



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

Quarterly Update

August 30, 2018



Central Florida Commuter Rail Commission

Date: August 30, 2018
Time: 10:00 a.m.
Location: MetroPlan Orlando
250 S. Orange Avenue, Suite 200
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 Viviana Janer
 - 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 May 31, 2018 meeting
 - VII. Reports**
 - A. SunRail Customer Advisory Committee – Ms. Karla Keeney, Chair
 - B. SunRail Technical Advisory Committee – Ms. Mary Moskowitz, Vice-Chair
 - C. Transition Consultant Update – Ms. Andrea Ostrodka, H.W. Lochner
 - D. Agency Update – Ms. Nicola Liquori
 - i. Southern Expansion Opening
 - ii. Operations
 - iii. Positive Train Control
-



Central Florida Commuter Rail Commission

- E. Bus Connectivity
 - i. LYNX – Ms. Tiffany Hawkins
 - ii. Votran – Ms. Heather Blanck

VIII. Information Items

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

IX. Discussion Item

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 – November 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/SunRail Title VI Coordinator, 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.

Central Florida Commuter Rail Commission Meeting

May 31, 2018

10:00 a.m.

MetroPlan Orlando

250 South Orange Avenue

Orlando, Florida 32801

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

Minutes

Meeting was called to order by Chair Viviana Janer at 10:00 a.m.	
Pledge of Allegiance and Confirmation of Quorum	
Commission Chair's Announcements	Viviana Janer
<ul style="list-style-type: none">The Chair stated that a Contract has been entered into for Transition Consultant with HW Lochner and Lochner will provide updates at the Commission's quarterly meetings."Tour the Train" day at the Poinciana Station on May 19th was a huge success. Approximately 2,500 people attended.The next event will be at the Tupperware Station on June 16th and the Kissimmee Station the evening of June 30th. On June 23rd, the train will be at the Meadow Woods Station.The Opening event is being scheduled and will probably be held on July 28th to memorialize the Southern Expansion service on July 30th.Staff will begin coordinating the 2019 Commission meetings.	
SunRail CEO Announcements	Nicola Liquori
<ul style="list-style-type: none">Ms. Liquori stated she had no announcements nor changes to the Agenda.She did point out the informational items included in the meeting materials: the FTA Quarterly Progress Meeting summary and the FRA / PTC Quarterly Meeting summaryMs. Liquori noted the article today on the front page of the Orlando Sentinel reporting the diversity of the SunRail workforce and features a female student engineer that will be qualified to operate the train when the Southern Expansion service begins.	
Public Comments On Agenda Items:	
<ul style="list-style-type: none">Joanne Counelis stated that she would like SunRail to run 24/7 including nights, weekends and holidays.	
Action Items:	
<ul style="list-style-type: none">Adoption of meeting minutes from March 29, 2018. Motion to adopt minutes passed unanimously.	
Agenda Item: Customer Advisory Committee Update	Presenter: Karla Keeney
<ul style="list-style-type: none">Meeting held May 3, 2018<ul style="list-style-type: none">The Committee received SunRail staff's presentation, LYNX and VotranCommittee discussion included:<ul style="list-style-type: none">Proposed schedule with the addition of the Southern Expansion<ul style="list-style-type: none">The Committee did note that the Northbound train has a 3-hour gapPlatform announcements should include periodic announcements and display how many minutes until the next trainMs. Keeney noted the CAC is to consist of 8 members; however, the Committee currently has 4 members. She encouraged the Commission to appoint members from their jurisdictions.	

Agenda Item: Technical Advisory Committee Update**Presenter:** Jim Harrison

- Meeting held May 17, 2018
 - The Committee received SunRail staff's presentation of the quarterly update along with LYNX' and Votran' s connectivity.
 - Committee discussion included:
 - Southern Expansion
 - Safety issues
 - Operating Statistics
 - Positive Train Control (PTC) process and status
 - Title VI Update
 - Transition Consultant Contract and initial meetings
- Status of Proposed Amendments to the Interlocal Agreements
 - Mr. Harrison noted that the working group has made progress in the technical review of the proposed amendments. As directed by the Commission, the group was tasked to finalize a comprehensive set of amendments to the Agreements. Both major and minor issues have been identified, assessed, and submitted to the legal team for review and distribution formatting.
 - The Chair opened Mr. Harrison's report on proposed amendments for discussion:
 - Member's asked:
 - Next steps
 - Mr. Harrison provided that the working group receive input from FDOT
 - Consensus among the group representing all 5 local partners
 - Mr. Harrison stated there is general consensus
 - The Chair entertained a Motion by Commissioner Patterson
 - Commissioner Patterson moved that the Central Florida Commuter Rail Commission authorize Commissioner Janer, as Chair of the CFCRC to formally request FDOT to enter negotiations with senior staff of the local government partners, to discuss potential amendments to the Interlocal Funding Agreement and the Interlocal Operating Agreement, on relevant issues pertaining to the impending takeover of the SunRail system. The issues shall include, but not be limited to, the 12 miles from DeBary to DeLand, and the operational deficit to Volusia County. The Motion received a second and passed unanimously.

Agenda Item: Title VI Update**Presenter:** Sandra Gutierrez

- The FTA requires a Title VI update every three years or at the time of a Service or Fare Change
 - In 2014 the Central Florida Commuter Rail Commission (CFCRC) was provided a presentation on the established FDOT Service and Fare Equity Analysis and Policy
 - A Service Change was determined to be an increase or decrease in revenue route miles that exceed 25%
- As a part of the Title VI update, a Service and Fare Equity Analysis was required to be completed.
 - The analysis evaluates if there any disparate impacts to minority or low-income populations. A disparate impact is greater than 20% impact to the minority or low-income population as compared to the population as a whole.
 - The changes to FDOT funded bus routes were analyzed, and the bus route changes proposed were positive.
 - The analysis determined there was no disparate impact on the minority or low-income population in the service area
- The Title VI update was submitted to FTA on 5/9/18
 - The Chair asked since the Poinciana Station does not have a fixed bus route, did the analysis indicate if this did not constitute an unequitable impact.

Information Items:

- Federal Transit Administration (FTA) Quarterly Progress Report
- Federal Railroad Administration (FRA) PTC Quarterly Meeting Summary

Discussion Items

- Town Hall Meeting
 - Ms. Liquori noted that the October timeframe had been suggested by the Commission at its last meeting. Staff is considering at October 11th as a potential date and will follow-up with each member to determine if that is an acceptable date, however, a time and location has not been selected. The thought of an evening meeting would best accommodate those not able to attend during the day.

Board Member Comments:

- The Chair noted that constituents have approached her regarding pedestrian crossing safety at the Kissimmee Station and asked the crossing to be reviewed prior to the Southern Expansion opening.
- The Chair mentioned there was a “no cost” period at the opening of Phase 1 and asked if there are plans for a similar campaign with the Southern Expansion and when will the message be going out to the riders.
- Ms. Liquori stated that a number of discussions have been held to determine how to layout a program that is successful and that would allow the riders using one of the four new stations to have the opportunity to ride for free while maintaining a schedule with safe operations. The program should be completed and the message out by mid-June.

Public Comments:

- Steven Bacon presented a handout for the Commissioners to the Secretary. He encouraged the members to expand service and find funding to create an east coast phase, a phase to the attractions in the south, and presented a plan for the expansion.
- Jeff Piggrem asked questions of the FDOT regarding SunRail’s fare structure, Kissimmee Quiet Zones, reduction in fares for the Southern Expansion opening, Mobile App, Southern Expansion draft schedule, PD&E documents for Phase 3 to OIA, Social Media responses, and Church Street Station move.
- Joanne Counelis stated that the Northbound Phase should be completed.
- Randy Shrader stated that Osceola County along with City of Kissimmee staff are promoting Mobility Week end of October through November 2nd and will promote SunRail. He also provided that the City’s Quiet Zones should be activated within the next several months.

Next Meeting: Thursday, August 30, 2018 @ 10:00 AM

MetroPlan Orlando
250 S. Orange Ave., Suite 200
Orlando, Florida 32801

Adjournment: Meeting adjourned at 10:53 a.m.



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

Quarterly Update

August 30, 2018

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

SunRail Title VI Coordinator
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





PUBLIC COMMENTS

On Agenda Items



ACTION ITEMS

Adoption of May 31, 2018 Minutes

REPORTS

- A. Customer Advisory Committee – Ms. Karla Keeney
- B. Technical Advisory Committee – Ms. Mary Moskowitz
- C. Transition Consultant Update – Ms. Andrea Ostrodka
- D. Agency Update – Ms. Nicola Liquori
- E. Bus Connectivity – LYNX and Votran

AGENCY UPDATE

Ms. Nicola Liquori





NOW OPEN!



SunRail.com



CELEBRATING

► MEADOW WOODS

► TUPPERWARE

SUNRAIL'S
SOUTHERN EXPANSION

FIRST
5
FREE



NEW STATIONS

► KISSIMMEE/AMTRAK

► POINCIANA



BUSINESS DEVELOPMENT

New Rider Excitement



Social Media
On-Board Videos



Digital & Printed
Displays



SunRail.com



BUSINESS DEVELOPMENT

RIDER SURVEYS

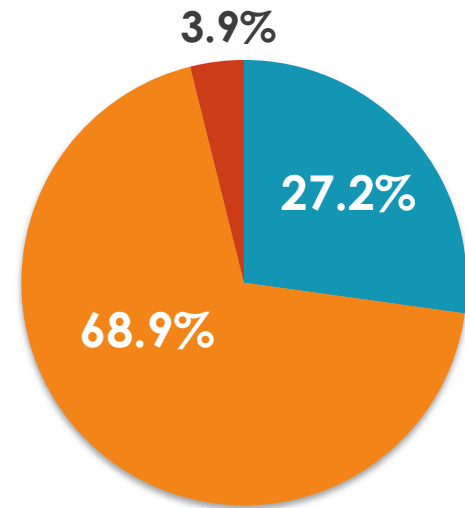


103 Riders Surveyed

89.3% ★★★★★

11.7% ★★★★★☆

WHERE ARE THEY RIDING?



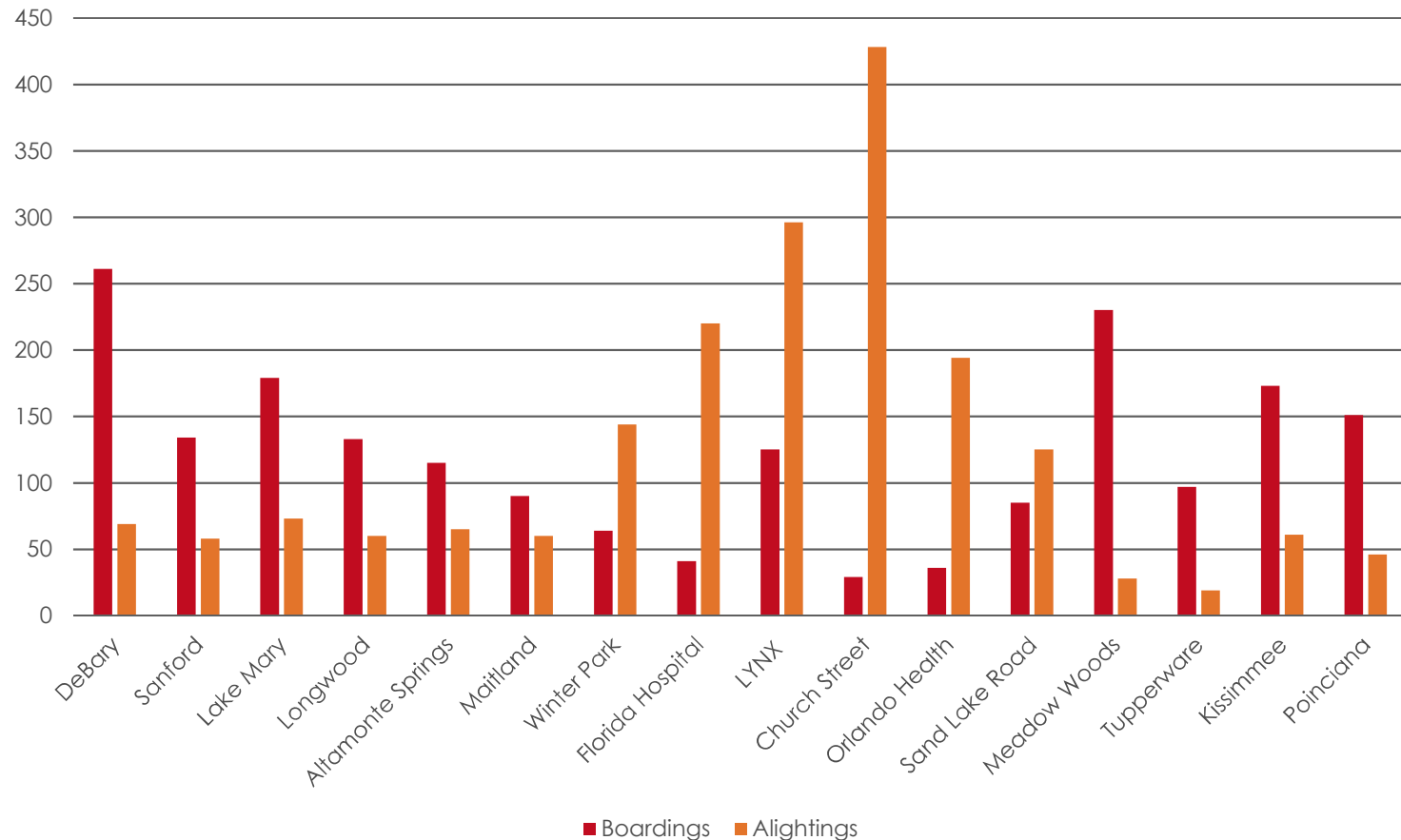
■ Commuting to Work ■ Riding for Leisure/Pleasure ■ Other



