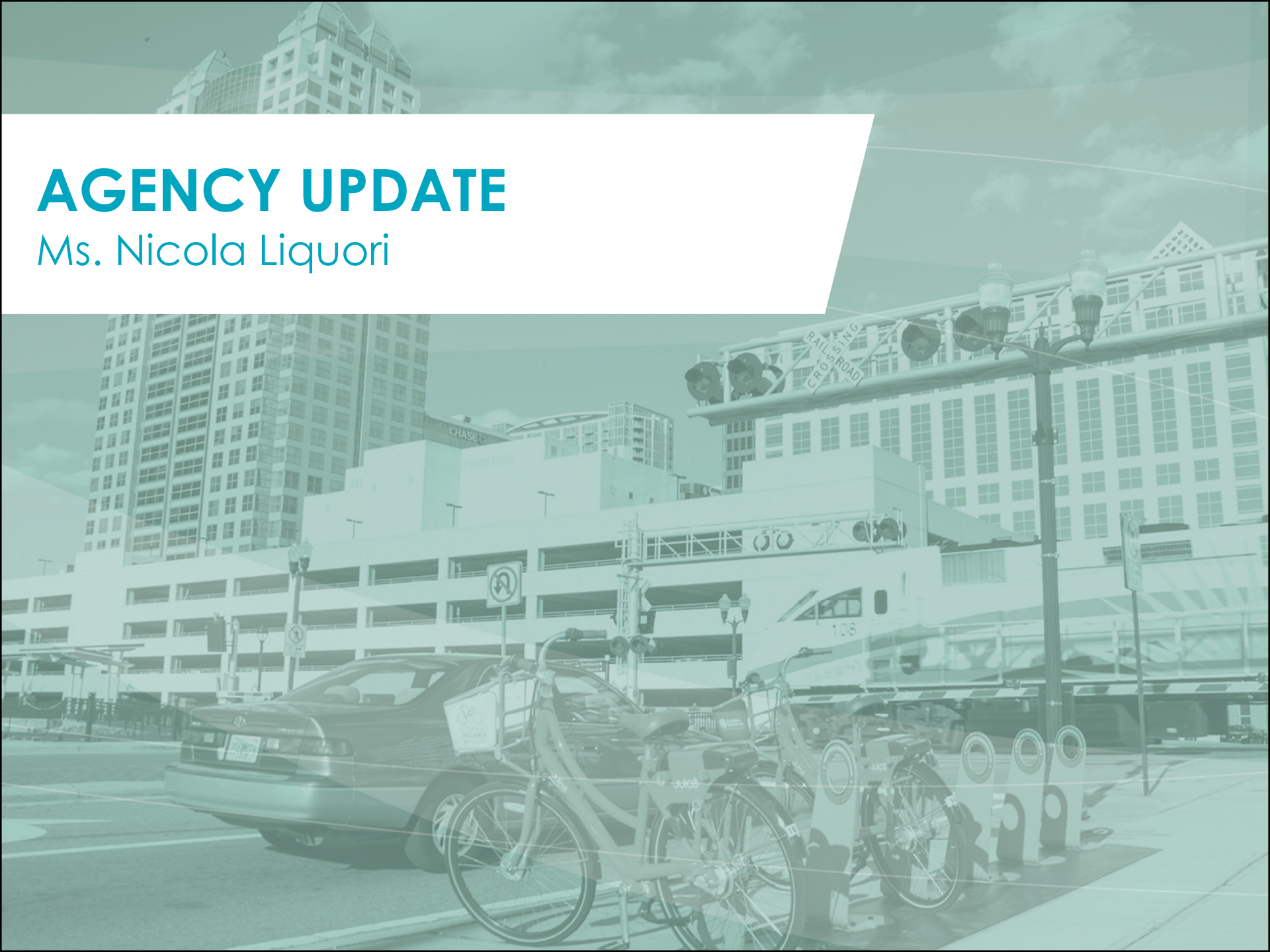
TAC CHAIRMAN'S REPORT

Mr. James Harrison



AGENCY UPDATE

Ms. Nicola Liquori



AGENCY UPDATE

HISPANIC WEBSITE



The screenshot shows the SunRail website interface. At the top, a teal navigation bar contains the SunRail logo, a language selector (Language: EN ES), and links for Información, SunRail para Negocios, and Servicio al Cliente. Below this is a dark blue bar with links for HORARIOS, MAPA, ESTACIONES, BOLETOS Y SUNCARDS, and LA. A red banner for 'nature's table' is visible. A callout box labeled 'Language Preference' points to the 'ES' option in the language selector. The main content area is titled 'HORARIO DE DIRECCIÓN NORTE' and includes three sections: 'HORAS DE OPERACIÓN', 'CERRADO FINES DE SEMANA O DIAS FESTIVOS', and 'LLEGUE 20 MINUTOS TEMPRANO'. Each section has a brief description and a link to download or view more information.

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](#)

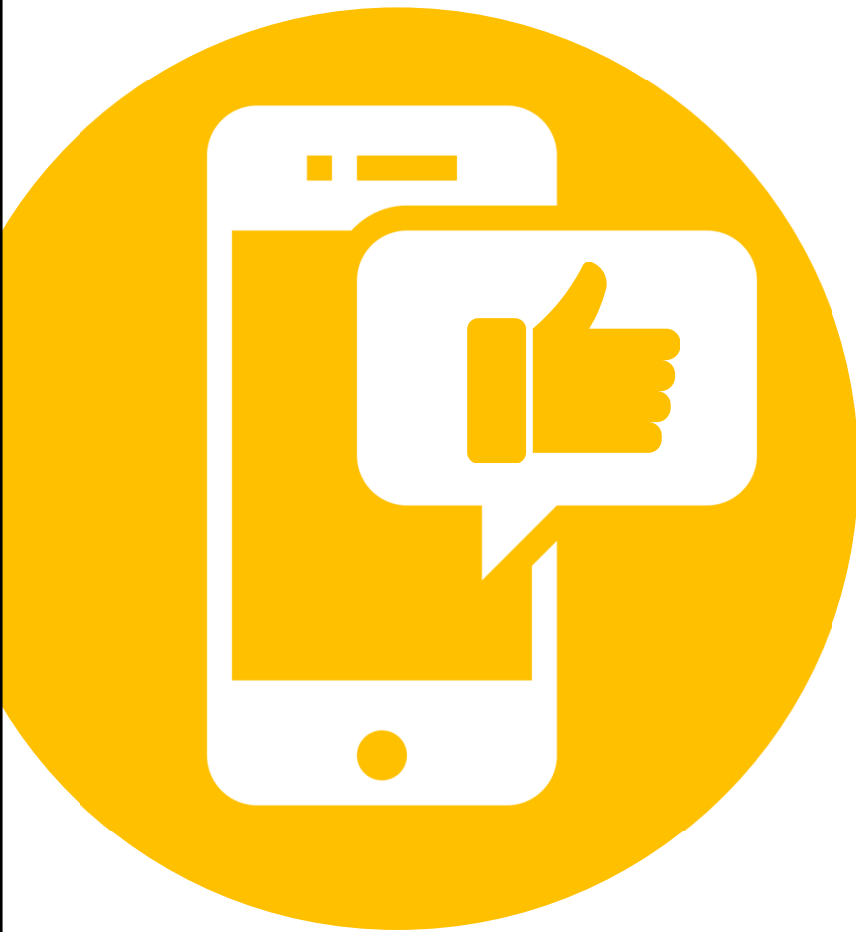
CERRADO FINES DE SEMANA O DIAS FESTIVOS
SunRail **NO** opera los fines de semana o ciertos días festivos. Haga clic a continuar para obtener una lista completa de días cerrado.
[VER DIAS DE FESTIVOS](#)

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

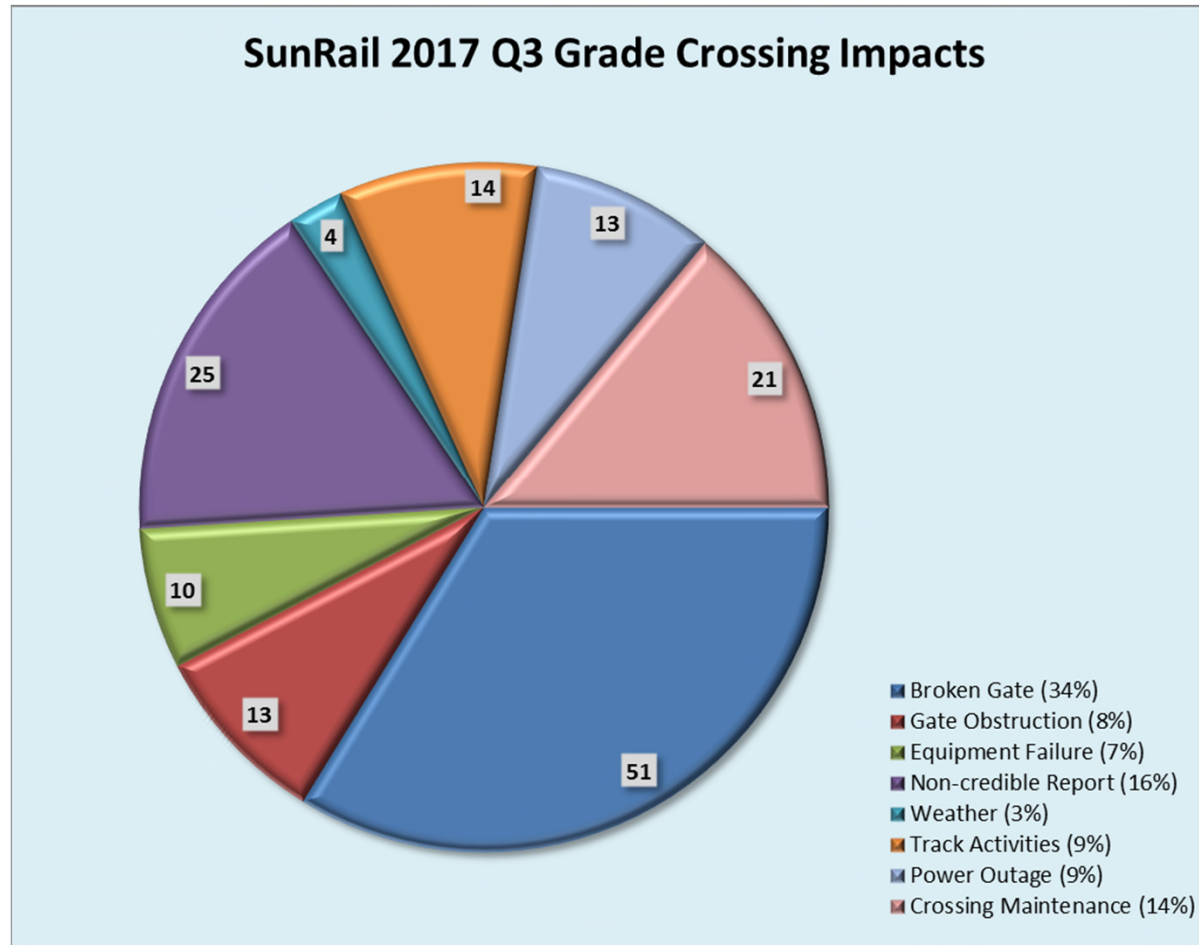


EXECUTION DATE	October 20, 2017
SURVEY DISTRIBUTION SET	1,157 Riders
SURVEY RESPONSES	164

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



GRADE CROSSING INFORMATION



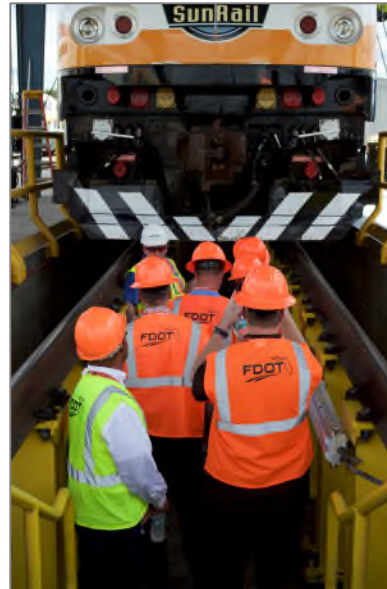
118 grade crossings in total on the SunRail operating corridor.



AGENCY UPDATE

GROWING PARTNERSHIPS

Recent business and organization group tours & presentations.



AGENCY UPDATE

EXPANSION PLANNING

Southern expansion pre-launch planning has begun with stakeholder, media and partner meetings.



SUNRAIL
CONNECTING COMMUNITIES



ON-TIME PERFORMANCE

TRAIN ON-TIME
AVERAGE

96%

Goal = 95%

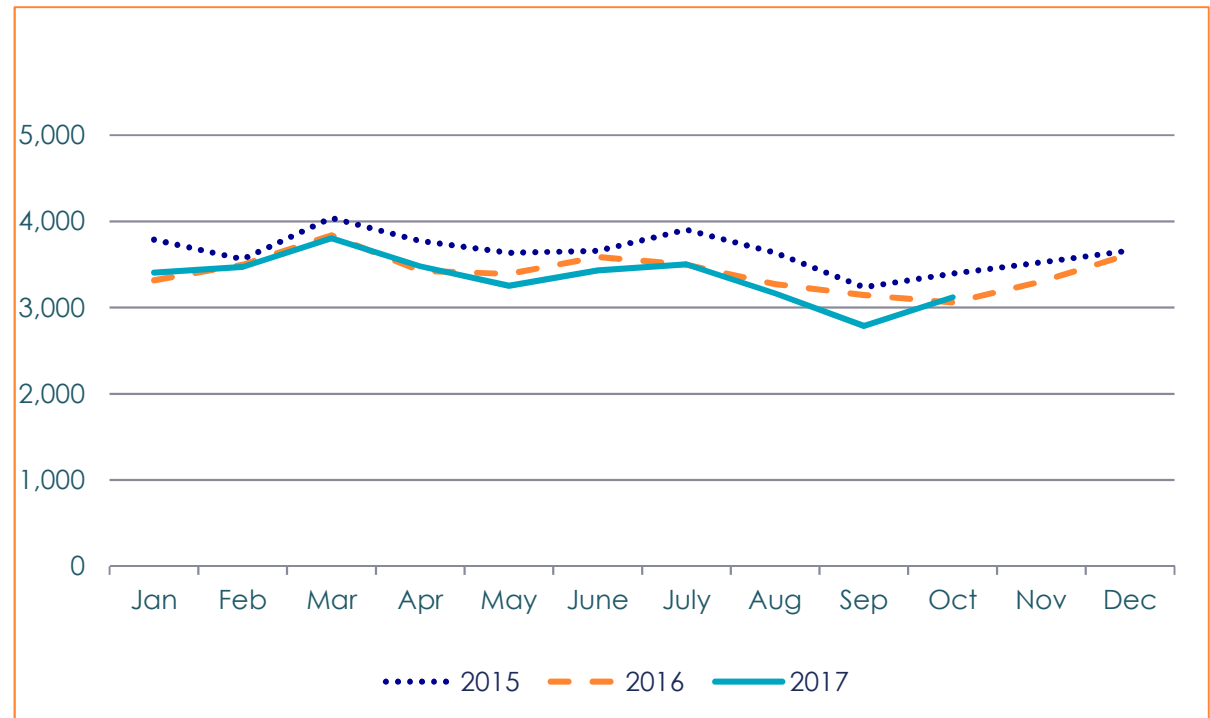
OTP Trends

May 2014 – October 2017



CURRENT RIDERSHIP TRENDS

AVERAGE DAILY RIDERS BY MONTH



AUG 3,166

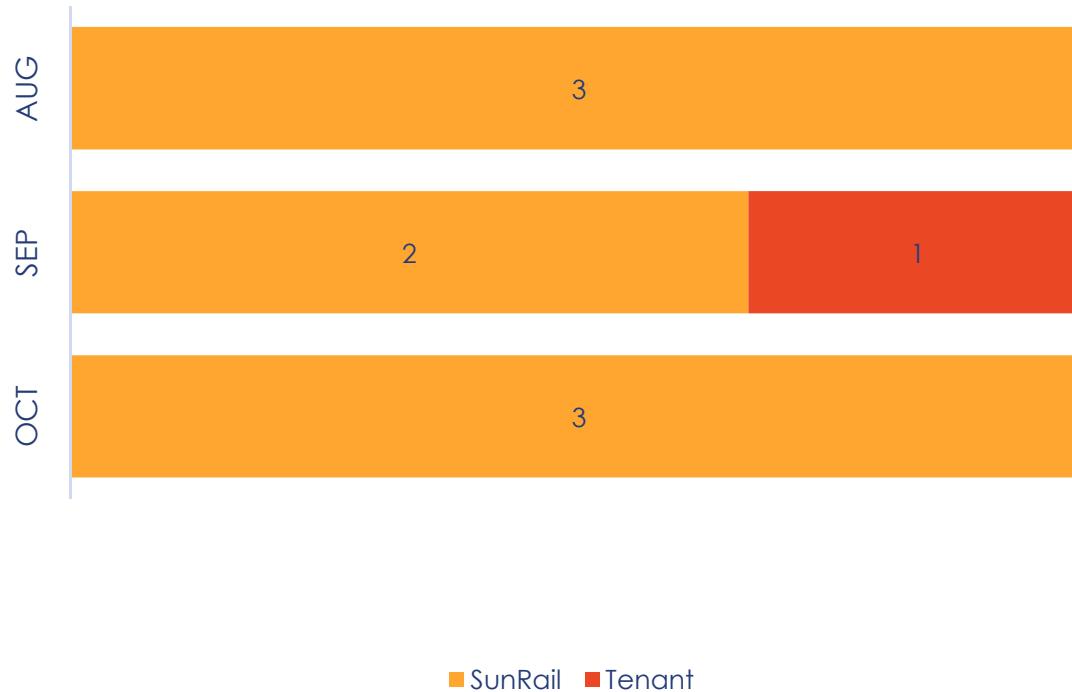
SEP 2,787

OCT 3,121



SAFETY & SECURITY

INCIDENTS AUG – OCT 2017



SAFETY IS OUR TOP PRIORITY

ENGINEERING

- New fencing
- No trespassing signs
- Procedures for reporting unusual activities

EDUCATION

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

ENFORCEMENT

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



SAFETY AND SECURITY ACTIVITIES

CONDUCT HAZARD ANALYSIS

- Field evaluation of hazards along project corridor
- Included FTA, FRA (if applicable) and PMOC in the process

DESIGN & CONSTRUCTION

- Incorporated mitigations from hazard analysis into design
- Coordinated with locals (roadway improvements)
- Coordinated updates to hazard analysis with FTA, FRA and PMOC

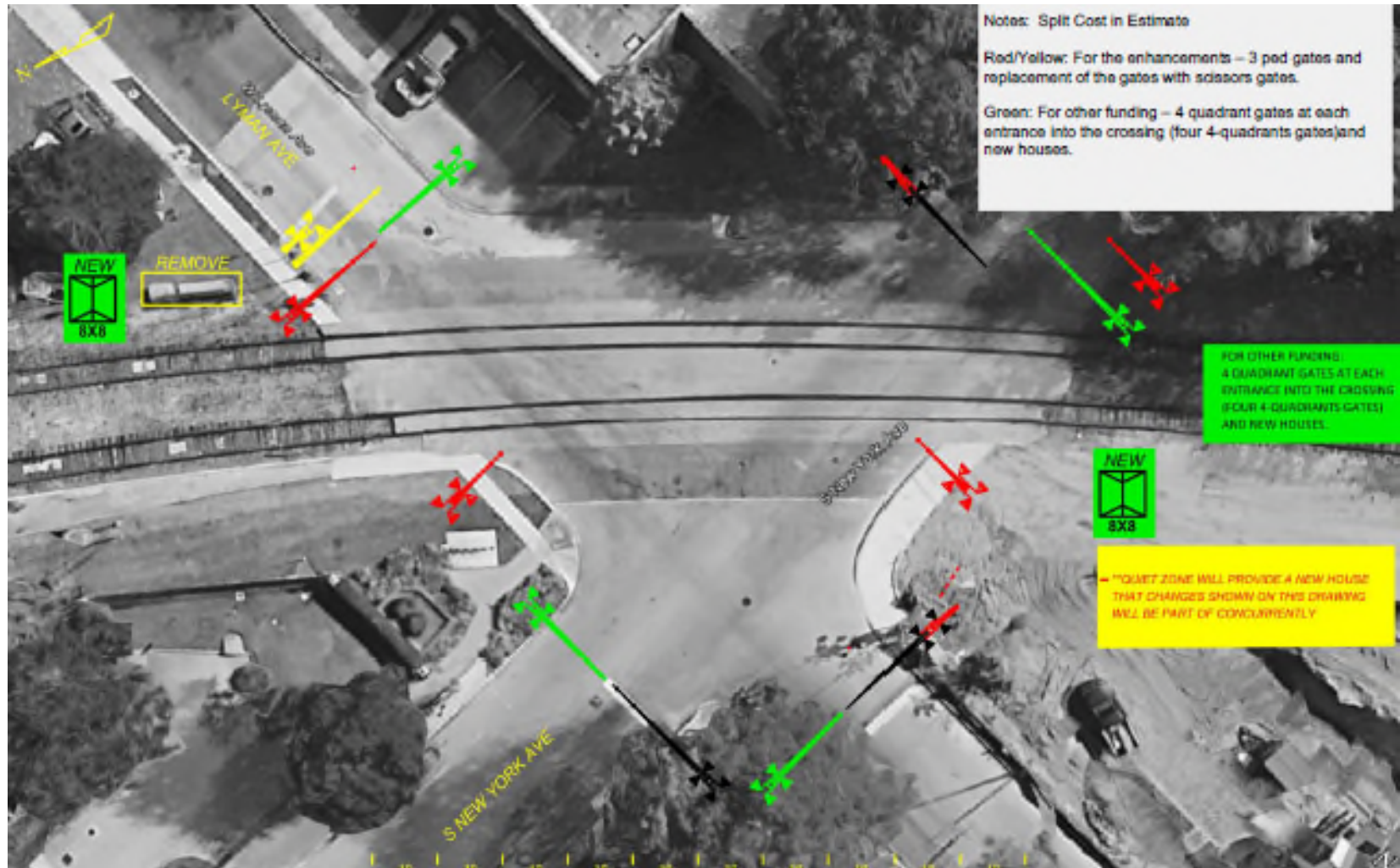


GRADE CROSSING CAPITAL IMPROVEMENTS

- Construction of additional pedestrian gates, modifications to the existing crossing gates and lights and safety enhancements at 57 existing rail-highway & pedestrian crossing locations in Phase 1.
- Quiet Zone crossing improvements at 44 grade crossing locations.
- Design 90% completed.
- Construction underway.