BOARDINGS & ALIGHTINGS

AM PEAK

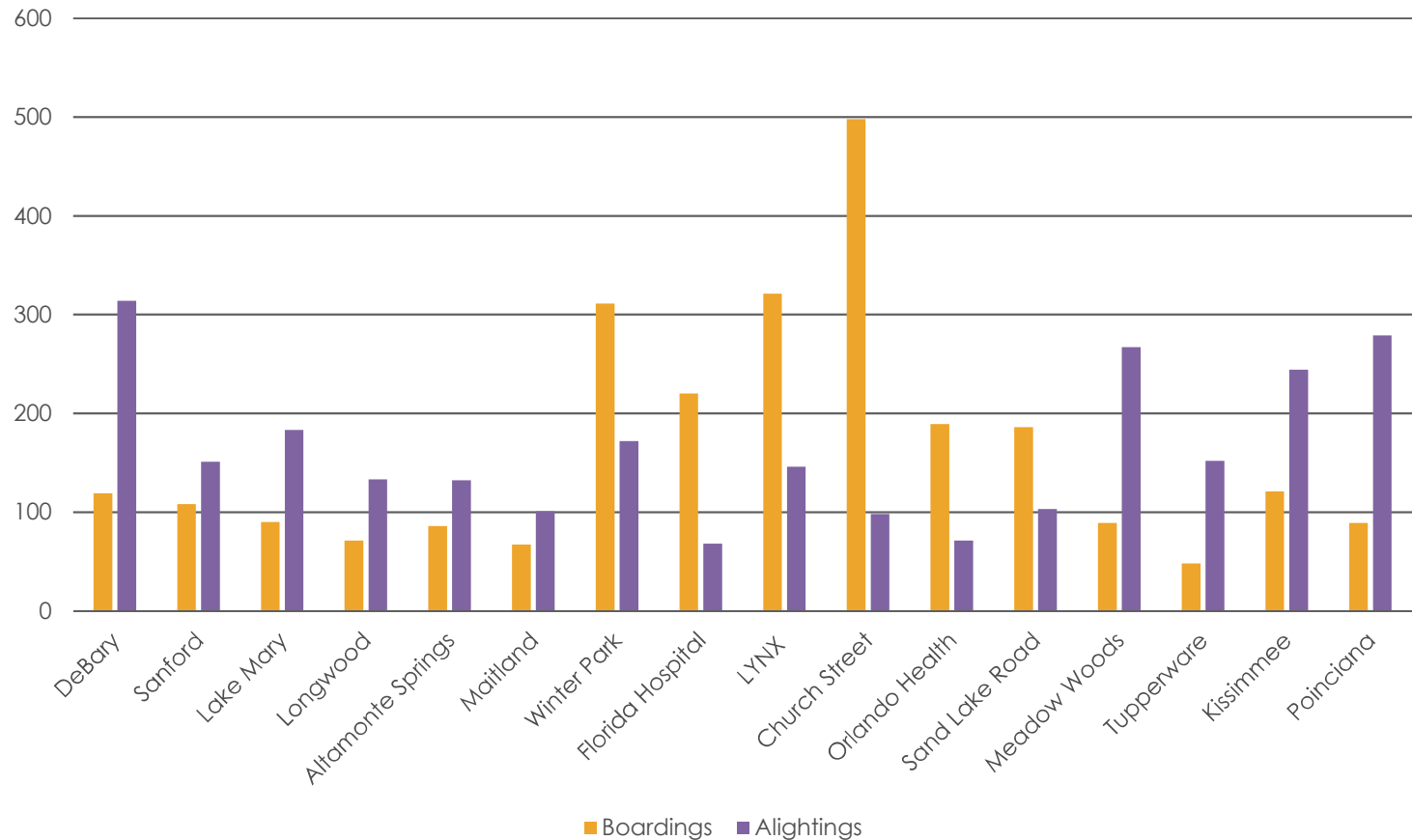
July 30 - August 17



BOARDINGS & ALIGHTINGS

PM PEAK

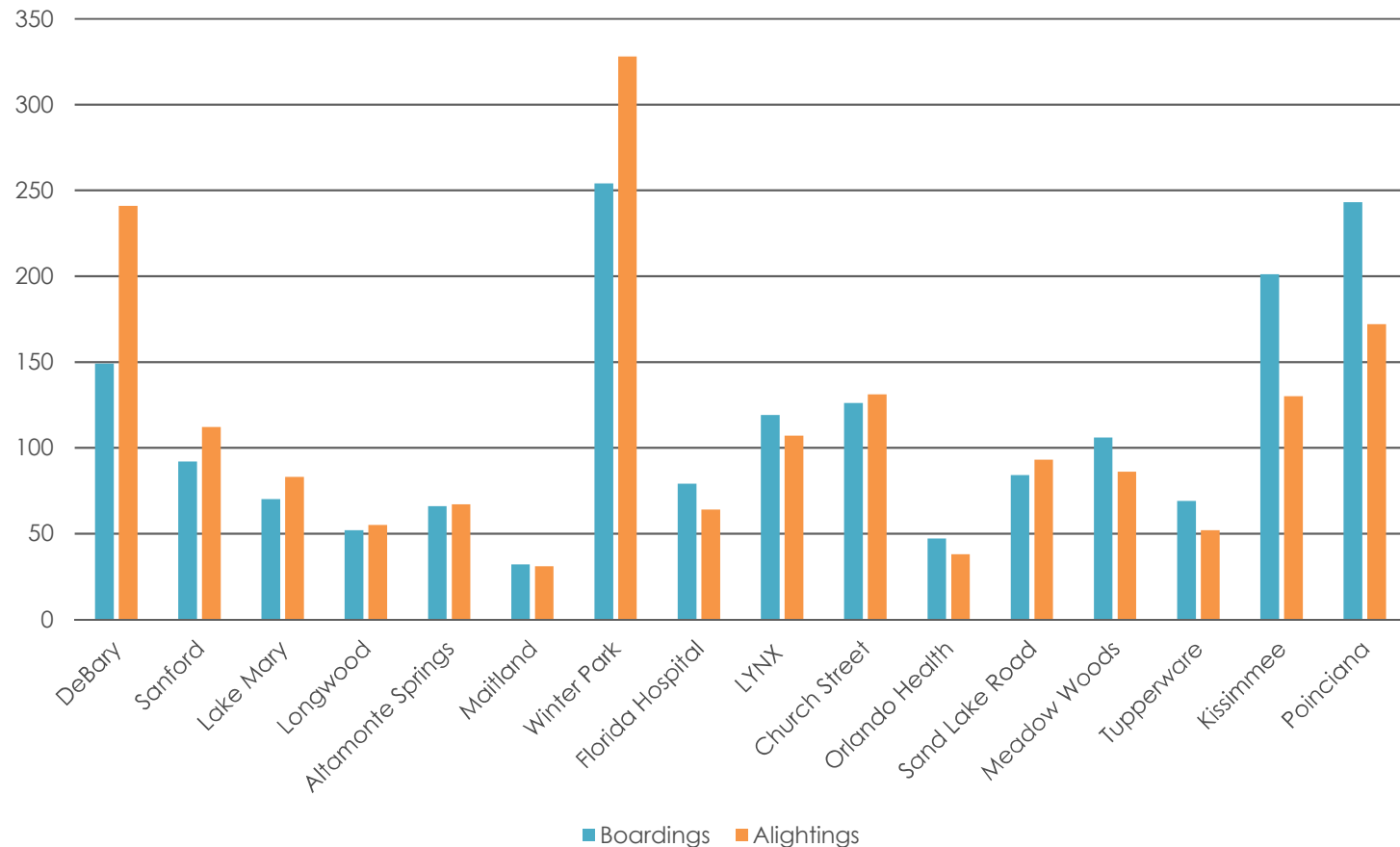
July 30 - August 17



BOARDINGS & ALIGHTINGS

OFF PEAK

July 30 - August 17



SAFETY & SECURITY



Kissimmee Police Department

Like This Page · Yesterday ·

Traffic Enforcement Unit educating drivers about not stopping on the tracks in preparation of Sunrail that will begin Service July 30th in Kissimmee.

96

29 Comments 30 Shares



SunRail.com



SAFETY & SECURITY

The Washington Post

‘Suicide by train’ is in decline, but deaths of people who trespassed on railroad tracks increased in 2017

- Rail-related suicides at 7-year low in 2017
- Trespasser deaths at 20-year high
- Safety outreach and coordination with law enforcement is increasing
- Sharing best practices with other rail agencies

RAIL
SAFETY
WEEK **OLI.ORG**

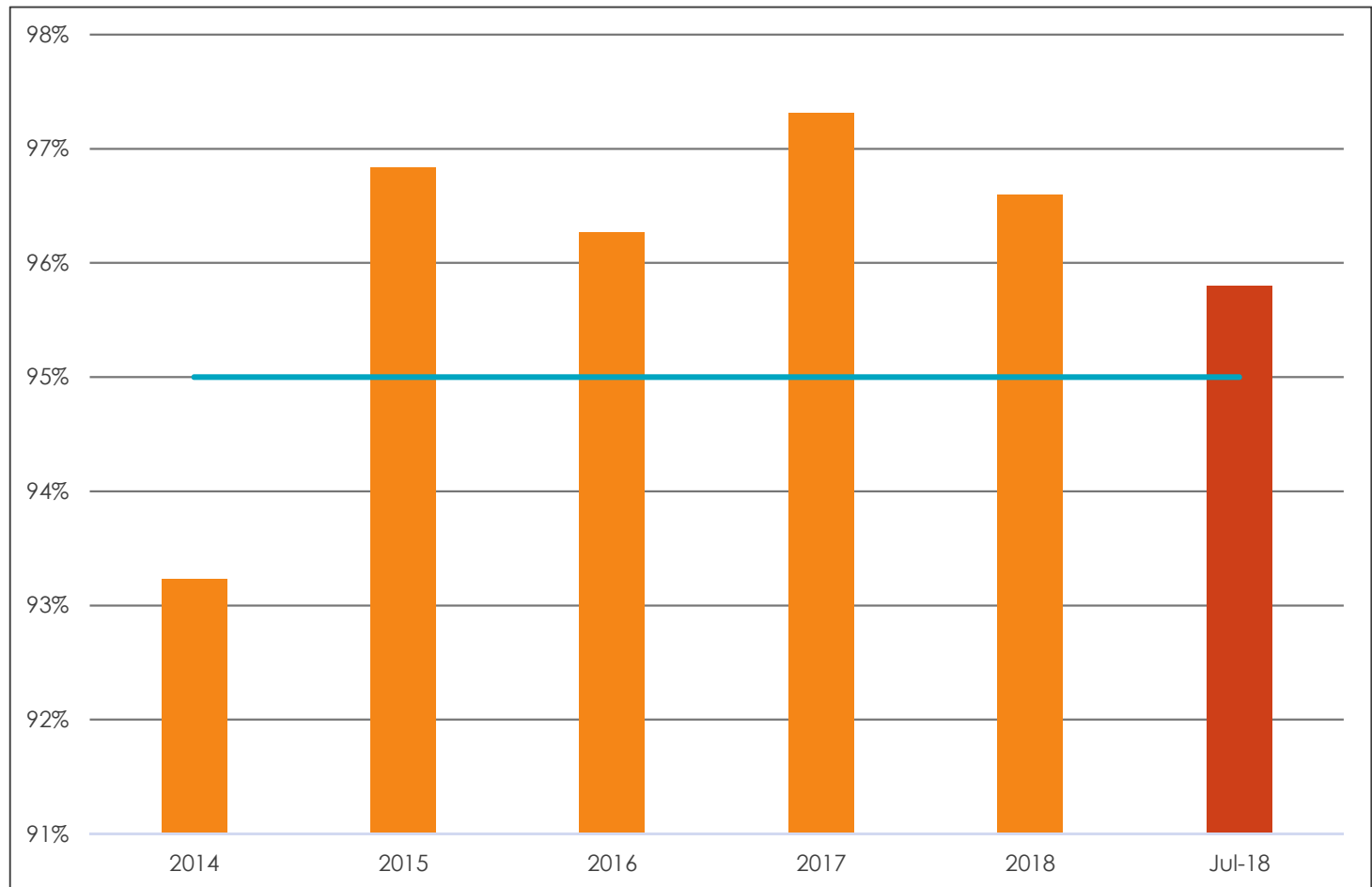
SEPT 23 – 29



ON-TIME PERFORMANCE AVERAGE

From Inception and Current Month

GOAL IS
GREATER
THAN OR
EQUAL TO
95%



ONBOARD STATS

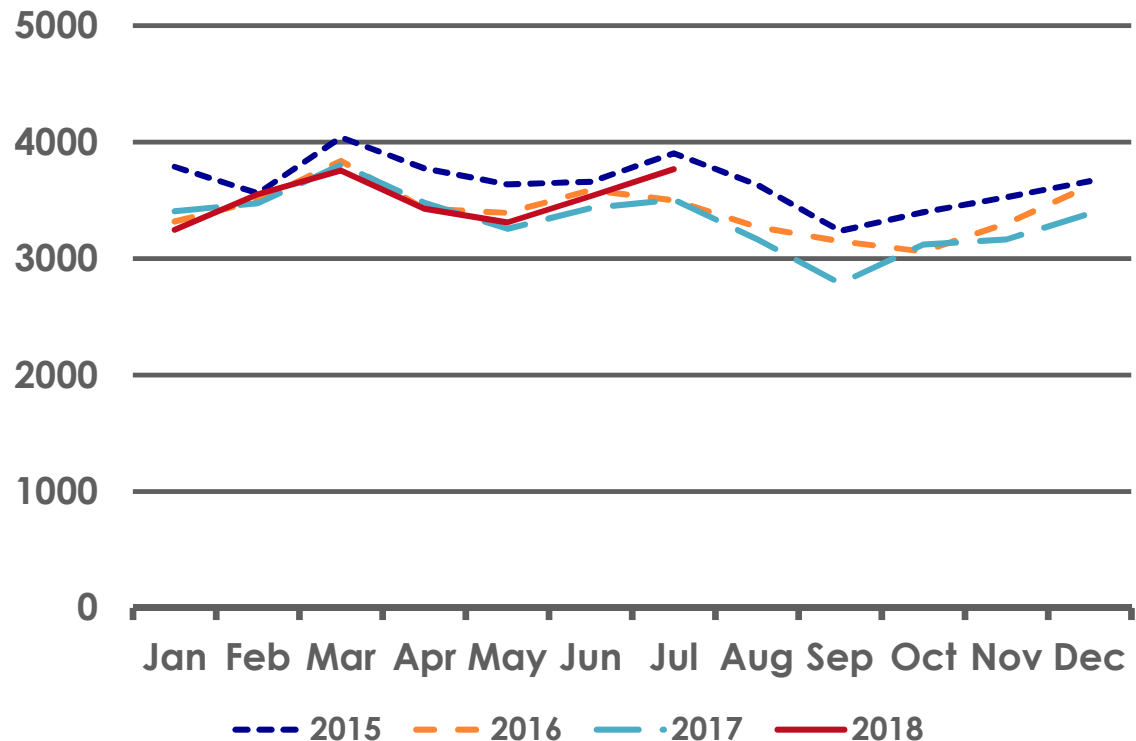
RIDERS

MAY 3,311

JUN 3,535

JUL 3,767

AVERAGE DAILY BY MONTH



*Excludes special service.

Note: Includes impacts from Hurricane Matthew in October 2016 and Hurricane Irma in September 2017.



SunRail.com



BUDGET UPDATE

OPERATING REVENUE	YEAR ENDED JUNE 30, 2018	
	BUDGET	ACTUAL
Farebox revenue	\$2,042,200	\$1,848,977
CSX usage fees	\$3,159,592	\$3,042,183
Amtrak usage fees	\$1,096,670	\$909,639
FCEN usage fees	\$21,671	\$22,703
Right-of-way lease revenue	\$225,000	\$107,221
Ancillary revenue	\$167,830	\$348,773
<i>Subtotal - System revenue</i>	<i>\$6,712,963</i>	<i>\$6,279,496</i>
FTA \$5307 - Urbanized Area Grant Funds	\$9,616,938	\$9,616,938
TOTAL OPERATING REVENUE	\$16,329,901	\$15,896,434

NOTE: These numbers are not audited.