GRADE CROSSING IMPROVEMENTS



POSITIVE TRAIN CONTROL

PTC CONTRACTS

- System design, installation and implementation, back office hosting
- CH2MHill – Program Management and Engineering Inspection

PTC INFRASTRUCTURE ON CFRC

- Vehicles – Onboard installation beginning February 2018
- Wayside Signals
 - 90% of Phase 1 wayside field equipment will be installed by year-end 2017
 - Existing signal system upgrades north of DeBary Station in 2018
- Communications
 - Fiber optic backbone installed – 50 miles (Phase 1 and Phase 2 South)
 - Leased lines – 12 miles (5 locations north of DeBary station)
- CAD System and Back Office Server - hosted



TRAIN SAFETY AWARENESS WEEK

HIGHLIGHTS

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





SAFETY OUTREACH

Presentations Delivered



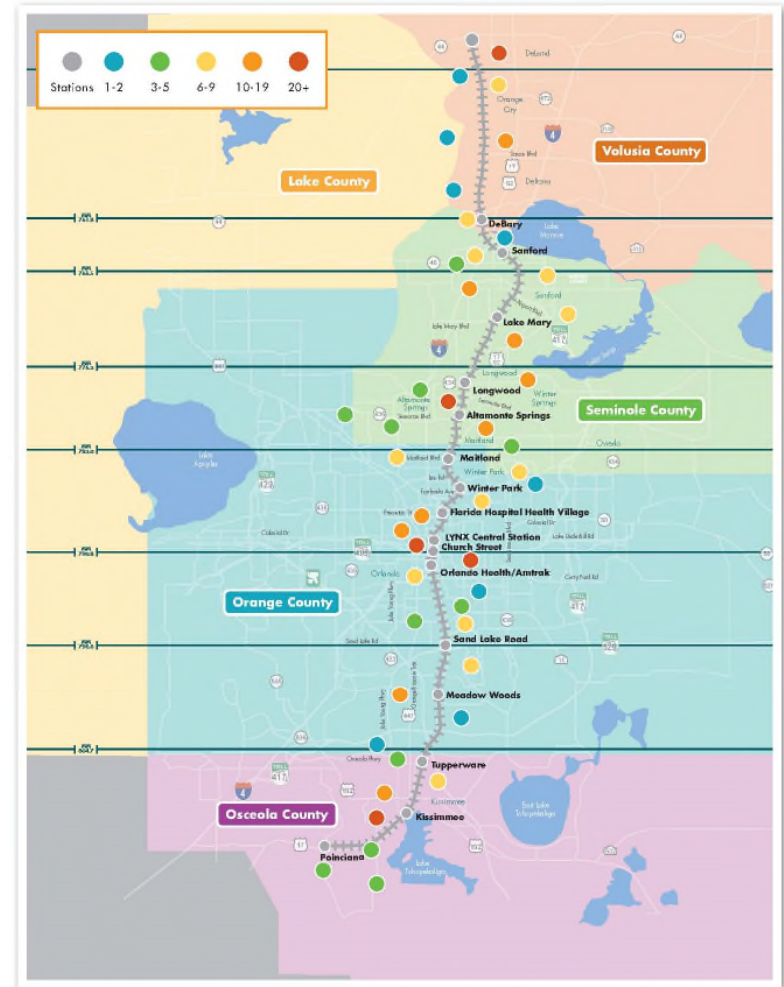
On-Board Safety Presentations



In-School Safety Presentations



Community Events



This is a pictorial representation of safety presentations along the corridor and the areas reached

FIRST RESPONDERS

- Multiple citations and warnings issued at grade crossings
- Cops in Cabs video showing engineer's point of view
- Fire Life Safety Committee
- Equipment and incident training
- Personal safety awareness
- Safety Watch community partnerships



FIRST RESPONDER

SAFETY TIPS FOR RAILROAD INCIDENT RESPONSE

First Responder safety while responding to and investigating train-related incidents depends on a basic familiarity with railroad equipment and operations.



Stopping Train Traffic

Call the Central Florida Rail Corridor (CFRC) at 877-235-7245 immediately to stop train traffic. Provide the railroad milepost number (if available) and other pertinent location information.



Look Both Ways

Trains run in both directions, so always expect a train! After a train passes, look both ways before proceeding even if a train gate is raised.



Keep all Vehicles Clear of Grade Crossings

Trains overhang the tracks by at least 3 feet, so it is important to keep all vehicles clear of the track and at a distance of 25 feet when stopped at a grade crossing.



Make Others Aware

Place lighted red flares (or fusees) between rails at least 1½ miles from an incident, using caution to avoid fire hazard.



Stay Alert Near Train Tracks

Be mindful of surroundings, steep drops and uneven surfaces. Avoid walking directly on rails and rail ties, as these can be slick and a tripping hazard.



Enforce Trespassing Laws

Train tracks are private property. Keep vehicles and pedestrians clear of the tracks by 25 feet. Patrol areas around the stations, parking lots and the tracks.

SunRail Safety
TRAIN!
Keep Off Train Tracks

Thank you for your continued support of rail safety in our community.
For equipment familiarization - contact
Caren.Steller@rail.bombardier.com.



SunRail.com



SunRail.com

A COMMUNITY EFFORT

We all have a responsibility to ensure that the communities we live and travel in are safe.



'TIS THE SEASON

HOLIDAY HOURS

HOLIDAY SCHEDULE

OPEN

Friday, December 29

CLOSED

Monday, January 1

HOLIDAY SCHEDULE

OPEN

Friday, December 22

CLOSED

Monday, December 25



A photograph of two women sitting at a table in a meeting room, looking at a binder. The image is overlaid with a semi-transparent orange filter. The woman on the left is seen from the side, wearing glasses and a light-colored top. The woman on the right is facing her, wearing a patterned top and large hoop earrings. They are both looking at a binder on the table. A window in the background shows an outdoor area with a fence.

COMMENTS

- Next Meeting: 3/29 @ 10 AM
- Adjournment

THANK YOU!

Follow us at:



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



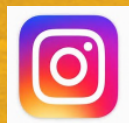
[YouTube.com/RideSunRail](https://www.youtube.com/RideSunRail)



[Facebook.com/RideSunRail](https://www.facebook.com/RideSunRail)



[Flickr.com/photos/RideSunRail](https://www.flickr.com/photos/RideSunRail)



[Instagram.com/RideSunRail](https://www.instagram.com/RideSunRail)

TAB 4
DISCUSSION ITEMS



Volusia County Council

ED KELLEY
COUNTY CHAIR

November 20, 2017

DEBORAH DENYS
VICE-CHAIR
DISTRICT 3

Via: Electronic Mail and U.S. Mail

JOYCE M. CUSACK
AT-LARGE

Mike Dew, Secretary,
Florida Dept. of Transportation
605 Suwanee Street
Tallahassee, FL 32399

Buddy Dyer
Mayor, City of Orlando
Member, Central Florida Commuter Rail
Commission
Post Office Box 4990
Orlando, FL 32802-4990

PAT PATTERSON
DISTRICT 1

BILLIE WHEELER
DISTRICT 2

HEATHER POST
DISTRICT 4

Teresa Jacobs
Mayor, Orange County
Member, Central Florida Commuter Rail
Commission
201 S. Rosalind Avenue, 5th Floor
Orlando, FL 32801

Viviana Janer
Chairwoman, Osceola County Board of
County Commissioners and
Member, Central Florida Commuter Rail
Commission
1 Courthouse Squire, Ste. 4700
Kissimmee, FL 34741

FRED LOWRY, JR.
DISTRICT 5

JAMES T. DINNEEN
COUNTY MANAGER

Bob Dallari
Chair, Central Florida Commuter Rail
Commission and Member, Seminole
County Board of County Commissioners
Seminole County Services Building
1101 E. First Street
Sanford, FL 32771

John Horan
Chair, Seminole County Board of
County Commissioners
Seminole County Services Building
1101 E. First Street
Sanford, FL 32771

RE: Central Florida Commuter Rail System, phase II

Ladies and Gentleman:

The County of Volusia previously has invoked the terms of the interlocal operating agreement, section 6.02(B)(5), and of the interlocal funding agreement, section 4.02(B), requiring renegotiation if phase II of the Central Florida Commuter Rail System (SunRail) is not constructed in Volusia; and has sought amendment of the interlocal governance agreement on the same basis. I transmitted proposed amendments to each agreement on February 15, 2017.

Attached are revisions of those proposed amendments. They differ from the prior draft of each in that they reflect the \$77.1 million cost estimate for construction of phase II in Volusia presented by the Florida Department of Transportation at the November 1, 2017, commuter rail commission workshop. Volusia accepts that inflation has caused the cost of construction to rise; and agrees to pay 25% of the department's new estimate for a system capable of providing an equal level of service from end to end.

Volusia requests favorable consideration of these proposed amendments by the commuter rail commission at its December 1, 2017, meeting; and by each local government funding partner as soon as they can be placed on a regular agenda. Volusia requests that the Florida Department of Transportation approve the proposed amendments without delay; if not, that the department promptly furnish a substantive response of its position. Volusia is contractually entitled to re-negotiation in good faith and in a timely manner.

Sincerely,



Ed Kelley
County Chair

cc: Honorable Members Volusia County Council, *via electronic mail*
James T. Dinneen, County Manager, *via electronic mail*
Daniel D. Eckert, County Attorney, *via electronic mail*
Nicola Liquori, SunRail Executive Director, *via electronic mail*
Steve Martin, Secretary, District 5, FDOT, *via electronic mail*
Frederick W. Loose, Esquire, Chief Counsel Dist. 5, FDOT, *via electronic mail*
Ajit Lalchandani, Orange County Administrator, *via electronic mail*
Jeffrey J. Newton, County Attorney, Orange County, *via electronic mail*
Billy Hattaway, Director of Transportation, City of Orlando, *via electronic mail*
Byron W. Brooks, A.I.C.P., Chief Administrative Officer, City of Orlando, *via electronic mail*
Don Fischer, County Manager, Osceola County, *via electronic mail*
Andrew Mai, County Attorney, Osceola County, *via electronic mail*
Bruce McMenemy, Deputy County Manager, Seminole County, *via electronic mail*
Bryant Applegate, County Attorney, Seminole County, *via electronic mail*

**SECOND AMENDMENT TO INTERLOCAL FUNDING AGREEMENT FOR
ACQUISITION AND CONSTRUCTION OF THE CENTRAL FLORIDA COMMUTER
RAIL SYSTEM**

THIS SECOND AMENDMENT TO INTERLOCAL FUNDING AGREEMENT (the “Second Amendment”), is made and entered into by and among the State of Florida, Department of Transportation (“FDOT”), and Orange County, Osceola County, Seminole County, the County of Volusia, a charter county and political subdivision of the State of Florida, and the City of Orlando, (collectively, the “Local Government Partners”).