BUDGET UPDATE

OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	YEAR ENDED JUNE 30, 2018	
	BUDGET	ACTUAL
Bombardier - Operations	\$6,851,085	\$6,802,675
Bombardier - Maintenance	\$13,468,967	\$13,535,675
Bombardier - Incentive/Disincentive	\$1,016,003	\$987,712
Conduent - Back-of-the-House Hosting	\$883,352	\$889,224
Conduent - Fare Equipment Maintenance	\$1,700,000	\$1,790,836
Herzog - Signal Maintenance of Way	\$2,605,528	\$2,912,232
Green's Energy - Fuel	\$1,000,000	\$1,085,153
Gallagher - Insurance	\$2,000,000	\$1,644,905
Amtrak - Heavy Vehicle Maintenance	\$1,210,592	\$932,328
Wells Fargo - Banking Services	\$5,160	\$4,636
Bank of America - Merchant Services (Banking)	\$60,000	\$49,324
MidFlorida - Armored Car Service	\$42,480	\$35,565
AT&T/Verizon - Wi-Fi Service	\$33,600	\$22,761
Fare Media Smart Card	\$134,800	\$-
Limited Use Smart Card	\$30,000	\$215,680
Incomm - Card Distribution & Packaging	\$-	\$-
<i>Subtotal - System operating costs</i>	<i>\$31,041,567</i>	<i>\$30,908,706</i>
Feeder Bus Expenses	\$1,478,375	\$1,299,647
Capital Maintenance	\$7,080,000	\$2,196,286
Consultant Support	\$7,463,814	\$5,407,520
TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	\$47,063,756	\$39,812,159

NOTE: These numbers are not audited.



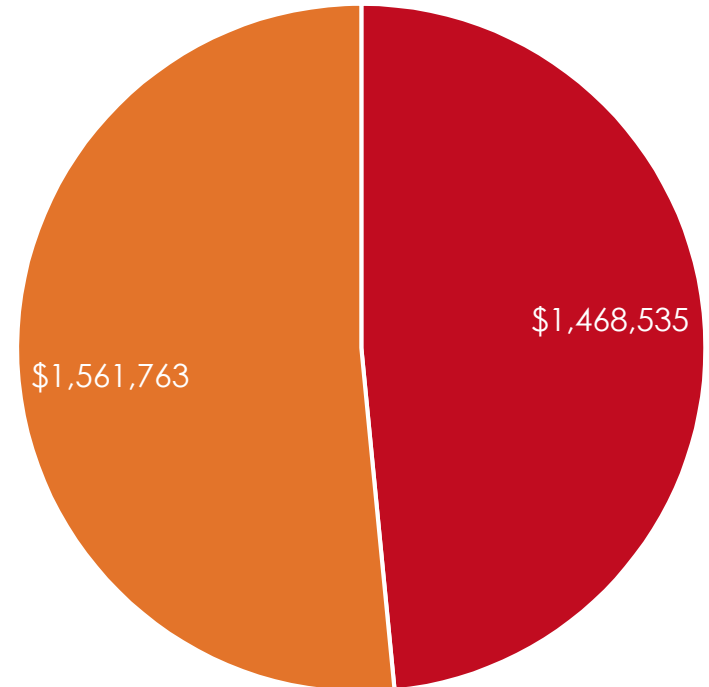
CAPITAL MAINTENANCE

Improvements

- Enhancements that extend the useful life, increase the value or add new uses

Maintenance

- Non-recurring corrective or preventative maintenance, in-kind replacement



■ Maintenance ■ Improvements



FY19 BUDGET

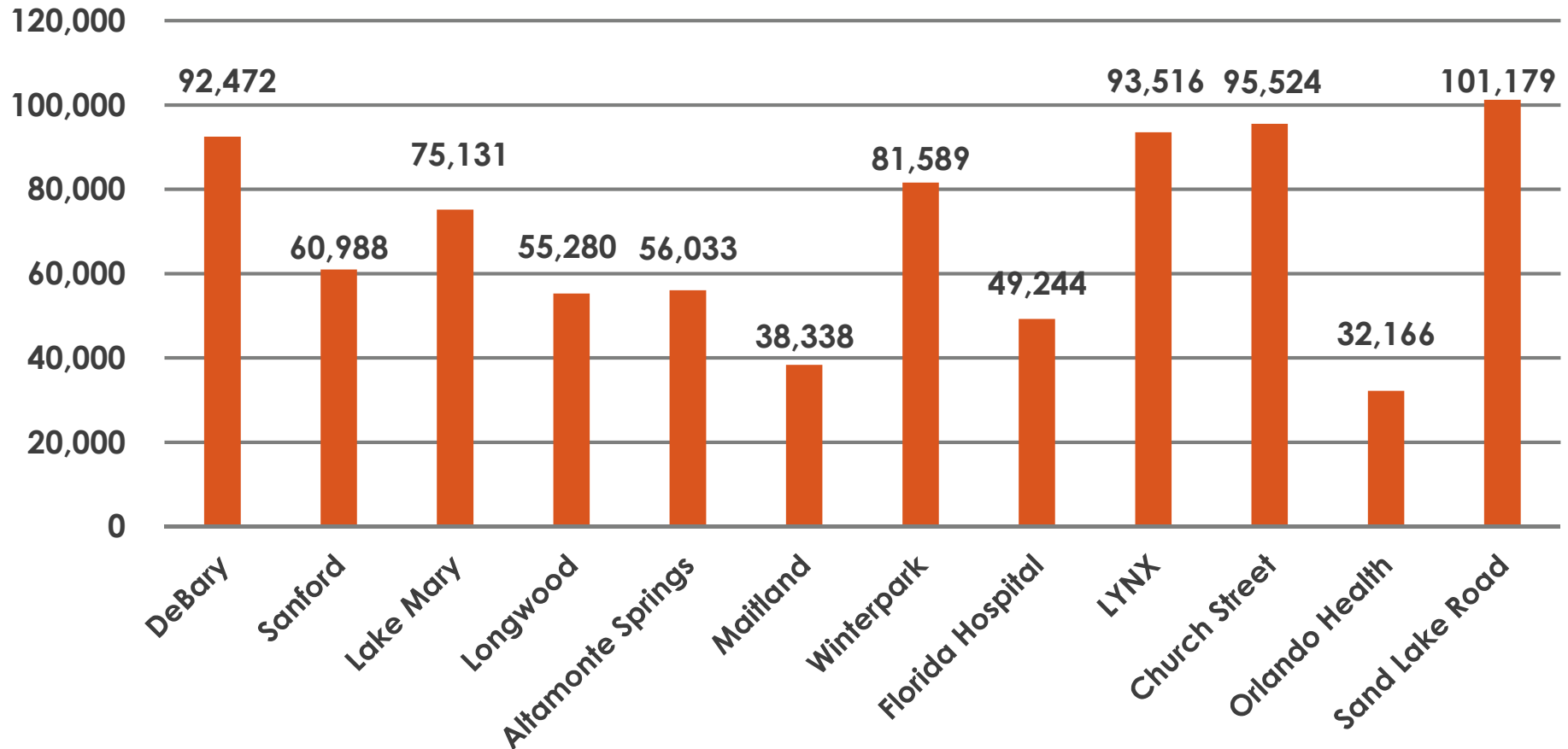
OPERATING REVENUE	BUDGET
Farebox revenue	\$3,551,400
CSX usage fees	\$3,231,836
Amtrak usage fees	\$1,013,494
FCEN usage fees	\$23,361
Right-of-way lease revenue	\$107,221
Ancillary revenue	\$307,490
<i>Subtotal - System revenue</i>	<i>\$8,234,802</i>
FTA §5307 - Urbanized Area Grant Funds	\$9,809,729
TOTAL OPERATING REVENUE	\$18,044,531

FY19 BUDGET

OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	BUDGET
Bombardier - Operations	\$10,309,865
Bombardier - Maintenance	\$15,887,162
Bombardier - Incentive/Disincentive	\$1,309,851
Conduent - Back-of-the-House Hosting	\$906,140
Conduent - Fare Equipment Maintenance	\$2,163,268
Herzog - Signal Maintenance of Way	\$3,097,514
Green's Energy - Fuel	\$2,206,080
Gallagher - Insurance	\$2,050,000
Amtrak - Heavy Vehicle Maintenance	\$1,664,521
Wells Fargo - Banking Services	\$6,880
Bank of America - Merchant Services (Banking)	\$90,000
MidFlorida - Armored Car Service	\$52,480
AT&T/Verizon - Wi-Fi Service	\$34,440
Fare Media Smart Card	\$-
Limited Use Smart Card	\$269,600
Incomm - Card Distribution & Packaging	\$-
<i>Subtotal - System operating costs</i>	<i>\$40,047,801</i>
Feeder Bus Expenses	\$1,843,865
Capital Maintenance	\$7,188,940
Consultant Support	\$8,814,461
TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	\$57,895,067



BOARDINGS BY STATION

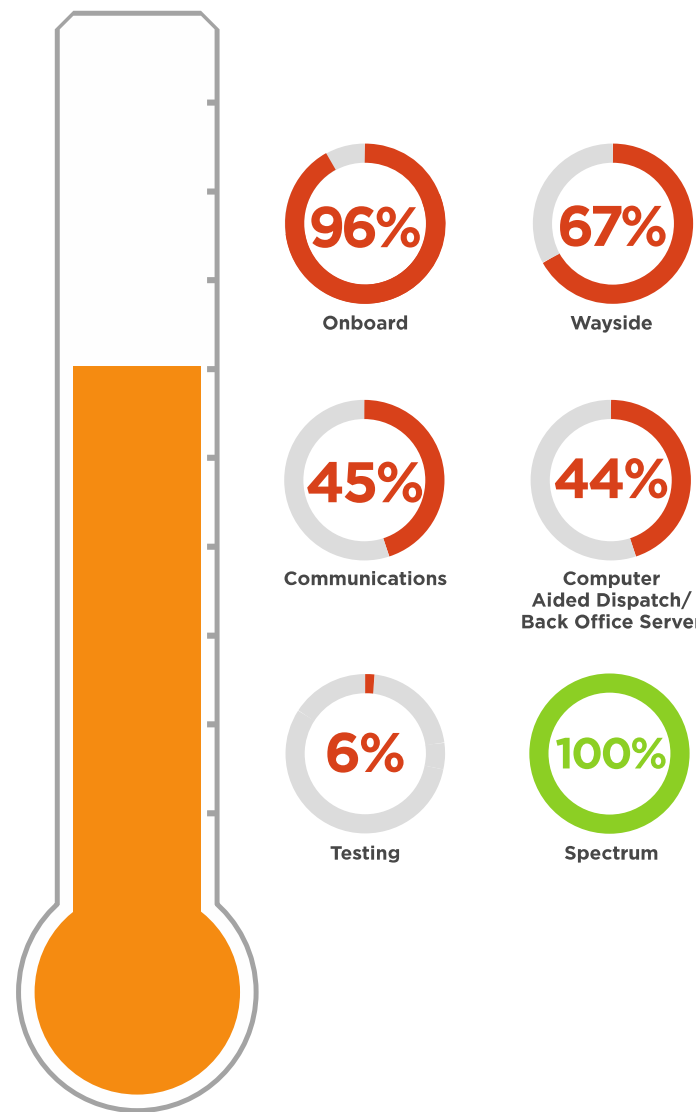


Ridership July 2017 through June 2018

POSITIVE TRAIN CONTROL

FRA AWARDS GRANT - \$14,914,238

"Will complete the installation of I-ETMS, with testing and documentation to support PTC System Certification, on the 61.3-mile Central Florida Rail Corridor..."



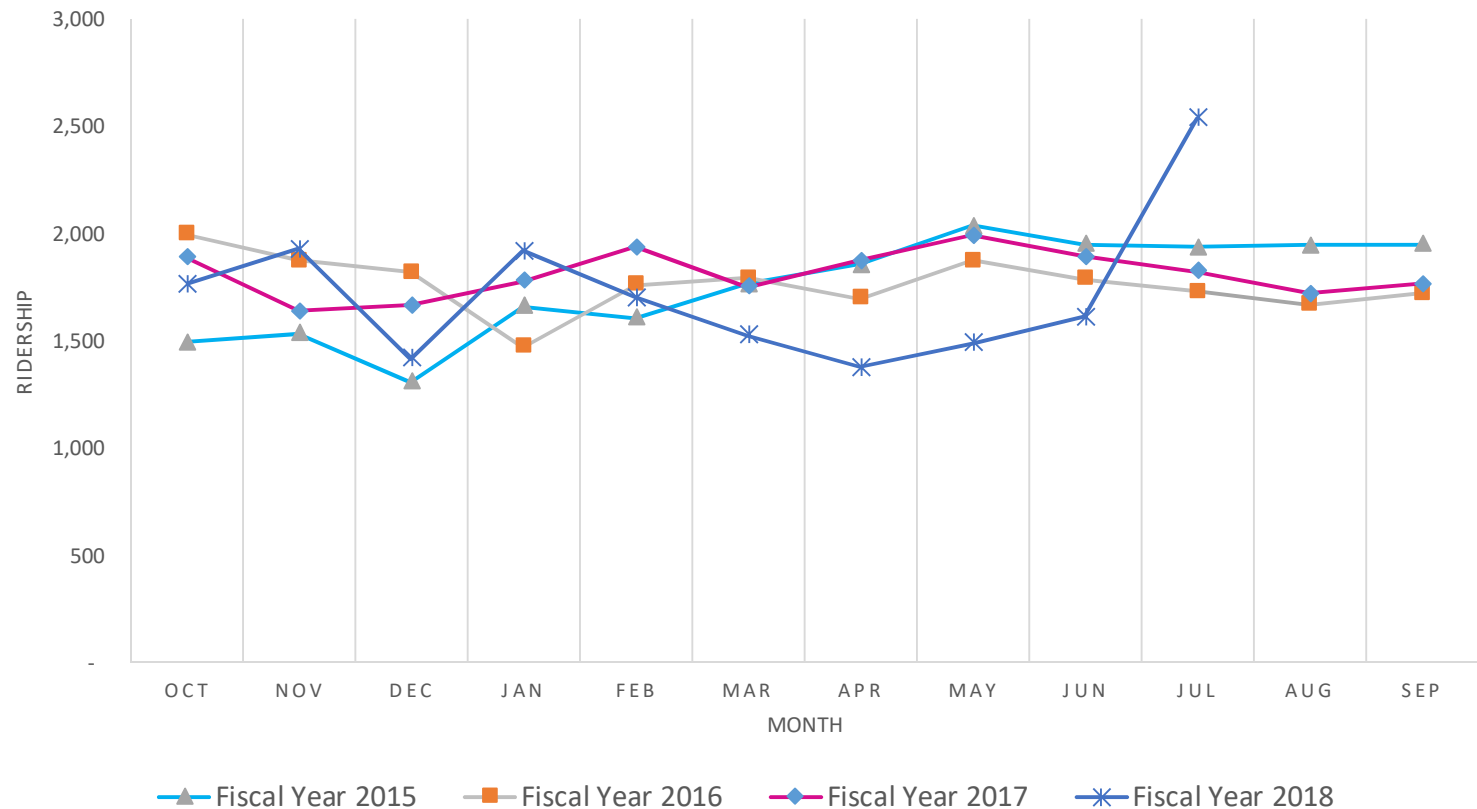
Updated August 2018



BUS CONNECTIVITY

LYNX CONNECTIVITY

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



VOTRAN CONNECTIVITY

VOTRAN FIXED-ROUTE AVERAGE DAILY BOARDINGS & ALIGHTINGS AT DEBARY STATION

	Fiscal year 2018												Annual Daily Average
	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	
Days of Operation	22	21	20	22	20	22	21	22	21	21			127
Avg Daily Ridership	96	76	79	63	62	69	69	67	61	72			74
	Fiscal year 2017												Annual Daily Average
	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	
Days of Operation	21	21	22	22	20	23	20	22	22	20	23	13	249
Avg Daily Ridership	54	48	68	69	43	46	47	50	58	67	83	80	59



BOARD MEMBER COMMENTS



PUBLIC COMMENTS



NEXT MEETING

November 29, 2018, 10 AM – MetroPlan Orlando



THANK YOU!

Follow us: RideSunRail



**SUNRAIL
AVERAGE BOARDINGS BY LOCAL GOVERNMENT PARTNER
FOR THE FISCAL YEAR ENDED JUNE 30, 2018**

Station	Total Boardings	Percentage	Peak Boardings	Percentage	Average Boarding Share
<i>Volusia County</i>					10.78%
DeBary	92,472	11.12%	69,852	10.45%	
<i>Seminole County</i>					29.88%
Sanford/SR 46	60,988		47,479		
Lake Mary	75,131		61,777		
Longwood	55,280		46,141		
Altamonte Springs	56,033		45,284		
<i>Subtotal Seminole County</i>	247,432	29.76%	200,681	30.01%	
<i>Orange County</i>					26.02%
Maitland	38,338		33,987		
Winter Park	81,590		54,692		
Sand Lake Road	101,178		81,516		
<i>Subtotal Orange County</i>	221,106	26.59%	170,195	25.45%	
<i>City of Orlando</i>					33.31%
Florida Hospital	49,244		40,342		
LYNX Central	93,516		79,347		
Church/South Street	95,524		80,632		
Orlando AMTRAK/ORMC	32,166		27,661		
<i>Subtotal City of Orlando</i>	270,450	32.53%	227,982	34.09%	
TOTAL	831,460		668,710		100.00%

The Boarding Share for each Local Government Partner shall be computed as follows:

- 1) The total number of passengers embarking and disembarking from Stations located within the jurisdiction of the Local Government Partner (LGP) during the most recent Funding Determination Year shall be divided by the total number of passengers embarking and disembarking from all Commuter Rail System Stations for the same period.
- 2) The total number of passengers embarking and disembarking during Peak Hours from Stations located within the jurisdiction of a LGP during the most recent Funding Determination Year shall be divided by the total number passengers embarking and disembarking during Peak Hours from all Commuter Rail System Stations during the same period.
- 3) Boarding Share for each LGP shall be equal to the arithmetic average of the shares computed in items (1) & (2). For the purposes of computing boarding Shares, Stations located within the jurisdiction of the City of Orlando shall be excluded from Stations located within the jurisdiction of Orange County.

**SUNRAIL
CENTERLINE TRACK MILES
BY LOCAL GOVERNMENT PARTNER**

Local Government Partner	Phase I and Phase II South	County Percentage	Full System	County Percentage
<i>Volusia County</i>	1.50	3.0401%	12.70	20.9779%
Phase I	1.50		1.50	
Phase IIN			11.20	
<i>Seminole County</i>	16.44	33.3198%	16.44	27.1556%
<i>Orange County</i>	16.30	33.0361%	16.30	26.9243%
Phase I	9.10			
Phase IIS	7.20			
<i>City of Orlando</i>	5.50	11.1471%	5.50	9.0849%
<i>Osceola County</i>	9.60	19.4568%	9.60	15.8573%
TOTAL	49.34	100.0000%	60.54	100.0000%



ONGOING SUNRAIL SUPPORT

As part of the overall business development strategy, outreach and education efforts continued with employers in the Downtown Orlando core and along the SunRail service line. This includes creating and distributing new editions of, "On Track," SunRail's bi-weekly digital newsletter for the Central Florida's business community. All "On Track" editions are stored on corporate.SunRail.com under the Public Documents drop-down menu.

SOUTHERN EXPANSION

The core focus of SunRail's Business Development team from August–November will be supporting SunRail's Southern Expansion, and new train schedule. Below are specific activities being performed:

Neighborhood Engagement:

- The Business Development staff has secured a team of college summer interns to assist with a comprehensive neighborhood engagement effort in the SunRail "Southern Expansion" service area. Beginning in May and lasting through the end of July, the team was out in neighborhoods 3-4 days per week delivering informational door hangers to homes and answering questions in the neighborhoods near SunRail's four new station stops. Working in partnership with neighborhoods (associations, HOAs, etc.), our team placed door hangers on over 12,000 homes.

Business Development:

- Working in partnership with reThink, the team will be promoting the new schedule and stations to individual businesses and buildings within downtown Orlando. The goal is 100 businesses. There are 10 dates scheduled within downtown buildings so far.

Southern Expansion Awareness:

- SunRail's Southern Expansion includes engaging businesses within the new service area and providing information to employees who are potential new riders, and creating a presence at major events in Downtown Orlando and other local destinations to pass out materials and collect new rider information.

Orlando International Airport:

- There is a specific, intentional focus on OIA and its "universe" of 22,000 employees, half of those who are Osceola County residents. From August–November the business development team will continue to work with GOAA on a campaign to engage airport area employees.

Hospitals:

- Business Development surveyed Florida Hospital Orlando and Orlando Health main campus employees to assist with planning the new train schedule. The team will continue to work with both major hospitals to promote ridership. The team is also working with Florida Hospital - Kissimmee and Osceola Regional Medical Center in the Southern Expansion area.

Train Tours & Events:

- Business Development is working in partnership with the marketing and advertising team to help execute nine events to engage key stakeholders including: five successful "Train Tours" at Southern Expansion station stops, events with the Kissimmee-Osceola Chamber, Orlando International Airport and the Orlando Economic Partnership.

Presentations:

- There are approximately 25 scheduled presentations delivered monthly to civic and business groups in new service area such as the Kissimmee-Osceola Chamber of Commerce, Hispanic Business Council, the Downtown Kissimmee Area Council, Kissimmee Main Street, etc.

Connectivity:

- Work continues with major partners (employee centers) to develop and promote potential connectivity options to/from Southern Expansion Station stops. Areas of focus include: City of Kissimmee (1.5-mile shuttle route beginning in December), Tupperware (Lynx bus and bike share) and the Poinciana Bottling Plant.



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, Monday-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:

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



ADVERTISING REVENUE SCORECARD

AUGUST 2018

2017-18 MEDIA KIT: AVAILABLE NOW

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

ON BOARD ADVERTISING: AVAILABLE NOW

Most inventory was sold as one-year contracts.

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

ONLINE & MOBILE ADVERTISING: AVAILABLE NOW

Total Placements Available:	42
Placement Fee Range:	\$350 - \$5,000

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

Total Placements Available:	42
Placement Fee Range:	\$350 - \$5,000

TRAIN SCHEDULE ADVERTISING: SOLD OUT THROUGH 4/1/19

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

- Inventory - 1 placement
- All contracts are on a 3-month basis
- Pricing is \$300 per location

STATION KIOSK ADVERTISING: AVAILABLE NOW AT MOST STATIONS

- Southern Expansion reservations available now
- Church St. Station - SOLD OUT
- Partners may purchase multiple or individual stations
- All contracts are on an annual basis
- Space pricing is \$3,300/placement



SUNRAIL MARKETING SCORECARD

AUGUST 2018

SOCIAL MEDIA

The SunRail Social Media Team averages approximately 150 new followers per week across Facebook, Twitter and Instagram. Summary of these followers:

13,088 Facebook

15,814 Twitter

3,369 Instagram

Total Social Media Followers – 32,271

Additionally, SunRail posts a number of Safety and “How To” videos on their YouTube channel. The video, *Southern Expansion Bird’s Eye View* is trending now with a wonderful look at the Phase 2 South station construction progress.

SunRail Riders have the ability to receive free text messages regarding service delays. The current texting database consists of 1,416 users.

NEW SUNRAIL MARKETING INITIATIVES

July 28th Inaugural Ride

SunRail developed and managed a Southern Expansion Inaugural Ride between the new stations in coordination with Osceola County's Opening Event at the Tupperware Station. Media and partners were in attendance for this historic series of events.



July 30th First 50 Free Event

In an effort to offer new riders a positive free experience on SunRail while maintaining the comfort and reliability the regular commuter base receives, the SunRail team developed a First 50 Free promotion where anyone who arrives at the four new Southern Stations will receive a free SunRail round-trip for that day. This promotion applies to every SunRail train that departs from Meadow Woods, Tupperware, Kissimmee or Poinciana. The event will last a total of 15 days with the potential to give away 120,000 free trips.

Service Begins

SunRail has been very busy partnering with local media outlets (English & Hispanic) to promote the start of rail service on July 30. Media partners went above-and-beyond to help get the word out and the effort is very successful.

System-Wide Makeover

SunRail has completed a system-wide makeover of all signage, maps, stickers, wraps and kiosks for all 16 stations.

Southern Expansion Brings a New Level of Advertising Partners

SunRail has received an overwhelming amount of interest from the business community and has sold a majority of advertising space on platforms, the website, collateral and onboard posters.



TOD METRICS SUMMARY SCORECARD

AUGUST 2018

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



ONGOING OUTREACH

As part of the ongoing strategy for public SunRail safety outreach, this program connects to the community through a variety of efforts including but not limited to: door-to-door outreach to residents and businesses near tracks; presentations in schools, community centers, at SunRail stations and onboard trains; direct mail; community events; coordination with law enforcement agencies and first responders; featured media buys in high-visibility areas; inclusion of safety messaging in business development and marketing programs; social media; training with public and school transportation groups and coordination with FRA, TSA and Operation Lifesaver.

Materials:

- Developed strategy for deterring photography on tracks through social media. Also created a sign in coordination with Winter Park Police Department to display near tracks (where many photos are taken) to educate about unsafe photography
- Developed and installed new safety sticker onboard trains reminding riders to fold strollers
- Posted between 1 – 2 safety messages weekly through social media reaching over 32,000 followers per post
- Created new safety message graphic to remind individuals to keep 25 feet from tracks due to overhang

Outreach, Presentations & Meetings:

- 7/30: Outreach to Poinciana HS for safety presentations and ongoing partnership efforts for the upcoming school year
- 7/20: Delivered safety presentation onboard to Summer SOAR (FICI) youth program for special needs children
- 7/19: Conducted community safety presentation at Pleasant Hill Elementary. Osceola County Schools and local law enforcement were in attendance to discuss school bus stop relocation and rail safety.
- 7/17: Delivered safety presentation onboard to Adventures in History Summer Camp with 40 children and adults
- 7/17: Delivered safety presentation onboard to StarChild Academy Waterford with 30 children and adults
- 7/16: Delivered onsite presentation to 35 children and adults at Academy for Autism
- 7/16: Conducted onsite presentation at Uptown Maitland with 35 seniors
- 6/26, 6/27, 6/28: Conducted on-site safety presentations to more than 100 children at the United Cerebral Palsy Summer Camp
- 6/21: Conducted onboard presentation with Longwood Community Preschool to 16 children and adults
- 6/21: Participated in full scale bus bridge drill, applying experiences to Ambassador training and rider communications during service disruptions
- 6/7; 6/26: Met with Osceola County Public School Transportation to review Crestridge school bus route
- 6/8; 7/9: Delivered safety presentation onboard with 10 attendees from Emplu
- 6/6: Delivered safety presentation onboard with Children's House of Learning to 25 children and adults
- Assured safety protocols in place on platforms and grade crossings and distributed safety materials during all five SunRail train tours 6/14, 6/16, 6/23, 6/30
- Attended CTST meetings with law enforcement in all jurisdictions to discuss rail safety, new service and any open items
- Coordinated with law enforcement to schedule enforcement days at multiple grade crossings in the Southern Expansion

Central Florida Commuter Rail Transit Project

Phase 1 / Phase 2 South



QUARTERLY PROGRESS REPORT

April 1, 2018 – June 30, 2018



Florida Department of Transportation
District 5

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Attachment A – Phase 1 Project Cost Summary by SCC Code
Attachment B – Phase 2 South As-Built Integrated Project Schedule
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
FMOC.....	Financial Management Oversight Contractor
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
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
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
SSCVR.....	Safety and Security Certification Verification Report
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

For the 2nd Quarter of 2018, the CFRC participated in 24 FRA inspections, including the CFR 217 (Testing Program, 240 (Engineer) and 242 (Conductor) Programs, Track, Operating Practices and Signal Systems. Thirteen violations were assessed to the signal department by the FRA. Remediation for all cited violations occurred immediately or within 7 days of the inspection. All defects cited in each of the FRA inspections were corrected and written remedial action reports were provided to the FRA in keeping with the CFRC's internal practice.

1.2 State Safety Oversight (SSO) Reportable Incidents

A summary tracking log of the SunRail SSO reportables for this reporting period is provided below.

Day	Date			Time	MP	Type of Reportable	Location
2 nd Quarter 2018							
Thu	6	21	2018	16:10	785.80	Grade Crossing	New England Avenue grade crossing (Winter
Wed	6	27	2018	18:02	790.29	Grade Crossing	Pine Street grade crossing (Orlando)

2 Project Administration

2.1 Ridership

- Average Daily Ridership by Month for the IOS is reported as follows:
 - April – 3,427
 - May – 3,311
 - June – 3,535
- Average Daily ADA Boardings by Month
 - April – 8
 - May – 10
 - June – 11
- Average Daily Bicycle Boardings by Month
 - April – 168
 - May – 151
 - June – 156

▪ Monthly Snapshot of Station Parking Utilization

Station	Apr	May	Jun
DeBary	49%	52%	50%
Sanford	18%	17%	18%
Lake Mary	36%	34%	34%
Longwood	19%	17%	15%
Altamonte Springs	11%	11%	12%
Maitland	60%	61%	61%
Sand Lake Rd	23%	22%	23%

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.

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 synopsis of these ongoing projects is provided below.

- Short Queuing Lengths and Traffic Signals:
 - Pedigo Pt.: Work is complete.
 - CR 427/Georgia Ave: *Work is complete.*
 - Station St./Leonard St: Remaining work is the completion of handrail *which has been fabricated and is scheduled to be installed late July.*
 - CR 427/Palmetto Signal: *Contractor has completed the drilled shafts and installed the mast arms and controller cabinets.*
 - CR 427/Leonard Signal: *TECO gas line to be placed out of service by July 13th. The final drilled shaft is scheduled for July 23rd. The controller cabinets have been installed. Flatwork remains and is scheduled for the week of July 23rd.*
 - *Anticipated completion for this work is late August 2018.*
- Signal Crossing Upgrades: Construction activities are well underway. *Procurement of materials is 75% complete and installation is 50% complete.* Anticipated project completion is *the end of 4th Quarter 2019.*
- Fencing & Trespassing Abatement Measures: *Approximately 400 “No Trespassing” signs have been installed along the limits of the CFRC. Fencing installation is approximately 75% complete. All work is anticipated to be completed by late July/early August 2018.*
- VSMF Track Shift and Noise Wall: For details regarding the status of this project, refer to Section 6 of this report.