WITNESSETH:

WHEREAS, FDOT and the Local Government Partners have entered into an Interlocal Funding Agreement for the Acquisition and Construction of the Central Florida Commuter Rail System and an amendment thereto; and

WHEREAS, FDOT has been unsuccessful in its efforts to obtain a Full Funding Grant Agreement for construction of any portion of Phase II in Volusia County; and

WHEREAS, the parties find it appropriate to memorialize that FDOT previously has found it necessary to alter the scope of phase II in Volusia County in order that a Full Funding Grant Agreement might be obtained; to recognize that this alteration has the effect of reducing the previously estimated construction cost of phase II in Volusia County;; to acknowledge that despite such alteration, inflation has caused the construction cost of the reduced scope to rise beyond the previous estimate; to provide that any Full Funding Grant Agreement for that portion of phase II in Volusia County

shall not increase the Construction Contribution beyond that provided by section 4.01B of the Interlocal Funding Agreement, adjusted for inflation to \$19,275,000; and

WHEREAS, the parties desire to equitably adjust their obligations if FDOT does not execute the Full Funding Grant Agreement by January 1, 2019, the effect of which is that Construction Contribution of the County of Volusia does not exceed \$19,275,000.

NOW THEREFORE, in consideration of the mutual covenants contained herein, the sufficiency of which is hereby acknowledged, the parties agree to further amend the Interlocal Funding Agreement, as previously amended, as follows:

1. Appendix A, Definitions, is amended so that the definition of “Phase II Cost Estimate” shall read “means \$255,824,000, which includes estimated cost of preliminary engineering, acquisition of Station Property, final design, and construction of Phase II.”

2. Section 4.01(B), Initial Capital Funding table, is amended so that Phase II Construction for Volusia is \$19,275,000, instead of \$18,519,000; and that the Construction Total is \$27,256,000, instead of \$26,500,000.

3. If by January 1, 2019, FDOT shall not have executed a Full Funding Grant Agreement for that portion of phase II in Volusia County, for an amount such that the Initial Capital Funding Construction Contribution of the County of Volusia does not exceed \$19,275,000, then such subsection shall be amended to delete any reference to Volusia County for Phase II Engineering, Station Property, Final Design, or Construction; FDOT shall retain Volusia’s prior contribution for Phase II Engineering

and Station Property; and FDOT and the County of Volusia shall be relieved of any and all further funding obligation for phase II in Volusia County.

IN WITNESS WHEREOF, FDOT and the Local Government Partners Commission have caused this Second Amendment to be executed and delivered this ____ day of _____, 2017.

SIGNATURES START NEXT PAGE

By and For the State of Florida Department of Transportation:

Steve Martin
Secretary

Date: _____

Fredrick W. Loose, III
Legal Review

Date: _____

Robin Naitove
Office of Comptroller

Date: _____

By and For Orange County:

IN WITNESS WHEREOF, the Board of County Commissioners of Orange County, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: _____
Teresa Jacobs
Orange County Mayor

Attest: Phil Diamond, Orange County Comptroller
As Clerk of the Board of County Commissioners

By: _____
Clerk
Print Name: _____

By and For Osceola County:

IN WITNESS WHEREOF, the Board of County Commissioners of Osceola County, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

BOARD OF COUNTY COMMISSIONERS
OF OSCEOLA COUNTY, FLORIDA

By: _____
Viviana Janer, Chairwoman

ATTEST:
OSCEOLA COUNTY CLERK OF THE BOARD

By: _____
Clerk/ Deputy Clerk of the Board

By and For Seminole County:

IN WITNESS WHEREOF, the Board of County Commissioners of Seminole County, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF SEMINOLE COUNTY, FLORIDA

Maryanne Morse, Clerk to
the Board of County Commissioners
of Seminole County, Florida

By:_____
John Horan, Chairman

Date:_____

As authorized for execution by the Board
County Commissioners at its _____, 2017,
regular meeting.

For use and reliance of Seminole County only.

Approved as to form and legal sufficiency.

County Attorney

By and For County of Volusia:

IN WITNESS WHEREOF, the Board of County Commissioners of Volusia County, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

ATTEST:

COUNTY OF VOLUSIA

By: _____
Name: James T. Dinneen
Title: County Manager
Date: _____

By: _____
Name: Ed Kelley
Title: County Chair
Date: _____

By and For City of Orlando:

IN WITNESS WHEREOF, the City Council of the City of Orlando, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

CITY OF ORLANDO, FLORIDA

By: _____
Buddy Dyer, Mayor

ATTEST:

By: _____
City Clerk/ Deputy City Clerk

STATE OF FLORIDA
COUNTY OF ORANGE

PERSONALLY APPEARED before me, the undersigned authority, Buddy Dyer, Mayor, and _____, City Clerk, of the City of Orlando, Florida. And acknowledged before me that they executed the foregoing Second Amendment to Interlocal Funding Agreement on behalf of the City of Orlando as its true act and deed, and they were duly authorized to do so.

WITNESS MY hand and official seal this ____ day of _____, 2017.

Notary Public State of Florida
Print Name: _____
Commission No.: _____
My Commission Expires: _____

APPROVED AS TO FORM AND LEGALITY for the
use and reliance of the City of Orlando, Florida, only.

City Attorney
City of Orlando

THIRD AMENDMENT TO INTERLOCAL GOVERNANCE AGREEMENT

THIS THIRD AMENDMENT TO INTERLOCAL GOVERNANCE AGREEMENT

(the “Third Amendment”), is made and entered into by and among Orange County; Osceola County; Seminole County; the County of Volusia; and the City of Orlando.

WITNESSETH:

WHEREAS, Orange County, Osceola County, Seminole County, the County of Volusia and the City of Orlando, the “Local Government Partners,” have entered into an Interlocal Governance Agreement for the Creation of the Central Florida Commuter Rail Commission, and twice previously have amended such agreement; and

WHEREAS, FDOT has been unsuccessful in its efforts to obtain a Full Funding Grant Agreement for construction of any portion of Phase II in Volusia County; and

WHEREAS, the parties desire to equitably adjust their obligations if such a Full Funding Grant Agreement is not executed by January 1, 2019.

NOW THEREFORE, in consideration of the mutual covenants contained herein, the sufficiency of which is hereby acknowledged, the parties agree to further amend the Interlocal Governance Agreement, as previously amended, as follows:

SECTION 1. If by January 1, 2019, FDOT shall not have executed a Full Funding Grant Agreement with FTA for that portion of phase II in Volusia County, for an amount such that the Initial Capital Funding Construction Contribution of the County of Volusia for construction does not exceed \$19,275,000, then section 4.02, CAPITAL PLAN

FUNDING, of this Interlocal Governance Agreement shall be amended to read as follows:

...

(B)

...

After Phase II Opens for Service in Osceola County

<u>Local Government Partner</u>	<u>Track Miles</u>	<u>Percentage of Track Miles</u>
Orange County	16.30 miles	32.4054 percent
Osceola County	9.60 miles	19.0854 percent
Seminole County	16.44 miles	32.6837 percent
County of Volusia	1.50 miles	2.9821 percent
City of Orlando	5.50 miles	10.9344 percent

...

SECTION 2. EFFECTIVE DATE. This Third Amendment shall become effective when a fully-executed copy is filed with the clerk of the circuit court for each of the Local Government Partners.

SECTION 3. COUNTERPARTS. This Third Amendment may be executed in multiple counterparts. Each such counterpart shall be deemed an original of this Third Amendment, so that in making proof of this Third Amendment, it shall only be necessary to produce or account for one such counterpart.

SECTION 4. STATUS OF INTERLOCAL GOVERNANCE AGREEMENT. Except as expressly modified by this Third Amendment, the Interlocal Governance Agreement remains in full force and effect.

SIGNATURES START NEXT PAGE

By and For Orange County:

IN WITNESS WHEREOF, the Board of County Commissioners of Orange County, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: _____
Teresa Jacobs
Orange County Mayor

Attest: Phil Diamond, Orange County Comptroller
As Clerk of the Board of County Commissioners

By: _____
Clerk
Print Name: _____

By and For Osceola County:

IN WITNESS WHEREOF, the Board of County Commissioners of Osceola County, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

BOARD OF COUNTY COMMISSIONERS
OF OSCEOLA COUNTY, FLORIDA

By: _____
Viviana Janer, Chairwoman

ATTEST:
OSCEOLA COUNTY CLERK OF THE BOARD

By: _____
Clerk/ Deputy Clerk of the Board

By and For Seminole County:

IN WITNESS WHEREOF, the Board of County Commissioners of Seminole County, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF SEMINOLE COUNTY, FLORIDA

Maryanne Morse, Clerk to
the Board of County Commissioners
of Seminole County, Florida

By: _____
John Horan, Chairman

Date: _____

As authorized for execution by the Board
County Commissioners at its _____, 2017,
regular meeting.

For use and reliance of Seminole County only.

Approved as to form and legal sufficiency.

County Attorney

By and For County of Volusia:

IN WITNESS WHEREOF, the Board of County Commissioners of Volusia County, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

ATTEST:

COUNTY OF VOLUSIA

By: _____
Name: James T. Dinneen
Title: County Manager
Date: _____

By: _____
Name: Ed Kelley
Title: County Chair
Date: _____

By and For City of Orlando:

IN WITNESS WHEREOF, the City Council of the City of Orlando, Florida, has caused this Second Amended Interlocal Funding Agreement to be executed and delivered this ____ day of _____, 2017.

CITY OF ORLANDO, FLORIDA

By: _____
Buddy Dyer, Mayor

ATTEST:

By: _____
City Clerk/ Deputy City Clerk

STATE OF FLORIDA
COUNTY OF ORANGE

PERSONALLY APPEARED before me, the undersigned authority, Buddy Dyer, Mayor, and _____, City Clerk, of the City of Orlando, Florida. And acknowledged before me that they executed the foregoing Second Amendment to Interlocal Funding Agreement on behalf of the City of Orlando as its true act and deed, and they were duly authorized to do so.

WITNESS MY hand and official seal this ____ day of _____, 2017.

Notary Public State of Florida
Print Name: _____
Commission No.: _____
My Commission Expires: _____

APPROVED AS TO FORM AND LEGALITY for the
use and reliance of the City of Orlando, Florida, only.

City Attorney

City of Orlando

**FOURTH AMENDMENT TO INTERLOCAL OPERATING AGREEMENT FOR
OPERATION OF THE CENTRAL FLORIDA COMMUTER RAIL SYSTEM**

THIS FOURTH AMENDMENT TO INTERLOCAL OPERATING AGREEMENT

(the “Fourth Amendment”), is made and entered into by and among the State of Florida, Department of Transportation, an agency of the State of Florida (“FDOT”), and the Central Florida Commuter Rail Commission (the ‘Commission’), a legal entity and public body created by Orange County, Osceola County, Seminole County, the County of Volusia, and the City of Orlando (collectively, the “Local Government Partners”) pursuant to section 163.01, Florida Statutes.