Table 1 – Phase 1 Open Items – Hazard Assessment ¹

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(A)	\$12,376,538	BTNA Contract Amendment	Former RFP #1; additional services by BTNA under O&M Contract; includes CEI services – <i>Complete</i>
2 4 5	Short Queuing Lengths - Pedigo Point - Georgia Ave - Leonard St	4/2017	8/2018	\$143,650	Middlesex- Herzog JV Contract	Former RFP #3; within P2S Corridor & Stations DB Contract – <i>Ongoing</i>
20	Traffic Signals - CR 427 at Palmetto Ave - CR 427 at Leonard St	4/2017	8/2018	\$668,628	Middlesex- Herzog JV Contract	Former RFP #3; within P2S Corridor & Stations DB Contract – <i>Ongoing</i>
11	Signal Crossing Upgrades	6/2017	12/2019	\$9,609,172	Herzog Contract Agreement	Former RFP #2; additional services by Herzog under Signal MOW Contract – <i>Ongoing</i>
12	Fencing & Signage Installation	1/2018	7/2018	\$253,609	KMG Fence Contract	1,000 ft/yr included in BTNA contract; total length of fencing est. 9,676 ft. – <i>Ongoing</i>
13	VSMF Track Shift and Noise Wall	1/2018	9/2019	\$5,757,000	Southland Construction Contract ²	Noise Wall with track shift included – <i>Ongoing</i>
Grand Total:				\$28,808,597		

(A) Actual

Notes

1. FDOT submitted 4-23-2017 a draft Budget Revision #4 that includes the items listed above plus some additional Open Hazards (e.g. SJRB 140 ft of walkway). FTA responded with comments in November 2017. FDOT replied to FTA in December 2017. FDOT revised and re-submitted budget revision #4 April 22, 2018 and submitted again July 9, 2018.
2. Item 13 - The Design Build procurement documents for the VSMF Environmental Mitigation (1700' long x 22' high Noise Wall) will include a 2,000TF 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 Finance/Budget

4.1 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**.

5 Environmental/NEPA

- VSMF Noise Wall Implementation:
 - The Design Build contract was awarded to Southland Construction and executed on January 25, 2018. Construction NTP was issued February 19, 2018.
 - The DB Contractor is in the process of developing the required design, permits and documentation for submittal. Based on the *updated* schedule, track work is anticipated to begin by the *end of July* and the project is expected to be completed in the Fall of 2019.

6 Before and After Study

- Ongoing coordination with FTA.
- *The draft Final Before and After Study Report was submitted to FTA for initial review on April 16, 2018. Review comments from FTA were received on May 30, 2018 and June 25, 2018. FDOT is in the process of evaluating the comments. A resubmittal to FTA is anticipated in August.*

PHASE 2 SOUTH PROJECT

7 Project Administration/Development

7.1 FTA Coordination

7.1.1 Management Plans for Testing and Revenue Service

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

QAPP – FTA formally accepted the QAPP Rev. 16 for the Construction phase in a letter dated January 17, 2018. No update is anticipated for the Testing and PRO phase of the project.

RFMP – FTA formally accepted the RFMP Rev. 15 in a letter dated August 9, 2017. No update is anticipated for the Testing and PRO phase of the project.

TMOP – With System Integration Testing substantially complete, the TMOP was updated to address the open comment regarding travel time verification. TMOP Rev. 15 was issued to the FTA/PMOC on April 30, 2018 for final acceptance. *On May 1, 2018, the PMOC advised FDOT that all comments had been closed.*

SSMP – FTA formally accepted the SSMP Rev. 6 for the Construction phase in a letter dated August 9, 2017. SSMP Rev. 7 updated for Testing and PRO phase was provided to the FTA/PMOC on February 9, 2018. Subsequently, comments from the PMOC were received February 26, 2018. The SSMP was revised and Rev. 8 was issued to the FTA/PMOC on April 15, 2018 for their review. *On April 24, 2018, the PMOC advised FDOT that all comments had been closed. FDOT provided the SSMP Rev. 9 with final signature to the FTA/PMOC on April 24, 2018.*

SSCP – FTA formally accepted the SSCP Rev. 3 in a letter dated December 21, 2017.

Risk Register – A March 2018 refresh of the Risk Register was completed and provided to the FTA/PMOC on April 9, 2018. *On May 17, 2018, the PMOC advised they had no comments.*

PMP – Rev. 3 of the PMP was submitted to the FTA/PMOC on March 30, 2018 in support of the PMOC's OP-54 documentation review. This update covers the Testing and PRO phase of the project. Revisions include but may not be limited to: organizational changes (staffing, organizational charts, and resumes); additional PHA transfer of responsibility language; verbiage to address the process for documenting billing for ECHO drawdowns; incorporates testing and PRO activities; and addresses the PMOC's comments from the previous submission. *One minor comment from the PMOC was received on May 30, 2018. FDOT reissued the Final As-Built PMP Rev. 4 to the FTA/PMOC on May 31, 2018. On June 1, 2018, the PMOC advised FDOT that all comments had been closed. FDOT is awaiting PMP approval letter from FTA.*

SITP – The SITP Volume I (Management Approach) was submitted to the FTA/PMOC on October 31, 2017 for their review. The SITP Volume II (Test Plan Summary) was also issued to the FTA/PMOC on November 21, 2017. Comments from the PMOC were provided on both Volumes I and II on January 11, 2018. Volume I of the SITP Rev. 1 was resubmitted to the FTA/PMOC on February 16, 2018. Subsequently, the PMOC advised FDOT that all comments had been closed on Volume I on February 20, 2018. Volume II of the SITP, Rev. 2 was submitted on March 30, 2018. Subsequently, the PMOC advised that all comments had been closed on Volume II on April 5, 2018. *Refer to Section 8.1.5 for a status update of the individual test results reports comprising SITP Volume III.*

RAP – In support of Pre-Revenue Operations for Phase 2 South, FDOT developed an original Rev. 0 that was provided to the FTA/PMOC on March 9, 2018. Shortly thereafter, the PMOC provided comments to FDOT on March 20, 2018. Appropriate changes were made and Rev. 1 of the RAP was resubmitted to the FTA/PMOC for their review on March 30, 2018. Additional comments from the PMOC were received and the RAP Rev. 2 was issued to the FTA/PMOC for final acceptance on April 5, 2018. Subsequently, the PMOC advised FDOT on April 9, 2018 that all comments had been closed.

SSCVR – FDOT provided an original draft of the Safety and Security Certification Verification Report (SSCVR) Rev. 0 for the FTA/PMOC's initial review on May 31, 2018. The PMOC advised that they had no comments on the report. An updated Draft Final SSCVR Rev. 1 will be provided to the FTA/PMOC in early July that documents current status of open items.

7.1.2 Staffing

CFRC/SunRail is fully staffed and there are no open positions.

CEI Inspectors – The CEI onsite inspection staff has been reduced to 5 total inspectors: (3) civil/structural, (1) Information Technology Systems (ITS), (0.5) signal, and (0.5) track inspectors at the end of the quarter. *As the project nears completion, CEI inspection staff continue to be reduced.*

Planned and actual project staff management of the Phase 2 South Project is presented in Table 2. There were 35.75 FTEs contributing to the 2nd Quarter of 2018. This total includes not only FDOT staff but also the CFRC/SunRail Program Management Team, the Design Consultant, and the CEI.

The DB Contractor shows 75 FTEs contributing to the 2nd Quarter of 2018 as presented in Table 3.

7.1.3 Disadvantage Business Enterprises (DBE) Participation

The D/B Contractor's (Middlesex-Herzog JV) current DBE commitments are 3.79%. A summary of the DBE participation by contract is presented in Table 4.

The team *will continue* to discuss opportunities of DBE participation as extra work is identified. However, there are very *limited* 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	Full Time Equivalents (FTEs)																			
	Status	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	3 rd Qtr
Project Management	Planned	3	3	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	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	2.75	2.75	2.75	2.75	2.75
	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	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	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	2.5	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	1	1
	Actual	1	1	1	1	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	4	4
	Actual	2	2	2	2	2	2	2	1.5	1.5	2	2	3	3.5	4	4	4	4	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	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	1	1	1	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	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	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	1	1
	Actual	0.5	0.5	0.5	1	1	1	0.5	1	1	1	1	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	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	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	2.5	2.5
	Actual	1	1	1	2	2	2	2	2	2	2.5	2.5	2.5	2.5	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	2.5	2.5	2.5	2.5	2.5
	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	2.5	2.5	2.5	2.5	
CEI Consultant	Planned				2	4	2	2	6	10	18	20	22	26	26	26	26	23	16	6
	Actual				2	4	2	3	6	9	15	18	22	23	23	27	27	23	15	
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	46.75	46.75	43.75	36.75	26.75
	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	47.75	47.75	43.75	35.75	

*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
M/H II JV	Actual	70	220	315	300	300	300	325	275	75	

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*	\$1,968,692	\$150,459,475	\$212,759	\$5,227,916	3.47%
HNTB	CEI**	\$1,124,238	\$11,958,965	\$58,400	\$1,055,635	8.83%

* DBE payments to subs are approximately 30 days behind estimate due to reporting payments in EOC.

**Total CEI cumulative dollars was corrected to reflect TWO #1, TWO #6 and TWO #7.

7.2 FRA Coordination

7.2.1 PTC Implementation Status

Plans

- CFRC prepared a Request for Amendment (RFA) to the PTCIP and uploaded it to the SIR site on December 29, 2017. Received FRA approval for this RFA on March 30, 2018.
- The next PTC Quarterly Meeting with FRA is tentatively scheduled for August 22, 2018 in Orlando.*

Installation

The Implementation deadline for PTC allows an extension for full implementation to December 31, 2020 if the following criteria are met:

- Install all PTC hardware and acquires all spectrum necessary to implement its PTC system by December 31, 2018;
- Submit an alternative schedule and sequence providing for implementation of positive train control system as soon as practicable, but not later than December 31, 2020;
- Notify the Associate Administrator in writing that it is prepared for review of its alternative schedule and sequence under 49 U.S.C. 20157(a)(3)(B); and
- Receive FRA approval of its alternative schedule and sequence.

The CFRC is currently in the process of completing the installation of PTC hardware and expects to be complete by the end of the year. The spectrum necessary for implementation has already been acquired. The CFRC will meet the requirements for the extension, and the current project schedule indicates full implementation of PTC along the 61-mile corridor by December 2019.

FDOT submitted a grant application for a total project cost of \$29.8M (50% federal / 50% state) for the FY18 Positive Train Control (PTC) Systems Grants under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program on June 29, 2018.

7.3 Amtrak/CSX Construction Coordination

- Coordination meetings with CSX and Amtrak are occurring as needed now that construction is substantially complete.
- *CFRC issued a letter to Amtrak on June 25, 2018 reminding their staff of the importance of conducting safety briefings with personnel about proper loading procedures at the Kissimmee Amtrak Station to ensure awareness of the increased train trips with the startup of Phase 2 South service.*

7.4 Local Coordination

LYNX: *FDOT and LYNX have finalized the bus feeder agreement relative to Phase 2 South. The Supplemental Joint Participation Agreement (JPA) was executed on June 21, 2018. To meet this expanding service, LYNX will be implementing changes to several bus routes, as well as introducing a new bus route. These changes will take effect July 15, 2018.*

Central Florida Commuter Rail Commission (CFCRC) and Subcommittees:

- A Customer Advisory Committee (CAC) meeting occurred on May 3, 2018. The next meeting is tentatively set for August 2, 2018.
- A Technical Advisory Committee (TAC) meeting was held on May 17, 2018. The next meeting is tentatively set for August 8, 2018.
- A Central Florida Commuter Rail Commission meeting occurred on May 31, 2018. The next meeting is tentatively set for August 30, 2018.

Municipalities: A summary of the safety improvement projects by the local municipalities is provided below.

- Pleasant Hill Road Traffic Signal (Osceola County): Design plans were completed and submitted for review in late March. A work order was issued to the contractor to order materials and install the temporary signal. Installation and testing of the signal and pre-emption was completed April 30, 2018.
- Old Tampa Highway Interconnect (Osceola County): *The flashing yellow light at Old Tampa Highway and Pleasant Hill Road was tested on June 11, 2018 and is now active and fully operational.*
- Neptune Road Traffic Study (City of Kissimmee): Due to a grade crossing field review held with FRA, FTA, PMOC, and FDOT/CFRC staff in December 2017, a consultant was hired by the City of Kissimmee to evaluate concerns regarding the vehicles queuing up onto the tracks at the Neptune Road grade crossing. The study has been completed and a copy of the report was provided to the PMOC on May 31, 2018. The City of Kissimmee has committed to implementing interim improvements (i.e., additional striping, signage and increased law enforcement) prior to the start of revenue service. A permanent solution (i.e., installation of a pre-signal) is being budgeted and planned for the city's next fiscal year.

Effective July 15, 2018, the two bus routes that LYNX currently operates across the railroad tracks located on Neptune Road will be permanently rerouted to enter the Kissimmee Intermodal Station from the west. This change will eliminate the left turn movement off Neptune Road into the Intermodal Station that the buses were making, thereby making movement through the area safer for vehicles and train traffic. Updated route sheets and maps have been distributed to the LYNX bus drivers and operations staff.

- Striping/RPM Installation Project at Grade Crossings (City of Kissimmee): City staff has implemented a striping and RPMs installation project at the Neptune Road and Clay Street grade crossings. This work is similar to the striping project that was implemented in downtown Orlando (Jefferson and Washington Streets in December 2016) in close coordination with the FRA. Since these improvements have proven to be effective in reducing the number of vehicle incursions onto the tracks, it was recommended that these improvements be considered at the two grade crossings in Kissimmee. *The City of Kissimmee completed this work in early May.*

8 Safety and Security


8.1 Safety Certification

8.1.1 Hazard Analysis

Preliminary Hazard Analysis

As presented in Table 5, 447 hazards, or 99.7% are now closed. An update to the PHA was issued to the PMOC on March 13, 2018. Subsequently, the PMOC closed all the PHA comments on April 10, 2018. *While pre-emption for the Neptune grade crossing has been installed, it was recommended that a pre-signal be installed. This will be completed by the City of Kissimmee during its next fiscal year. As of the end of June, the Neptune Grade Crossing pre-signal is the only remaining open item from the PHA. However, a work around has been identified and will be in place prior to the start of revenue service.*

Table 5 – Preliminary Hazard Analysis Summary, June 2018

	Preliminary Hazard Analysis (PHA) - Collision Hazard Analysis (CHA)								
	<i>Central Florida Rail Corridor - Phase 2 South SunRail Commuter Rail Operations</i>							Date: June 25, 2018	
Category	Queuing	MUTCD	Pedestrian Crossings	Crossing Surfaces	Key Down	Trespassing	VSLMF	Bridges	Total Items
Open Items	1	0	0	0	0	0	0	0	1
Closed Items	36	48	31	26	31	24	57	0	447
Close Pending	0	0	0	0	0	0	0	0	0
Item Totals	37	48	31	26	31	24	57	0	448
Category	Signal Design	Station Platforms	Platform Amenities	Parking Lots	Utility Yard	Drainage	Communications	Track	
Open Items	0	0	0	0	0	0	0	0	
Closed Items	66	29	37	23	2	2	26	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 continues to be updated with the appropriate disciplines as hazards are identified. As presented in Table 6, the OHA has 16 open items. *Open items continue to be tracked to closure.* An update to the OHA to address the PMOC's comments was submitted on April 20, 2018. Subsequently, the PMOC closed all comments on the OHA on April 24, 2018.