WITNESSETH:

WHEREAS, FDOT and the Commission entered into an Interlocal Operating Agreement (the “Original Agreement”) which has been amended three times upon the unanimous consent of the Local Government Partners, and this Fourth Amendment likewise has such unanimous consent; and

WHEREAS, Section 602(B)(5) of the Original Agreement provides that in the event Phase II does not proceed through construction and commissioning, the FDOT, the Commission, and the Local Government Partners are to renegotiate this Interlocal Operating Agreement and the Interlocal Funding Agreement; and

WHEREAS, by the Third Amendment, FDOT committed to use its best efforts to complete Phase II by February 2015; and

WHEREAS, FDOT thus far has been unsuccessful in its efforts to obtain through the FTA a Full Funding Grant Agreement for the construction of Phase II in Volusia County from DeBary to DeLand; and

WHEREAS, the parties find it appropriate to memorialize that FDOT previously has proposed to alter the scope of phase II in Volusia County in order that a Full Funding Grant Agreement might be obtained; to recognize that this alteration has the effect of reducing the previously estimated construction cost of phase II in Volusia County; to acknowledge that despite such reduction, inflation has caused the construction cost of the reduced scope to rise beyond the previous estimate; and to provide that any Full Funding Grant Agreement for that portion of phase II in Volusia County shall not increase the Construction Contribution beyond that provided by section 4.01B of the Interlocal Funding Agreement adjusted to \$19,275,000; and

WHEREAS, the parties desire to equitably adjust their obligations if FDOT shall not have executed a Full Funding Agreement for that portion of phase II in Volusia County by January 1, 2019, in accordance with the terms of the Second Amendment to the Interlocal Funding Agreement.

NOW THEREFORE, in consideration of the mutual covenants contained herein, the sufficiency of which is hereby acknowledged, the parties agree to further amend the Interlocal Operating Agreement, as previously amended, as follows:

1. Appendix C, Description of Phase I and Phase II Improvements, is amended by the addition of the following:

...

“7. Phase II in Volusia County shall not include bridge replacement on French Avenue west of Blue Spring Park; and double track for approximately two miles in that vicinity.”

2. If by January 1, 2019, FDOT shall not have executed a Full Funding Grant Agreement with FTA for that portion of phase II in Volusia County, such that the Initial Capital Funding Construction Contribution of the County of Volusia does not exceed \$19,275,000, then this Interlocal Operating Agreement shall be amended as provided in a. and b. below:

a. Section 3.05(B) shall be amended by the addition of the following sentences:

“Notwithstanding any provision of this Interlocal Operating Agreement to the contrary, FDOT shall not convey, and the Commission shall not accept, a Commuter Rail Easement of the corridor which includes what in Volusia County was to have been Phase II of the Commuter Rail System. FDOT shall retain for such Volusia portion of the Corridor the same full responsibility it had during the FDOT funding period to maintain, secure, insure, provide Corridor Access Management; fulfill all responsibilities commensurate with ownership and required by the Amended Central Florida Operating and Management Agreement with CSXT; and shall be entitled to 19.19% of the compensation to be paid by CSXT under section 2 of that agreement.”

b. Section 6.02(B)(6) shall be further amended after the addition of paragraph 7 of the Third Amendment to add the following:

“Nothing herein shall authorize FDOT to withhold any portion of its Work Program in Volusia County.”

IN WITNESS WHEREOF, FDOT and the Commission have caused this Fourth Amendment to be executed and delivered this ____ day of _____, 2017.

By and for the Central Florida Commuter Rail Commission

_____ Date: _____
Print Name: _____

By and For the State of Florida Department of Transportation:

_____ Date: _____
Steve Martin, Secretary
District 5

_____ Date: _____
Legal Review

TAB 5
MEETING MATERIALS

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:

--

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

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

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

Quarterly Progress Report Form – Positive Train Control Implementation

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)

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

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Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

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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- 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

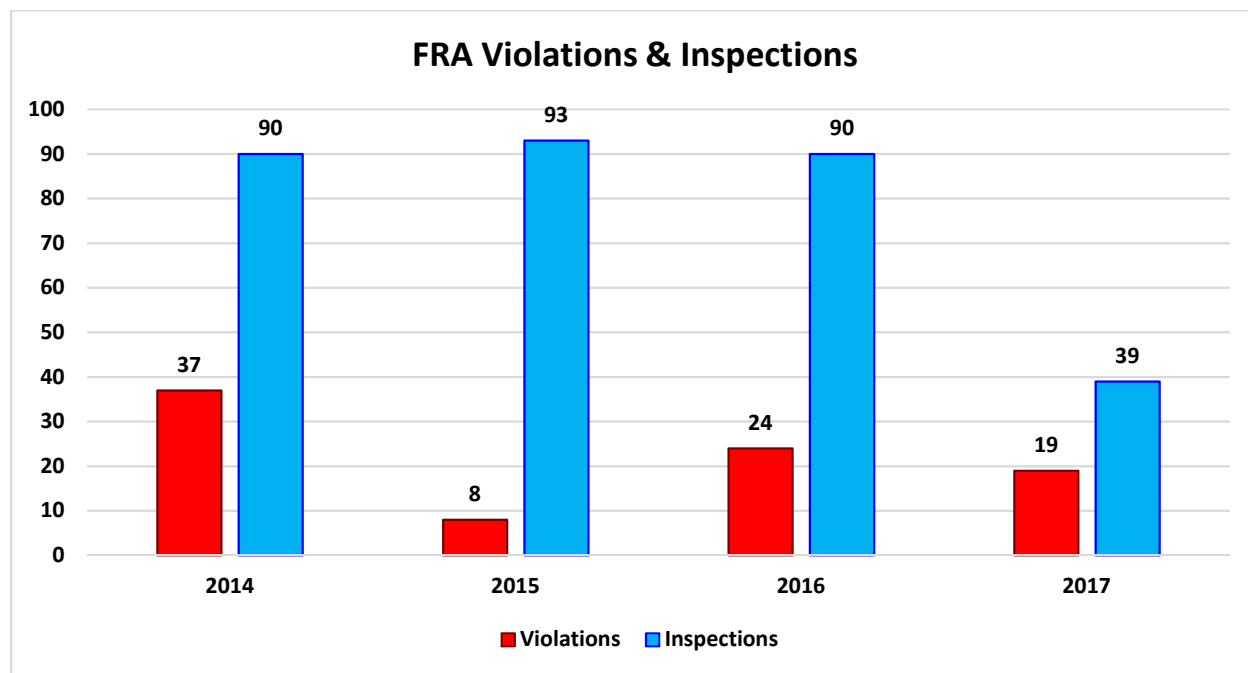
AA.....	Alternatives Analysis
ADA.....	Americans with Disabilities Act of 1990
BFMP	Bus Fleet Management Plan
BOS.....	Back Office Server
CCC.....	Construction Conformance Checklist
CEI	Construction, Engineering and Inspection
CFCRC.....	Central Florida Commuter Rail Commission
CFCRT	Central Florida 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

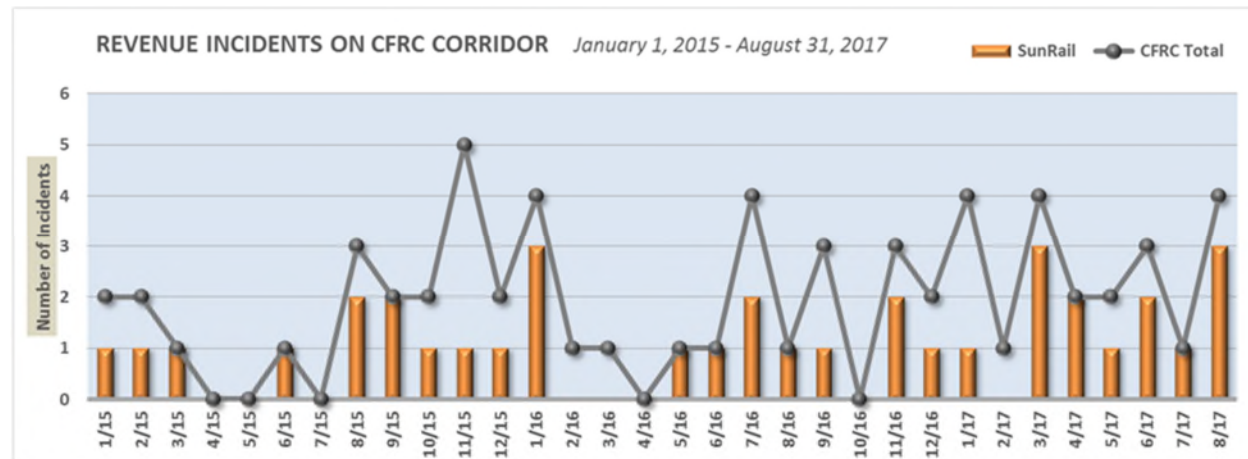
1 FRA Coordination

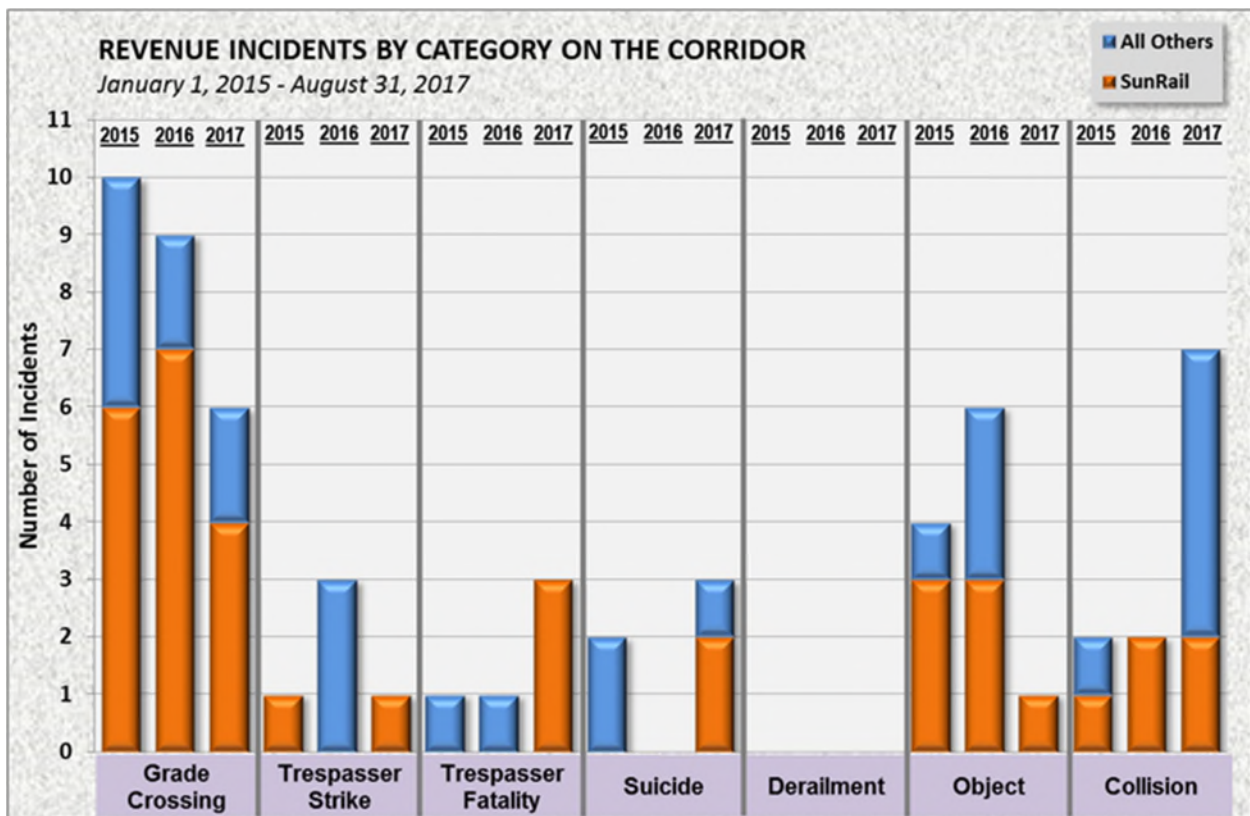
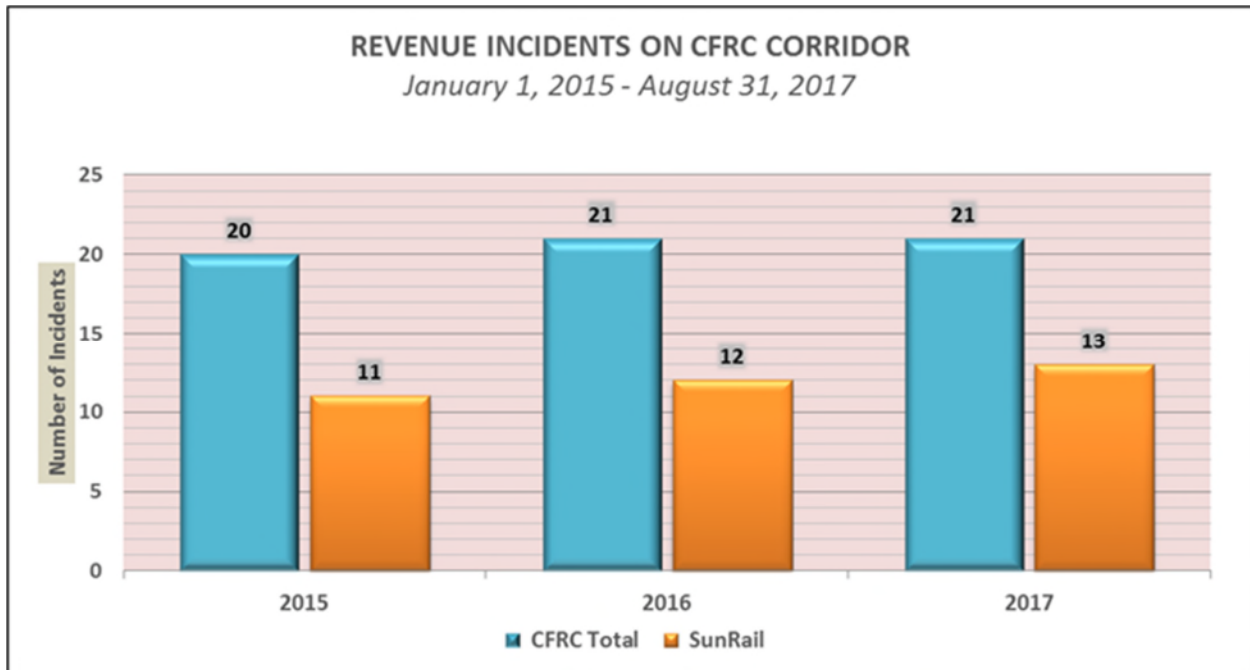
1.1 Inspections and Violations

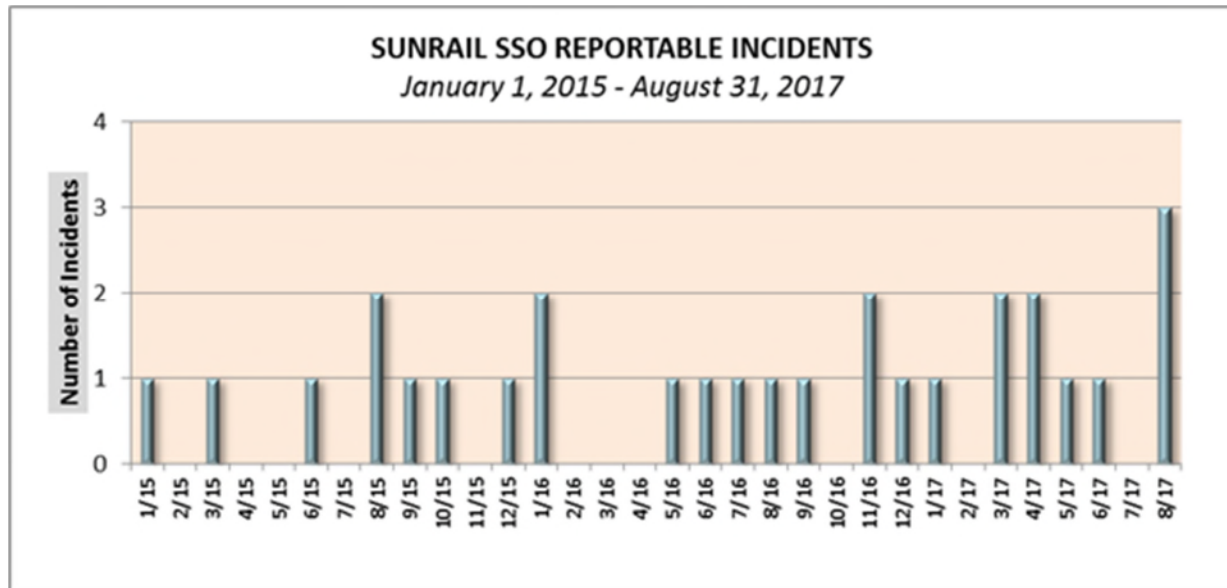


1.2 Revenue Operational Incidents and Accidents

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
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*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.


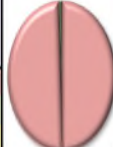
Table 5 – Preliminary Hazard Analysis Summary, August 2017

	Preliminary Hazard Analysis (PHA) - Collision Hazard Analysis (CHA)								
	Central Florida Rail Corridor - Phase 2 South SunRail Commuter Rail Operations							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: August 10, 2017	
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 YO 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 YO 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
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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
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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)

SunRail Monthly Ridership Summary

Boardings by Station

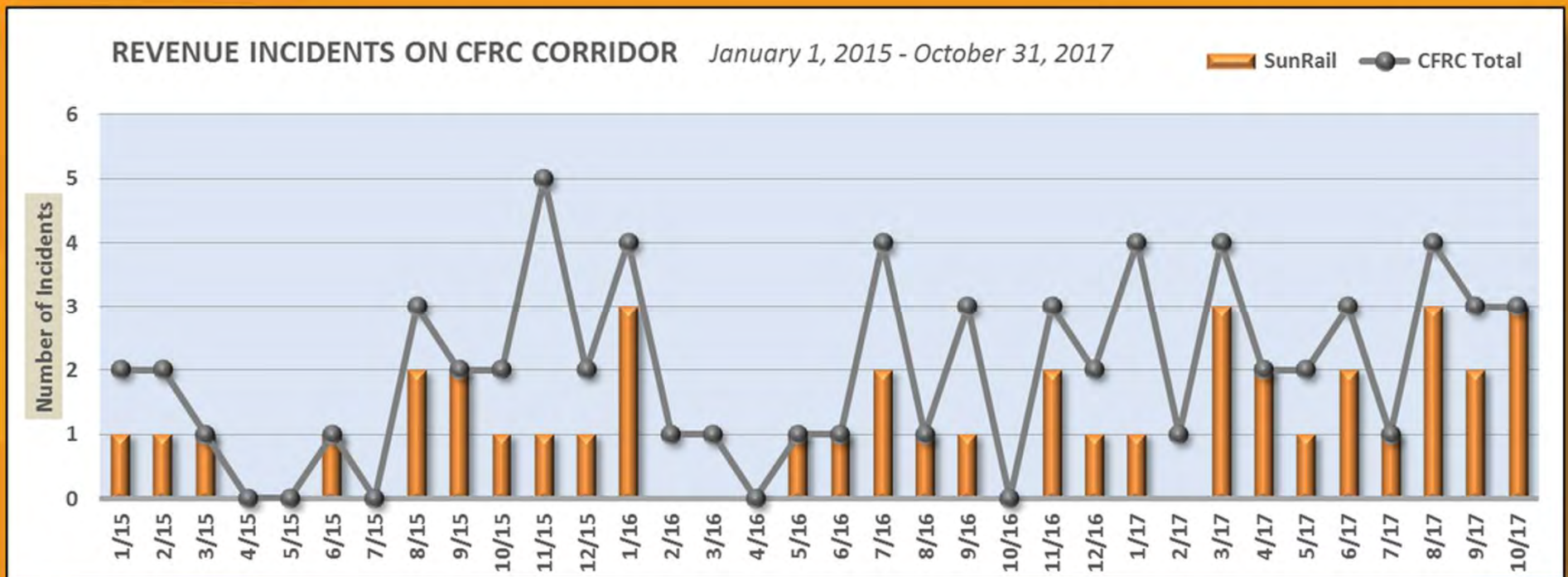
July 2017																								
Station	Total	7/3/2017	7/5/2017	7/6/2017	7/7/2017	7/10/2017	7/11/2017	7/12/2017	7/13/2017	7/14/2017	7/17/2017	7/18/2017	7/19/2017	7/20/2017	7/21/2017	7/24/2017	7/25/2017	7/26/2017	7/27/2017	7/28/2017	7/31/2017			
DeBary	8,338	448	389	428	366	342	521	395	392	401	380	474	423	429	464	394	430	384	438	445	395			
Sanford	5,167	228	270	305	292	228	259	252	222	254	260	256	265	254	263	252	252	279	271	294	211			
Lake Mary	6,628	241	335	388	299	312	313	346	345	335	278	331	344	298	390	284	375	388	344	360	322			
Longwood	4,485	166	236	218	195	209	236	232	234	239	206	200	226	212	269	234	244	242	234	232	221			
Altamonte Springs	4,597	216	257	231	245	227	232	238	208	218	205	223	259	242	275	184	248	214	237	254	184			
Maitland	3,158	119	196	126	154	138	183	156	165	129	144	175	170	151	196	172	165	161	146	169	143			
Winter Park	7,344	386	367	401	396	291	298	331	364	394	318	361	377	318	475	304	377	405	382	485	314			
Florida Hospital	4,379	114	205	278	198	203	250	219	236	258	192	207	221	215	268	217	220	221	247	206	204			
LYNX	7,746	299	360	419	350	353	401	414	371	382	365	397	442	358	417	406	418	396	443	406	349			
Church Street	7,170	240	310	398	362	302	365	345	363	359	362	382	376	375	429	366	355	399	358	359	365			
Orlando Amtrak	2,406	114	107	131	125	95	147	140	113	102	109	121	128	121	136	136	114	137	105	101	124			
Sand Lake Road	8,660	333	410	477	373	414	467	434	479	479	413	410	456	364	436	409	543	452	460	430	421			
Total	70,078	2,904	3,442	3,800	3,355	3,114	3,672	3,502	3,492	3,550	3,232	3,537	3,687	3,337	4,018	3,358	3,741	3,678	3,665	3,741	3,253			
Average	3,504																							
August 2017																								
Station	Total	8/1/2017	8/2/2017	8/3/2017	8/4/2017	8/7/2017	8/8/2017	8/9/2017	8/10/2017	8/11/2017	8/14/2017	8/15/2017	8/16/2017	8/17/2017	8/18/2017	8/21/2017	8/22/2017	8/23/2017	8/24/2017	8/25/2017	8/28/2017	8/29/2017	8/30/2017	8/31/2017
DeBary	7,964	402	395	443	403	390	412	388	445	355	276	312	348	283	341	325	306	330	305	295	283	322	330	275
Sanford	5,311	245	242	243	258	221	251	242	241	236	201	212	232	200	256	213	228	246	245	234	161	243	224	237
Lake Mary	6,709	325	298	313	326	285	304	303	312	299	255	303	287	304	273	291	310	288	263	263	223	275	315	294
Longwood	4,711	200	240	232	216	188	227	211	212	168	173	245	210	206	200	188	221	180	206	189	187	189	215	208
Altamonte Springs	5,088	230	221	256	252	214	251	229	218	215	176	222	197	208	210	226	214	214	261	228	176	225	215	230
Maitland	3,447	139	161	171	155	146	172	179	159	164	142	147	142	150	157	150	148	148	161	141	112	110	144	149
Winter Park	6,484	338	350	360	440	340	395	309	275	365	221	233	268	214	285	236	232	244	268	249	121	224	241	276
Florida Hospital	4,463	212	224	220	180	226	198	202	218	192	200	203	206	184	176	234	194	213	201	141	54	198	187	200
LYNX	8,663	419	408	439	345	362	390	373	382	381	398	399	396	395	399	377	414	372	378	367	181	374	366	348
Church Street	8,132	362	395	364	356	361	381	384	387	387	319	359	394	369	375	360	361	379	348	369	54	346	352	370
Orlando Amtrak	2,703	119	137	143	113	116	138	110	133	127	110	129	104	123	117	113	136	124	116	96	29	123	135	112
Sand Lake Road	9,134	437	449	483	415	442	528	442	409	392	344	352	351	362	385	463	380	428	394	371	207	345	386	369
Total	72,809	3,428	3,520	3,667	3,459	3,291	3,647	3,372	3,391	3,281	2,815	3,116	3,135	2,998	3,174	3,176	3,144	3,166	3,146	2,943	1,788	2,974	3,110	3,068
Average	3,166																							