The status of remaining open items is as follows:

- *VSLMF (4) – Awaiting completion of an environmental plan and a few minor SOPs such as the eye wash station and the emergency diesel generator. Anticipated completion: July 2018.*
- *Communications (1) – Low coverage areas for Radio System, addressed in Handheld Radio Transmission Memo dated May 17, 2018. Anticipated completion: April 2019.*

- *Trespassing (10)* – Public outreach is ongoing and will continue beyond revenue operation.
 - *Fencing* – Corridor fencing of 19,386 linear feet (lf) is being installed and anticipated to be completed by July 2018. An additional quantity of fencing (up to 3,450 lf) is scheduled to be completed by December 2018.
 - *Graffiti* – FDOT has coordinated with the local governments to paint over graffiti on their roadway bridges. Anticipated completion: July 2018.
 - *Signage* – All signage for the dead-end street locations has been installed except for Still Street. Anticipated completion: July 2018.
- *Key Down (1)* – Bulletin to be issued for all crossings upon confirmation of DTMF codes. Anticipated completion: July 2018.

Table 6 – Operating Hazard Analysis Summary, June 2018

	Operating Hazard Analysis (OHA)							
	Central Florida Rail Corridor - Phase 2 South FDOT Commuter Rail						Date: July 05, 2018	
Category	Signals	VSLMF	CFRC Dispatching Systems	Station Amenities & Platforms	Adjacent Structures	Training Programs	O&M Procedures	Total Items
Open Items	0	4	0	0	0	0	0	16
Closed Items	3	27	1	8	0	2	45	179
Other Items	0	0	0	0	0	0	0	0
Item Totals	3	31	1	8	0	2	45	195
Category	Bridges	Communications	Track	Pedestrian Crossing	Grade Crossings	Trespassing	Key Down	
Open Items	0	1	0	0	0	10	1	
Closed Items	13	9	41	3	2	25	0	
Other Items	0	0	0	0	0	0	0	
Item Totals	13	10	41	3	2	35	1	

8.1.2 Safety and Security Certification Activities

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

Table 7 – Safety and Security Certification Activities, *June 2018*

<u>SunRail Phase 2 South Safety and Security Certification Activities</u>								
Updated as of June 2018								
Safety and Security Certification Tasks	Status	2017				2018		
		Q1	Q2	Q3	Q4	Q1	Q2	Q3
<u>Identify Certifiable Elements</u>								
SSCC Approval of Certifiable Elements List	Approved			Reviewed & Updated			Review & Update	
SSCC Approval of Certifiable Items Lists	Under Review							
<u>Develop and Complete Conformance Checklists</u>								
Submittal of Design Conformance Checklists (DCCs) to SSCC	Completed							
Submittal of Construction Conformance Checklists (CCCs) to SSCC	Completed							
Completed Construction Conformance Checklists (CCCs) Field Verification	In Progress							
<u>System Integration Testing</u>								
System Integration Testing	Completed						Completed	
SIT Plan Approval by SITC	Completed						Completed	
Hold Point Document Prepared for every Test	Completed						Completed	
SIT Plan Tests Results - Approval by SSCC	Completed						Completed	
<u>Drawing Reviews</u>								
Drawing Reviews	On-Going							
<u>Hazard Analysis & Threat and Vulnerability Assessment</u>								
Preliminary Hazard Analysis	Approved					O&M Review CFRC Review	PMOC Acceptance	
SSCC Approval of Preliminary Hazard Analysis	Approved		Review ed in April			March Review		
Operating Hazard Analysis	Approved					O&M Review CFRC Review	PMOC Acceptance	
SSCC Approval of Operating Hazard Analysis	Approved		Review ed in June		O&M Review	March Review		
Threat and Vulnerability Assessment	Approved					O&M Review CFRC Review	PMOC Acceptance	
SSCC Approval of Threat and Vulnerability Assessment	Approved		Review ed in June		CEI Review	March Review		
Manage Open Items	On-Going							
<u>Committees & Drills</u>								
Safety and Security Certification Committee (SSCC)	Held Weekly							
Fire Life Safety Committee (FLSC)	Activated					Held on 1/11 and 3/27 Osceola County Fire/Rescue (Feb) & Kissimmee Police & Fire Depts. (Mar)		
Familiarization Training	Activated			LFD: 8/11, 8/18, 8/25			Osceola County Fire O&M	
Drills	Scheduled					Table Top: 3/30 On-Scene: 4/19, 4/25, 5/6, 6/21		
<u>Public Outreach</u>								
Safety Public Outreach Coordination	On-Going							
Temporary Use Permits • Saturday, May 19 - Poinciana Station • Thursday, June 14 - Tupperware Station for Tupperware employees • Saturday, June 16 - Tupperware Station • Saturday, June 23 - Meadow Woods Station • Saturday, June 30 - Kissimmee Station • Saturday, July 30 - Phase 2 South Corridor & Stations	Scheduled						Train Station Tours	Grand Opening Ceremony
<u>Plans</u>								
Safety and Security Management Plan (SSMP)	Accepted			Accepted 8/9		Received PMOC Comments (Feb)	Accepted by PMOC Apr 24	
Safety and Security Certification Plan (SSCP)	Accepted		Received PMOC Comments (Aug)	Submitted Final 9/1	PMOC Rec. Approval (Sep) Accepted: 12/21			
Verify Operational Readiness (Hold Point Documents)	Scheduled						SIT Hold Points PRO Hold Point	Revenue Hold Point
Safety and Security Certification Verification Report	Submitted						Submitted May 31	Submitted Jul 5

Master Certifiable Items List Progress

The Phase 2 South Safety and Security Certification Committee (SSCC) approved the descriptions *and design verification* for all 2,763 Design Conformance Checklist (DCC) items.

As of June 2018, the SSCC approved all 2,894 certifiable item descriptions for the Construction Conformance Checklist (CCC) items or 100%. The verification process continues, as the items are reviewed, verified and tracked to closure. Open items from all cutovers are also being tracked to completion with the closures formally approved at the SSCC meetings. The SSCC approved the construction verification for 2,830 of the CCC items. *There are 64 open items consisting of fare collection, corridor track drainage structures and station drainage structures.* Overall, final approval of the CCCs stands at approximately 97.8% complete.

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


Table 8 – Master Certifiable Items List, *June 2018*

SunRail Phase 2 South Master CIL DCC-CCC PROGRESS TABLE - June 28, 2018	Design Conformance Checklists Status									Construction Conformance Checklists Status								
	Description Approval			Final Design Verification			Final Approval			Description Approval			Construction Verification			Final Approval		
	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 DCC & CCC ITEMS	2763	2763	100.0%	2763	2763	100.0%	2763	2763	100.0%	2894	2894	100.0%	2830	2894	97.8%	2830	2894	97.8%
1.0 ROLLING STOCK	106	106	100.0%	106	106	100.0%	106	106	100.0%	106	106	100.0%	106	106	100.0%	106	106	100.0%
2.0 SIGNALS	935	935	100.0%	935	935	100.0%	935	935	100.0%	1057	1057	100.0%	1057	1057	100.0%	1057	1057	100.0%
3.0 COMMUNICATIONS	322	322	100.0%	322	322	100.0%	322	322	100.0%	286	286	100.0%	286	286	100.0%	286	286	100.0%
4.0 FARE COLLECTION EQUIPMENT	8	8	100.0%	8	8	100.0%	8	8	100.0%	400	400	100.0%	344	400	86.0%	344	400	86.0%
5.0 TRACK AND STRUCTURES	662	662	100.0%	662	662	100.0%	662	662	100.0%	475	475	100.0%	471	475	99.2%	471	475	99.2%
6.0 STORAGE AND LAYOVER YARD (VSLMF)	84	84	100.0%	84	84	100.0%	84	84	100.0%	82	82	100.0%	82	82	100.0%	82	82	100.0%
7.0 STATION PLATFORMS (INCLUDING MINI-HIGHS)	196	196	100.0%	196	196	100.0%	196	196	100.0%	143	143	100.0%	143	143	100.0%	143	143	100.0%
8.0 STATION PLATFORMS STRUCTURES AND AMENITIES	172	172	100.0%	172	172	100.0%	172	172	100.0%	128	128	100.0%	128	128	100.0%	128	128	100.0%
9.0 STATION PARKING/PLAZA/STATION BOUNDARY	212	212	100.0%	212	212	100.0%	212	212	100.0%	160	160	100.0%	156	160	97.5%	156	160	97.5%
10.0 STATION UTILITY YARD	60	60	100.0%	60	60	100.0%	60	60	100.0%	48	48	100.0%	48	48	100.0%	48	48	100.0%
12.0 BUS SHELTERS (BUS STRUCTURES AND SIGNAGE PROVIDED BY LYNX)	6	6	100.0%	6	6	100.0%	6	6	100.0%	9	9	100.0%	9	9	100.0%	9	9	100.0%

8.1.3 Threat and Vulnerability Analysis

The Threat and Vulnerability Analysis (TVA) was issued to the PMOC for review on March 13, 2018. Subsequently, the PMOC closed out and provided acceptance on March 16, 2018. As presented in Table 9, all items have been closed.

Table 9 – Threat and Vulnerability Analysis Summary

	Threat and Vulnerability Analysis - Open Items List								
	CFRC- Central Florida Rail Corridor FDOT Commuter Rail						Date: March 12, 2018		
Category	Signals	Communications	TVMs	Track & Structures	VSLMF	Station Platforms	Platform Amenities	Station Parking Lots	Total Items
Open Items	0	0	0	0	0	0	0	0	0
Closed Items	9	7	4	8	5	18	4	11	75
Item Totals	9	7	4	8	5	18	4	11	75
Category	Utility Yard	Drainage Pond	O&M Program						
Open Items	0	0	0						
Closed Items	5	1	3						
Item Totals	5	1	3						

8.1.4 First Responder Familiarization Training and Emergency Drills

First Responder Familiarization

Emergency responders through the four-county area were invited to attend hands-on Equipment Familiarization Training sessions at the VSMF, at which time the Phase 2 South service was emphasized. Invitations were extended at trespass meetings with police departments and repeated at each county's Community Traffic Safety Team (CTST) monthly meeting, at all events for first responders, such as the Amtrak Railsafe™ Workshop in January 2018, and whenever the CFRC/SunRail COO meets with community stakeholders, such as LYNX, Amtrak or the local funding partners. Familiarization of CFRC/SunRail infrastructure, including right-of way, VSMF, VSLMF, rolling stock, and existing and new SunRail stations is integral to ensuring a successful response by emergency responders during an incident.

The following familiarization sessions as shown below have been conducted and will continue in the coming months, as needed.

SunRail Southern Expansion - Fire Life Safety Committee Meetings & Familiarization Training		
Date(s)	Purpose	Location
10/19/2016	SunRail Phase 2 South Roll out and Safety Seminar	Osceola County Emergency Operations Center 2586 Partin Settlement Road, Kissimmee, Florida 34744
3/30/2017	Familiarization Training with Orange County Special Operations	SunRail Operations Control Center 801 SunRail Drive, Sanford, Florida 32771
12/9/2017	Kissimmee Christmas Parade Law Enforcement Job Briefing	Kissimmee Police Department 8 N. Stewart Avenue, Kissimmee, Florida 34741
1/11/2018	Fire Life Safety Committee Meeting SunRail Phase 2 South	Osceola County Emergency Operations Center 2586 Partin Settlement Road, Kissimmee, Florida 34744
2/19/2018 - 2/23/2018 & 2/26/2018 (two sessions daily)	Familiarization Training with Osceola County Fire/Rescue Department	SunRail Operations Control Center 801 SunRail Drive, Sanford, Florida 32771
3/27/2018	Familiarization Training with Kissimmee Police & Fire Departments	SunRail Operations Control Center 801 SunRail Drive, Sanford, Florida 32771

Emergency Drills

In addition to the familiarization training, *all* exercises and *emergency readiness* drills have been *completed* with the emergency responders in preparation for the start of revenue service. This includes both discussion-based (tabletop) drills and operations-based drills (*full-scale* exercises).

Type of Exercise	Safety & Security Hazard Addressed
Internal Tabletop	Active Shooter – completed March 29, 2018
External Tabletop	Suspicious Package/IED – completed April 5, 2018
External Full-Scale Exercise	Engine Fire with Train Evacuation at the VSLMF – completed April 19, 2018
External Full-Scale Exercise	ECB Activation at Stations – completed April 25, 2018
External Full-Scale Exercise	Emergency Evacuation of VSLMF Crew Building – completed May 6, 2018
External Full-Scale Exercise	Bus Bridge Exercise – completed June 21, 2018

8.1.5 System Integration Testing

The SITP has been divided into three volumes:

Volume I – Management Approach

Volume I of the System Integration Test Plan (SITP) was submitted to the PMOC on October 31, 2017 to obtain initial feedback prior to formal approval by the SSCC. PMOC comments were received on January 11, 2018. Rev. 1 of SITP, Volume I incorporating the PMOC's comments, was submitted on February 16, 2018. Closure to those items were received from the PMOC on February 20, 2018.

Volume II – Test Plan

Volume II was submitted to the FTA/ PMOC on November 21, 2017, to obtain initial feedback prior to formal approval by the SSCC. PMOC comments were received January 11, 2018. Following acceptance by the PMOC of the individual test procedures, Volume III, Rev. 2 was revised and resubmitted to the FTA/PMOC on March 30, 2018. Closure and acceptance by the PMOC was received on April 5, 2018.

Volume III – Test Execution and Reporting

Volume III test procedures were previously submitted to the SITC and were used to populate the Volume II summary sheets. Volume III test procedures were submitted individually to the PMOC and all 14 procedures were accepted by the PMOC during February/March 2018. All test procedures were presented and formally approved by the SITC in March. Testing began the last week of March and continued through April/May. *Completion of all initial testing occurred in May with re-testing of only specific tests occurred in June. A synopsis of the individual test results reports is presented in Table 10.*

Table 10 – System Integration Testing Summary, June 2018

Test ID No.	Test Name	Test Procedure Submittal Date	Test Results Report Submittal Date	PMOC Review Status
SI-001	Track Alignment Clearance	09 MAR 18	15 JUN 18	Closed
SI-002	Signal Visibility Verification	12 FEB 18	03 MAY 18	Closed
SI-003	Vehicle Shunt and Interlocking	14 FEB 18	20 APR 18	Closed
SI-004	Crossings Integration	13 FEB 18	23 MAY 18	Closed
SI-005	SCADA/Station Systems Integration	01 MAR 18	28 JUN 18	Closed
SI-006	Two-Way Radio	12 FEB 18	18 MAY 18	Closed
SI-007	Vehicle/Track Interaction	20 MAR 18	18 MAY 18	Closed
SI-008	Safe Braking	09 MAR 18	18 MAY 18	Closed
SI-009	Dynamic Noise	01 MAR 18	10 MAY 18	Closed
SI-010	Ride Quality	19 MAR 18	18 MAY 18	Closed
SI-011	Headway Verification	19 FEB 18	25 APR 18	Closed
SI-012	Travel Time	26 FEB 18	25 MAY 18	Closed
SI-013	OCC/CP Integration	12 FEB 18	10 MAY 18	Closed
SI-014	PA/VMS Integration	12 FEB 18	24 MAY 18	Closed

All final test results reports were presented and formally accepted by the SSCC during this reporting period.

8.2 Construction Incidents

Table 11 – Middlesex/Herzog II JV Construction Incident Summary

Event	April to June 2018	Cumulative Project to Date
Hours Worked*	33,532	789,585
First-Aid Cases	1	11
Medical Cases	0	19
FRA Reportable Cases	0	19
OSHA Recordable Cases	0	19
Lost Time Cases	0	3
Lost Time Days*	0	52
Property Damage Claims (\$1,500.00)	0	21
Incident Investigation Report	1	134
Utility Hits	0	32
Vehicular Accidents	0	15

Employee Injury:

- At approximately 2:30 AM on April 22, 2018 a track welder sustained a heat injury to his hand when he was exposed to excessive heat from a thermite weld. The employee was not wearing appropriate hand protection. The employee received ice and burn ointment and returned to work. The incident occurred at MP 797.6. (Non-Reportable/ No Lost Time)

9 Project Construction

9.1 Corridor/Trackwork

- Contractor *completed* installation of additional wayside fence for safety and security.
- *Completed grade crossing improvements at Landstreet Rd. and Pine St.*
- *Contractor is in the process of installing OM4-1 signs for specified dead end streets.*
- Contractor completed final surface and lining.
- Contractor is working on worklist for both track and drainage in all zones.

9.2 Structures

- Continued working on worklist items for Shingle Creek Bridge, the Box Culvert at 805.9, and Boggy Creek Bridge.

9.3 Stations

Meadow Woods Station

- Continued to work on landscaping establishment at the site.
- Completed headwall extension to mitigate drop off condition on access road.
- *Contractor repaired pavement deficiencies in parking lot.*
- Repaired cracked sidewalk.
- *Covered exposed ground wires at bus shelters.*
- *Contractor began replacement of Buy America non-compliant sprinklers.*
- Working on worklist items.

Tupperware Station

- Continued to work on landscaping establishment.
- Completed headwall extension on access road to mitigate drop off condition.
- *Completed striping and pavement markings.*
- *Contractor began replacement of Buy America non-compliant sprinklers.*
- *Contractor installed headwall in lieu of mitered end at conflict with Kinder Morgan gas line.*
- *Contractor completed roadbed for KUA access along pond.*
- Working on worklist items.

Kissimmee Station

- Continued to work on landscaping establishment.
- *Contractor completed concrete pours for sidewalk.*
- Completed ADA mitigation and hand rail from platform to parking lot.
- Completed installation of additional guardrail to channelize pedestrian traffic in SE quadrant.
- Working on worklist items.

Poinciana Station

- Contractor repaved decal lane on Poinciana Blvd.
- Contractor completed hydroseeding and placement of sod in the station site.
- Continued to work on landscaping establishment.
- Working on worklist items.

Stations Communications

- Completed system integration test for communications.
- Completed ECB volume adjustments and emergency light repairs.
- TVM/TVU software installation has been completed.

An initial draft of the Phase 2 South Station ADA Conformance Review Report was prepared and provided to the PMOC for their review on May 16, 2018. *Following resolution of the non-conformance items, a Final ADA Conformance Review Report is anticipated to be issued to the PMOC in early July.*

9.4 VSLMF

- *Contractor completed grading of swales and drainage elements.*
- Completed parking and service road signage.
- *Highmast light adjustments were made to keep lighting on-site and within tolerances off-site.*
- Continued working on fence and completed access gates.
- Completed all training *for the VSLMF.*
- Working on worklist items.

9.5 Wayside Signals

- The Contractor is currently working on “As-In Service Drawings” and work list items throughout the corridor.

Construction – Percent Complete	
Trackwork	99%
Fiber Trunk Line	100%
Structures	99%
Meadow Woods Station	99%
Tupperware Station	99%
Kissimmee Station	99%
Poinciana Station	99%
VSLMF	99%
Wayside Signals	99%

9.6 Fare Collection System

- Conduent completed installation of the TVMs and TVUs at the Phase 2 South stations. Testing *has also been completed. The new schedule including the Phase 2 South stations will go live on July 23rd. The Phase 2 South stations will go live July 30th.*
- For the Phase 1 equipment, maintenance releases are ongoing and continue to be deployed with the next expected in *July*. These releases include functionality for LYNX's usage of the Conduent system. The current maintenance contract includes the Phase 2 South equipment and goes through 2019.
- FDOT is continuing to work with a vendor to develop a SunRail mobile application that offers the functionality available on the current SunRail website via a mobile device. The app development and testing *is ongoing*. The roll-out of the mobile application to the public is expected by *3rd Quarter*.
- FDOT continues to monitor progress with weekly progress reports and weekly management updates.

10 Project Schedule

The Contractor's Schedule Update #23 (with a data date of April 15, 2018) was reviewed by the Department and rejected. The schedule reflected activities not in the scope of their contract and those activities appeared on the critical path. The Contractor's Ready for Revenue Service date remains July 25, 2018 and is consistent with our schedule and commitments.

The As-Built CPM Integrated Schedule is showing a CFRC Ready for Revenue Service date of July 24, 2018. The team *continues to remain* focused on achieving the delivery dates to ensure Revenue Service begins on July 30, 2018, as previously discussed with the FTA/PMOC.

The As-Built CPM Integrated Schedule (with a data date of 7/20/18) is included as **Attachment B**.

11 Project Budget

Table 12 – Sources of Capital Funding & Expenditures, May 2018

Sources of Capital Funding	Agreement Number	Total	Expended to Date	Percent Fund Source Expended to Date ⁵	Remaining	Federal Reimbursement to Date ²
Full Funding Grant Agreement	FL-03-0344-00	\$93,434,665	\$92,853,400	99.38%	\$581,265	\$49,706,221
Local Funds	Local - Agreement	\$43,400,000	\$43,109,368	99.38%	\$290,632	N/A
STTF	State - Contribution above Interlocal Agreement	\$6,634,665	\$6,634,665		\$0	N/A
STTF	State - Agreement STTF	\$43,400,000	\$43,109,368		\$290,632	N/A
Sub-Total	FFGA Amount	\$186,869,329	\$185,706,799	99.38%	\$1,162,530	
STTF	State - Contribution to Bid Overage ^{1,2,3}	\$42,942,248	\$17,658,177	41.12%	\$25,284,071	N/A
STTF	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	\$199,320,087	87.67%	\$28,593,713	\$49,706,221
<i>Total FDOT + Local</i>		\$138,524,025	\$110,511,576	79.78%	\$28,012,448	N/A
<i>Total FTA</i>		\$93,434,665	\$92,853,400	99.38%	\$581,265	\$49,706,221

STTF: State Transportation Trust Fund

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 December 2017

3 State contribution in Table 9 reduced by \$987,122 for FFGA Project Funding (FTA & FDOT). The JV actual pricing for Non-Phase 2 South FFGA Funded Work in Table 10 increased by \$987,122. This resulting in a reduction in P2S JV YOY FFGA budget items in Table 11. 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.

6 FDOT Drawdown = \$32,228,104 completed in December 2017.

7 Confirmed EAC at approximately \$208 million and the SCC90 Un-allocated Contingency = \$23 million. FTA has directed the SCC90 remaining unused balance will be applied to SCC10, SCC 20, SCC30, and, SCC40 to reduce the FDOT funded contribution to the JV bid overage. FDOT will work with FTA FMOC to propose adjustment in TrAMS to facilitate future invoicing. Table 9 has been adjusted to reflect this direction from FTA.

Table 13 – Funding and Expenditures by SCC Code, May 2018

SCC Code	Description	BUDGET FUNDING SOURCE		BUDGET ALLOCATION		YOE FFGA + FDOT Budget	Total Expended 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	\$38,824,603	\$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	\$13,826,241	\$13,837,794
30	Support Facilities, Yards, Shops, & Admin Bldgs.	\$3,877,885	\$2,033,171	\$5,911,056	\$0	\$5,911,056	\$5,900,678	\$5,911,056
40	Sitework & Special Conditions ⁸	\$29,324,128	\$13,901,050	\$39,199,157	\$1,759,239	\$43,225,178	\$41,103,509	\$43,225,178
	- included SCC40.02 Utility - Kinder Morgan				\$1,372,222			
	- shift un-used budget to contingency SCC90				(\$152,559)	(\$152,559)		(\$152,559)
	- included in SCC40.02 Verizon				(\$1,437,563)	(\$1,437,563)		(\$1,437,563)
	- included in Environmental Mitigation - Wetlands				\$894,580			
	- shift un-used budget to contingency SCC90				(\$169,117)	(\$169,117)		(\$169,117)
50	Systems	\$34,527,265	\$592,223	\$33,255,497		\$35,119,488	\$34,174,872	\$35,119,488
	SCC 50.06 Fare Collection System Contract				\$1,863,991			
60	ROW, Land, Existing Improvements	\$11,714,049	\$0	\$0	\$11,714,049	\$11,714,049	\$11,752,225	\$11,714,049
70	Vehicles Total	\$15,999,164	\$0	\$0		\$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	\$38,692,886	\$38,839,255
90	Unallocated Contingency ^{5, 6, 7}	\$25,362,781	\$2,147,112	\$3,220,781	\$24,289,112	\$27,509,893	\$3,841,666	\$4,524,167

SCC Code	Description	BUDGET FUNDING SOURCE		BUDGET ALLOCATION		YOE FFGA + FDOT Budget	Total Expended 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			
	- shift un-used budget from SCC40 to SCC 90 ⁸				\$1,759,239	\$1,759,239		
100	Finance Charges	\$984,143	\$0	\$0	\$984,143	\$984,143	\$0	\$984,143
	Total Project Cost	\$186,869,329	\$45,089,360	\$145,654,069	\$86,304,641	\$231,958,689	\$203,364,976	\$207,213,724
		\$231,958,689		\$231,958,710				

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 11 below increased by \$987,122. This resulting in a reduction in P2S JV YOE FFGA budget items in Table 10 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 covering a portion of JV FFGA SCC 40.
6. The SCC90 Total Expended to date includes inside FFGA Change Orders (executed and pending) shown in Table 11 and Table 12.
7. The SCC90 remaining un-used balance will be applied to SCC10, SCC20, SCC30, and, SCC40 to reduce the FDOT funded contribution to the JV bid overage. FDOT will work with FTA FMOC to propose adjustment in TrAMS to facilitate future invoicing.
8. Invoices paid without using full FFGA budget in SCC40.02 & 40.04. Shifted un-used budget in SCC40 to SCC90.

11.1 Construction Cost

A total of \$145,474,358 for contract work inside the FFGA has been paid to the DB Contractor which is based on Pay Estimate #26 (May 2018). These payments reflect invoices paid for design, mobilization, stockpiled materials, and construction. This payment total includes the reduction for the \$987,122 increase in non-FFGA funded work.

The total Phase 2 South FFGA Scope Contract Value is \$147,801,180 including \$2,147,112 contingency and funded change orders. It should be noted that the CEI weekly contract summary includes an additional \$150,000 of contingency funding that can be authorized as needed and the \$4,832,935 for out of scope (non FFGA funded) work paid by FDOT/Local Stakeholders. This reflects the \$987,122 increase in non FFGA funded work (\$3,845,813 + \$987,122). Therefore, the current total JV contract budget (FFGA + non FFGA) is \$153,413,165.

Table 14 – Construction Cost Summary, May 2018

Phase 2 South FFGA Funded Work 423446-9-52-01 and 423446-9-52-02				
SCC Code		P2S JV YO FFGA Budget Items	Expended Total To-Date	Remaining
10	Guideway & Track Elements	\$26,290,600	\$26,294,954	-\$4,354
20	Stations, Stops, Terminals, Intermodal	\$8,799,563	\$8,792,216	\$7,347
30	Support Facilities, Yards, Shops, & Admin Bldgs.	\$3,877,885	\$3,871,077	\$6,808
40	Sitework & Special Conditions	\$25,298,107	\$25,064,191	\$233,916
50	Systems	\$32,663,274	\$32,540,453	\$122,821
80	Professional Services (Note 1)	\$2,561,610	\$2,264,512.03	\$297,098
90	Unallocated Contingency	\$3,220,781	\$3,220,781	\$0
	Total Phase 2 South FFGA	\$102,711,820	\$102,048,185	\$663,635

Phase 2 South FFGA Funded Work 423446-9-52-01 and 423446-9-52-02				
90	Unallocated Contingency (Note 2)	\$779,050	\$620,885	\$158,165

Notes

- 1 SCC80 budget for JV includes funding from SCC line items for Survey, Start-up, Design
- 2 Inside FFGA Change Orders drawn down against SCC 90 in Table 10

Phase 2 South FDOT Funded Work				
SCC Code		P2S JV YO FDOT Funding	Expended Total To-Date	Remaining
10	Guideway & Track Elements	\$9,531,684	\$9,533,263	-\$1,579
20	Stations, Stops, Terminals, Intermodal	\$5,038,231	\$5,034,024	\$4,206
30	Support Facilities, Yards, Shops, & Admin Bldgs.	\$2,033,171	\$2,029,601	\$3,570
40	Sitework & Special Conditions	\$13,901,050	\$13,772,516	\$128,534
50	Systems	\$592,223	\$589,996	\$2,227
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 FFGA	\$45,089,360	\$42,805,289	\$2,284,071

	TOTAL P2S FFGA + FDOT Contract²	\$148,580,230	\$145,474,358	\$3,105,871
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Phase 2 South FDOT/Local Stakeholder Funded Work (non FFGA Work)			
Project	Current Amount (notes 1, 4)	Total Paid To-Date	Remaining
Total for Projects funded outside FFGA	\$4,832,935	\$4,624,680	\$208,255
Total Contract E5W96³	\$153,413,165	\$150,099,038	\$3,314,126

Notes:

1. Non FFGA funded work has increased by a total of \$987,122 due to JV actual pricing for original 6 non FFGA work 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). FFGA funded change orders = \$779,050 increased FFGA + State funded work to \$148,580,230 for in scope FFGA work.
3. Total JV Contract budget amount (FFGA + additional FDOT Funded FFGA + non FFGA funded) = \$148,580,230 + \$4,832,935= \$153,413,165
4. *Revised to reflect change in non FFGA scope.*

11.2 Supplemental Agreements (SA)

A summary of fully executed and pending Supplemental Agreements with the JV Contractor is presented below in Table 15.