SunRail Monthly Ridership Summary

Boardings by Station

September 2017																							
Station	Total	9/1/2017	9/5/2017	9/6/2017	9/7/2017	9/8/2017	9/11/2017	9/12/2017	9/13/2017	9/14/2017	9/15/2017	9/18/2017	9/19/2017	9/20/2017	9/21/2017	9/22/2017	9/25/2017	9/26/2017	9/27/2017	9/28/2017	9/29/2017		
DeBary	4,538	335	320	335	336	186						168	366	311	300	257	317	288	325	307	387		
Sanford	2,839	200	212	197	179	124						117	201	201	194	182	199	188	213	190	242		
Lake Mary	3,746	258	249	284	268	137						146	259	280	242	253	248	270	304	275	273		
Longwood	2,927	199	210	208	213	108						120	216	196	203	190	221	214	223	200	206		
Altamonte Springs	2,965	200	203	198	219	125						119	232	201	187	209	195	232	207	215	223		
Maitland	1,928	125	172	146	140	69						70	131	132	125	122	133	123	163	128	149		
Winter Park	3,566	345	231	210	184	80						166	332	240	199	289	222	211	263	257	337		
Florida Hospital	2,544	163	199	202	199	110						93	170	173	150	145	171	193	191	167	218		
LYNX	4,960	339	365	376	377	199						226	371	326	249	358	349	357	342	370	356		
Church Street	4,885	347	373	405	364	173						211	340	323	250	347	341	315	446	334	316		
Orlando Amtrak	1,643	102	110	137	133	76						58	111	109	70	108	117	134	130	115	133		
Sand Lake Road	5,267	343	380	405	371	178						236	406	337	358	322	374	384	383	403	387		
Total	41,808	2,956	3,024	3,103	2,983	1,565						1,730	3,135	2,829	2,527	2,782	2,887	2,909	3,190	2,961	3,227		
Average	2,787																						
October 2017																							
Station	Total	10/2/2017	10/3/2017	10/4/2017	10/5/2017	10/6/2017	10/9/2017	10/10/2017	10/11/2017	10/12/2017	10/13/2017	10/16/2017	10/17/2017	10/18/2017	10/19/2017	10/20/2017	10/23/2017	10/24/2017	10/25/2017	10/26/2017	10/27/2017	10/30/2017	10/31/2017
DeBary	7,479	368	357	333	336	331	335	380	352	329	360	319	333	386	387	307	301	319	348	329	347	308	314
Sanford	4,848	221	242	218	189	211	227	222	230	209	227	221	224	237	219	205	188	232	206	229	239	228	224
Lake Mary	6,327	268	283	300	270	288	278	268	318	298	329	257	260	316	288	277	271	318	285	306	319	252	278
Longwood	4,698	218	222	204	198	219	205	215	234	244	211	203	210	222	236	198	208	193	205	247	225	186	195
Altamonte Springs	4,709	184	207	202	204	247	197	212	209	220	208	250	183	198	248	207	201	195	229	249	256	197	206
Maitland	3,281	151	149	146	147	133	155	162	150	145	154	121	147	147	157	145	130	176	164	144	167	125	166
Winter Park	5,935	204	217	252	235	339	256	232	269	297	331	322	263	275	303	298	193	272	269	314	353	221	220
Florida Hospital	4,326	205	220	184	203	183	186	207	211	195	214	186	191	197	196	172	177	226	191	198	183	186	215
LYNX	7,902	394	401	374	356	348	373	369	394	370	322	358	355	394	351	358	323	370	360	373	342	325	292
Church Street	7,849	348	355	383	350	361	335	362	357	322	357	365	350	387	387	355	317	371	400	374	336	343	334
Orlando Amtrak	2,857	125	145	132	139	118	122	129	148	153	138	137	125	122	131	107	124	120	138	130	115	121	138
Sand Lake Road	8,441	381	402	349	396	361	359	421	396	362	391	522	367	367	397	395	319	358	426	318	391	374	389
Total	68,652	3,067	3,200	3,077	3,023	3,139	3,028	3,179	3,268	3,144	3,242	3,261	3,008	3,248	3,300	3,024	2,752	3,150	3,221	3,211	3,273	2,866	2,971
Average	3,121																						

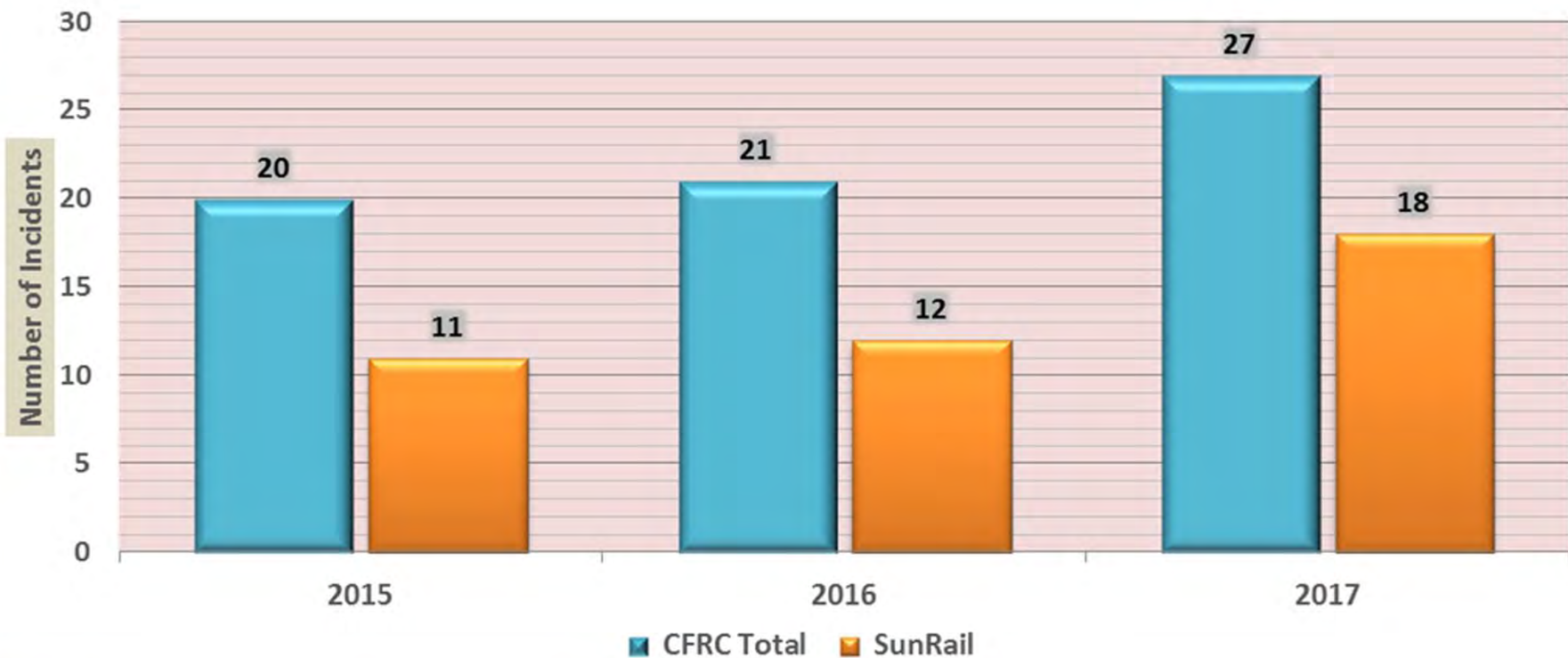
Safety & Security – Incident Graphs



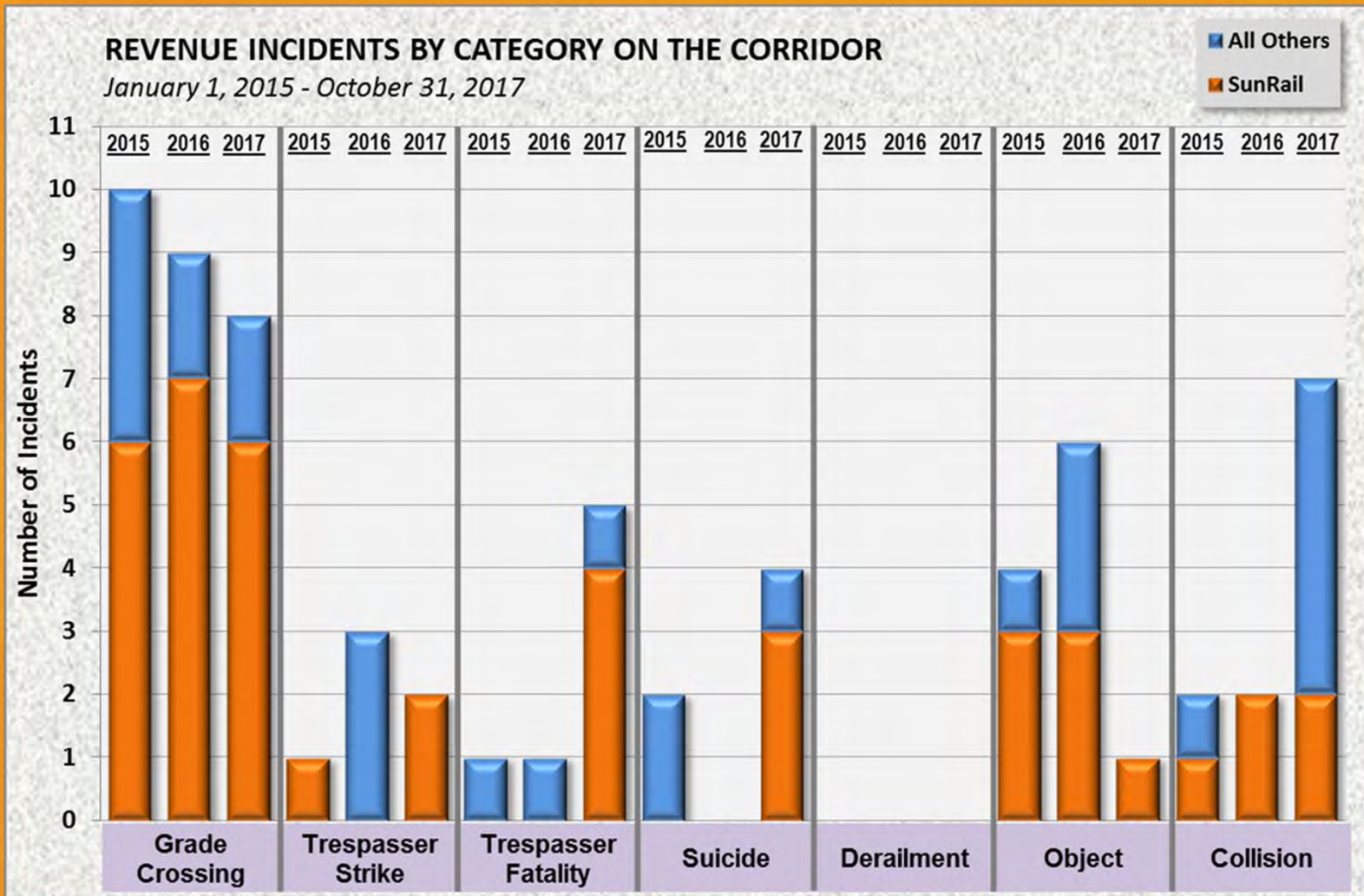
Safety & Security – Incident Graphs

REVENUE INCIDENTS ON CFRC CORRIDOR

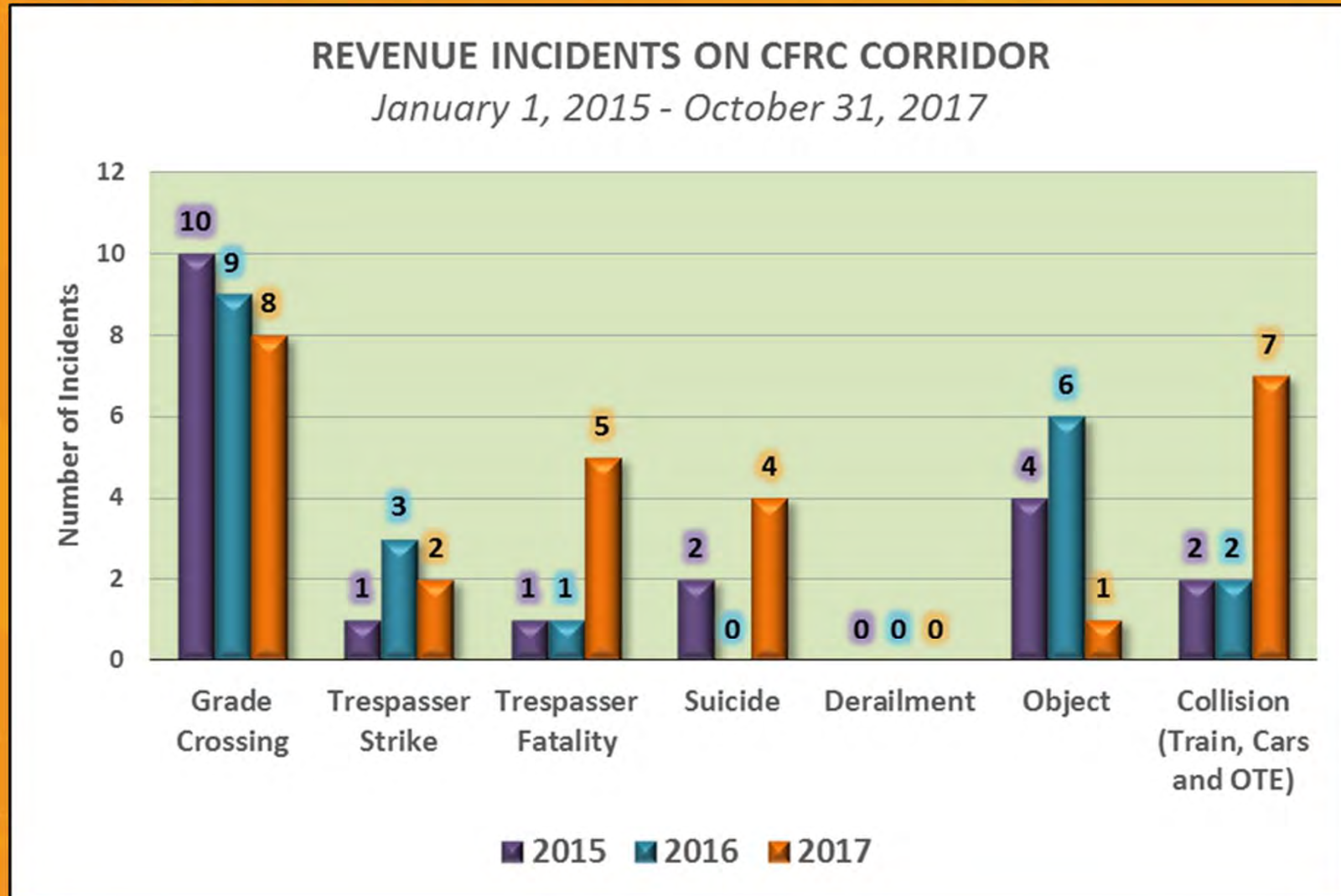
January 1, 2015 - October 31, 2017



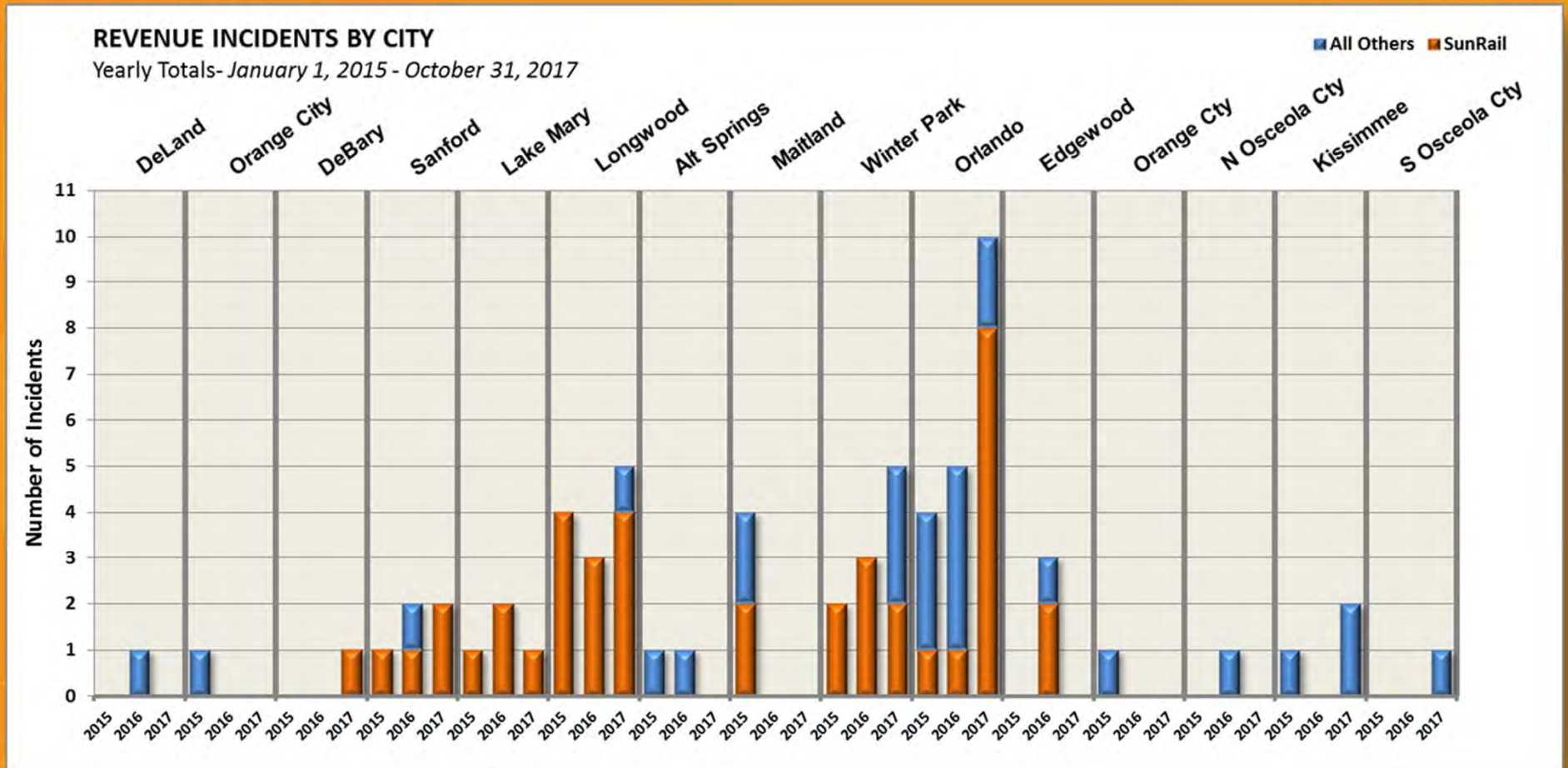
Safety & Security – Incident Graphs



Safety & Security – Incident Graphs



Safety & Security – Incident Graphs





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

TAB 6
UPCOMING MEETINGS

2018 UPCOMING MEETINGS

Commission Meeting

Thursday, March 29 th	10:00 am - 12:00 noon (MetroPlan Boardroom)
Thursday, May 31 st	10:00 am - 12:00 noon (MetroPlan Boardroom)
Thursday, August 30 th	10:00 am - 12:00 noon (MetroPlan Boardroom)
Thursday, November 29 th	10:00 am - 12:00 noon (MetroPlan Boardroom)

Customer Advisory Meeting

Thursday, March 1 st	5:00 pm - 6:00 pm (LYNX 2 nd Floor Open Space)
Thursday, May 3 rd	5:00 pm - 6:00 pm (LYNX 2 nd Floor Open Space)
Thursday, August 2 nd	5:00 pm - 6:00 pm (LYNX 2 nd Floor Open Space)
Thursday, November 1 st	5:00 pm - 6:00 pm (LYNX 2 nd Floor Open Space)

Technical Advisory Committee Meeting

Wednesday, March 7 th	2:00 pm - 3:00 pm (LYNX 2 nd Floor Open Space)
Wednesday, May 9 th	2:00 pm - 3:00 pm (LYNX 2 nd Floor Open Space)
Wednesday, August 8 th	2:00 pm - 3:00 pm (LYNX 2 nd Floor Open Space)
Wednesday, November 7 th	2:00 pm - 3:00 pm (LYNX 2 nd Floor Open Space)

FRA / PTC Quarterly Meeting

Tentative: Wednesday, January 17 th	2:00 pm - 4:00 pm (SFRTA, Pompano Beach)
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FTA Quarterly Meeting

Tentative: Thursday, January 25 th	9:00 am - 12:00 noon (SunRail Operations Center)
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CFRC / SunRail Fire/Life Safety Committee Meeting

Thursday, December 14 th	10:00 am - 11:00 noon (Osceola EOC)
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