Table 15 – 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	\$22,684.88		06/08/17
#6	Executed	423446-9-52-11	Contingency Fund for Project	State	\$150,000.00		05/15/17
#7	Executed	423446-9-52-15	CAD System Modifications (RWIC and Time Table)	State	\$111,026.30		06/08/17
#8	Executed	423446-9-52-11	Existing Culvert Cleaning	State	\$44,517.94		11/15/17
		423446-9-52-02	Temporary Signal Relocation at Taft	FFGA	\$68,501.27		
			SA #8 Total		\$113,019.21		
#9	Executed	442415-1-G2-01	Hurricane Irma Recovery	State	\$177,762.71		04/09/18
#10	Executed	423446-9-52-01	Contingency Fund for Project	FFGA	\$150,000.00		11/15/17

SA No.	Status	FIN	Description	Funding Source	Approved Amount	Pending Amount	Executed Date
#11	Executed	423446-9-52-11	S. Rail Ave Revised for Sidewalk	Local	\$87,341.41		06/26/18
#12	Executed	423446-9-52-01	Poinciana Concrete Panels	FFGA	\$204,133.23		03/05/18
		423446-9-52-01	Wetherbee Grade Crossing credit	FFGA	(\$115,475.26)		
		423446-9-52-01	Class V Finish credit	FFGA	(\$17,028.90)		
			SA #12 Total		\$71,629.07		
#13	Executed	433041-2-52-01	Added Ped Signal at Hoagland Blvd	Local	\$10,055.14		03/21/18
		423446-9-52-13	Design of Load Transfer Structure (Close out UP)	State	\$10,700.43		
			SA #13 Total		\$20,755.57		
#14	Executed	423446-9-52-XX	Hurricane Matthew/Tropical Storm Colin Bonus Date	State	\$0.00		01/25/18
#15	Executed	423446-9-52-11	Oak Street Cantilever additions	State	\$173,972.62		06/26/18
		423446-9-52-01	Monument Grade Crossing Upgrade	FFGA	\$150,328.90		
		423446-9-52-01	Tupperware Station Entry Credit	FFGA	(\$43,408.01)		
		423446-9-52-01	Hazard Gravel at Meadow Woods and Kissimmee	FFGA	\$27,261.06		
			SA #15 Total		\$308,154.57		
#16	Executed	423446-9-52-01	Contingency SA Fund for Project	FFGA	\$150,000.00		04/06/18
#17	Executed	423446-9-52-01	Pine St ML1 and ML2 Crossing Upgrade	FFGA	\$209,060.92		06/26/18
		423446-9-52-01	Landstreet ML1 Crossing Upgrade	FFGA	\$223,738.70		
		423446-9-52-01	Landstreet Ramp Lead Crossing Upgrade	FFGA	\$241,289.17		
		423446-9-52-01	Clay Street Guardrail	FFGA	\$52,298.02		
			SA #17 Total		\$726,386.81		
#18	Executed	423446-9-52-11	Additional ROW Fencing	State	\$586,235.93		06/26/18
#19	Executed	423446-9-52-11	Pipe Extension at Tupperware	State	\$41,143.92		06/26/18
		423446-9-52-11	Pipe Extension at Meadow Woods	State	\$43,053.95		
		423446-9-52-01	KUA Access Road at Tupperware Station	FFGA	\$125,026.24		
		423446-9-52-01	Multiple Items Resolution credit	FFGA	(\$118,057.36)		
			SA #19 Total		\$91,166.75		

SA No.	Status	FIN	Description	Funding Source	Approved Amount	Pending Amount	Executed Date
#20	Executed	423446-9-52-11	Sprinkler Head Changes at Stations	State	\$56,047.93		06/26/18
		423446-9-52-11	Amtrak Late Train Penalty credit	State	(\$3,528.18)		
			SA #20 Total		\$52,519.75		
#21	Pending	423446-9-52-11	Extended Overhead for IOS Signal Improvements and Kissimmee R/W Encroachment Mitigation	State		\$732,275.20	
		423446-9-52-11	Added Bonus to Complete Additional Work Prior to Revenue Service	State		\$0.00	
			SA #21 Total			\$732,275.20	
#22	Pending	423446-9-52-11	Gravity Wall to Mitigate Kissimmee R/W Encroachment	State		\$55,000.04	
#23	Pending	412994-4-52-15	IOS Signal Improvement Plan Revision Changes	FFGA*		\$25,246.05	
			Total Supplemental Agreements		\$39,265,248.51	\$812,521.29	

* The plan changes identified in SA#23 are for the Phase 1 HA Open Items #2, 4, 5, and 20 (see Table 1) and therefore associated with the Phase 1 FFGA.

Table 16 – 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	\$3,163	\$0
Complete Shingle Creek Bridges	3Q2016	\$3,720	\$3,720	\$0
Complete Track	2Q2017	\$2,388	\$2,388	\$0
Complete Signal Systems Testing	3Q2017	\$2,388	\$2,388	\$0
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	\$17,985	\$10,485

12 Risks

12.1 Top Ten Risks

The Top 10 Risks for the Phase 2 South Project were rescored based on the March 2018 refresh of the Risk Register. *On May 17, 2018, the PMOC advised they had no comments.* The risks below are in no particular order. Their primary mitigation and status is summarized below.

Table 17 – Top 10 Project Risks

Risk No.	Risk Category		Risk Description	Status/Recommended Actions	Change in Risk Status
	Cost Risk	Sched Risk			
R-1	X	X	Hazard Analysis may identify additional scope items not currently in estimates (e.g. additional fencing, additional active warning devices, upgrading of existing crossing surfaces/track panels, short storage). There may also be station related safety items.	Fencing and upgrades to two crossings (Landstreet and Pine St) were added to the PHA. Construction work <i>was completed at these crossing locations in April.</i>	Reduced
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. As construction activities wind down, this risk will continue to be reduced.	Reduced
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. As construction activities wind down, this risk will continue to be reduced.	Reduced
C-45	X	X	Failure to fully integrate Phase 2 South station communications system into Phase 1 operations control center.	The CFRC Manager of Communications will provide oversight of D/B Design activities as well as will provide oversight of communication system construction and system integration. Communication systems have been integrated into the OCC.	Reduced
C-44	X	X	Insufficient staffing for Phase 2 South System integration and testing (e.g. train crews).	System integration testing <i>is nearing completion.</i>	Reduced
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. All signal cutovers complete, communication systems are fully connected to the OCC, etc.). As construction activities wind down, this risk will continue to be reduced.	Reduced

Risk No.	Risk Category		Risk Description	Status/Recommended Actions	Change in Risk Status
	Cost Risk	Sched Risk			
S-3	X	X	Start-up budget costs may be underestimated.	Incremental costs for Phase 2 South operations were estimated in the 2015 Finance Plan at approximately \$9.7 million for the first full year of operations. The CFRC expects that actual costs will be lower than the Finance Plan.	New risk
D-61	X	X	Trespasser mitigations developed as a result of the PHA are still open and may result in additional costs not currently in estimates.	The trespass hazards continue to be tracked and monitored. Trespass hazards are still open and the safety and education outreach program is ongoing and will continue through the start of revenue operations.	New risk
R-24	X	X	There is a cost and schedule risk until all utility agreements are finalized.	All utility agreements are complete. <i>The relocation of KUA's signal pole at Magnolia was completed in June.</i>	Reduced
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.	All signal cutovers, trackwork, and grade crossings are complete as included in the original scope. The only new work is the crossing upgrades at Landstreet and Pine St. <i>This work was completed in April.</i>	Reduced

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

Table 18 – 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	On-going
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	Complete
27	Signal Design IFC Drawings Complete	Complete
28	Complete Taft Yard (5 CPs, Track, Grade Crossings)	Complete
29	Complete Station System Integration Testing	Complete
30	Complete Corridor System Integration Testing	Complete
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

13 Quality Assurance / Quality Control

13.1 QA Audits

The QA Audits for Phase 2 South are complete as shown in Table 19. All items have been resolved as presented in Table 20.

Table 19 – Audit Schedule

DB CONTRACT						
DB CONSTRUCTION						
Quarter	Audit Date	Completion Date	Organization	Discipline	Joint Audit	Lead
2018 – 2	4/20/18	4/20/18	DB - Middlesex / Herzog II JV	Category 13 VSLMF & 10B Bridges*	N	SP

13.2 Buy America Field Verification

Irrigation Sprinkler Heads: The Contractor and the CEI were unable to locate a Buy America compliant product as required per contract for the 12" pop up sprinklers. As a result, smaller sprinkler heads have been located that would comply and meet the requirements. This requires a change to the contract to allow for the use of smaller sprinkler heads to mitigate the Buy America issue. *The irrigation system was redesigned to use risers with a spray head to be compliant with Buy America. The Contractor is in the process of installing the compliant irrigation.*

Table 20 – 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
2017-3	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	7/12/18	11/13/17	Provide documentation for submittal acceptance	Closed	Email documentation provided for all submittals.	7/12/18
2017-4	11/27/17	11/28/17	JACOBS	General	Item of Note	J5-01	FDOT submittals were not entered in ERC for comment. No documentation of accept and/or “no comment” by FDOT for 13 submittals from Aug – Nov 2017	7/3/18	2/26/17	Provide documentation for submittal acceptance	Closed	Email documentation provided for all submittals	7/3/18
2018-1	3/27/18	3/27/18	JACOBS	General	Item of Note	J6-01	FDOT submittals were not entered in ERC for comment. No documentation of accept and/or “no comment” by FDOT for 3 submittals from Nov 2017 – Mar 2018	4/26/18	4/10/18	Provide documentation for submittal acceptance	Closed	Status update and email documentation provided	4/26/18
2018-1	3/30/18	3/30/18	VHB	VSLMF	Item of Note	V6-01	Missing documentation of FDOT review comment resolution.	4/24/18	4/13/18	Provide FDOT review comment resolution documentation.	Closed	Email documentation provided	4/24/18

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
2018-2	4/20/18	4/20/18	DB - Middlesex / Herzog II JV	Category 13 - VSLMF & 10B Bridges	Item of Note	PS2C-005	Cracked concrete at southwest end near backwall / void closure slab area of Boggy Creek Bridge.	6/26/18	7/1/18	Address cracking issue	Closed	Letter from EOR addressing observed cracks provided for review and approval. Pending Final Acceptance from CEI.	6/26/18

14 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.

15 Community Outreach Activities

15.1 Grand Opening for Revenue Service

Efforts related to the opening of the four new Phase 2 South stations include:

- *Service demonstration of the new 40-train schedule on July 23rd in the current operating system.*
- *Inaugural Ride celebration on Saturday, July 28 in coordination with Osceola County, City of Kissimmee and Orange County station events.*
- *“First 50 Free” campaign from July 30 – August 17 whereby the first 50 riders boarding each train from the new stations (Poinciana, Kissimmee, Tupperware and Meadow Woods) are able ride round-trip for free. Individuals not within the first 50 may still board the train after purchasing a ticket. SunRail staff will be at stations to manage the campaign.*
- *SunRail.com, SunRail.es and Corporate.SunRail.com will all be updated with new station information by July 29th in advance of the opening.*
- *All onboard and station signage will be updated by July 29th.*

15.2 Safety Outreach

April 2018

- *4/5 Meeting with Transportation Director Shawn Tucker from Osceola County Schools at the current bus stop located on Old Tampa Hwy near Crestridge Drive crossing. During the site visit it was recommended and agreed upon that the current bus stop location is not safe due to students having to cross the tracks to reach their bus.*
- *4/6 CDL presentation at AA Metals on Landstar Blvd discussing rail safety*
- *4/9 Onboard safety presentation with 50 students and teachers from High School High Tech from Maitland to Church Street station*
- *4/13 Conference call with Girl Scouts of Citrus Counsel discussing a train safety patch for the girls to earn by participating in a rail safety presentation*
- *4/26 Attended Community Watch meeting in Meadow Woods discussing rail safety with community members*
- *4/27 Held a safety information table at Farm Share event at Association of Poinciana Villages*

May 2018

- 5/3 Presentation rail safety presentation to Seminole County School Bus Drivers
- 5/5 Attended Seminole County Safe Kids day with table distributing safety materials and literature
- 5/10 Meeting with SunRail and FTA/FRA officials discussing past, current and future outreach to the Southern Expansion communities
- 5/15 Meeting with SunRail officials and Kissimmee PD discussing trespassing mitigation and how both teams can partner to enforce rail safety along the corridor
- 5/16 School-wide safety presentation at Osceola County School for the Performing Arts which is located near the Tupperware station
- 5/19 Held a safety table at the Poinciana Train Tour event educating community members on rail safety and distributing materials and literature

June 2018

- 6/6 Onboard safety presentation with 38 students and teachers from Children's House of Learning from Lake Mary to Sand Lake Road station
- 6/8 Onboard safety presentation with 18 students and teachers from Employ U from Altamonte to Winter Park station
- 6/12 Onboard safety presentation with 40 students and teachers from SunChild Academy from Sand Lake Road to Winter Park station
- 6/14 Held safety table at private Tupperware employee train tour distributing materials and literature
- 6/16 Held safety table at public Tupperware Train Tour event distributing safety materials and literature to community members
- 6/21 Onboard safety presentation with 27 students and teachers from Longwood Community Preschool from Longwood to Winter Park station
- 6/22 Onboard safety presentation with 80 students and teachers from Starchild Academy Lake Mary riding from Lake Mary to Church Street station
- 6/23 Held a safety table at Meadow Woods Train Tour event discussing rail safety and distributing literature and materials to community members
- 6/26 Held three safety presentations at United Cerebral Palsy summer camp
- 6/26 Held safety presentation at YMCA Summer Camp
- 6/27 Held multiple safety presentations at United Cerebral Palsy summer camp
- 6/28 Held multiple safety presentation at United Cerebral Palsy summer camp
- 6/30 Held a safety table at Kissimmee Train Tour event discussing rail safety and distributing literature and materials to community members

16 ACTION ITEMS

Action Items from Quarterly Meeting – April 26, 2018

Phase 2 South

- 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 to review and provide a response. FTA to coordinate a meeting with FTA/PMOC to review the revised project budget reconciliation. FDOT to provide actual closed-out costs for Phase 2 South (non-DB Contractor) to the PMOC. FTA to share FMOC recommendations and setup an exit conference with FDOT. FDOT to work with FMOC to re-allocate the existing budget to more closely match with JV contract SOV and work with FMOC to propose allocation of SCC90 budget to SCC 10, 20, 30 and 40. FDOT will also update financial tables to reflect the total \$221.4 million budget and update the EAC. PMOC to issue draft report to FTA.

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

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Quarterly Progress Report Form – Positive Train Control Implementation

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[illegible]



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News

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FRA Awards More Than \$200 Million for PTC Implementation

28 projects in 15 states receive funding, new NOFO for remaining \$46 million to be announced

WASHINGTON – The Federal Railroad Administration (FRA) today awarded \$203,698,298 in grant funding for 28 projects in 15 states to assist with the deployment of positive train control (PTC) systems.

“These \$200 million in grants will help the railroads continue to implement positive train control, a technology that could help reduce accidents and save lives,” said U.S. Transportation Secretary Elaine L. Chao.

FRA is making awards to 28 projects for a total of \$203 million of the \$250 million specifically appropriated under the Consolidated Appropriations Act of 2018 for the implementation of PTC systems, via the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. A Notice of Funding Opportunity (NOFO) for \$250 million in PTC Systems Grants was issued in May, and applications under that solicitation were due on July 2.

In an effort to assist railroads as they work towards fulfilling the Congressional PTC mandate, the U.S. Department of Transportation (DOT) focused its resources on releasing these important funds in an expeditious manner. The application review and selection process was completed in 49 days, in order to award these funds in advance of the December 31, 2018 deadline.

In addition, FRA expects in the coming days to issue a second NOFO soliciting applications for PTC systems deployment projects based on the balance of the \$250 million that remained after today's awards were announced. Applications for the \$46,301,702 under this second solicitation will be due 30 days after the NOFO is published in the Federal Register.

“It was our goal to award today's grants as quickly as possible to help the recipients implement PTC,” said FRA Administrator Ronald L. Batory. “We also encourage eligible applicants to apply for the remaining balance of the PTC CRISI grants after that NOFO is published.”

The list of awards for the \$203.7 million in grant funding is below. The awards fund many aspects of PTC system implementation for intercity passenger or commuter rail and freight rail transportation including: back office PTC systems; wayside, communications, and onboard PTC system equipment; personnel training; PTC system testing; and interoperability.

In 2008, Congress mandated implementation of PTC systems on the main lines of Class I railroads and entities providing regularly scheduled intercity or commuter rail passenger transportation over which any poison- or toxic-by-inhalation hazardous materials are transported, or over which intercity

or commuter rail passenger transportation is regularly provided. In October 2015, Congress extended the original PTC system implementation deadline from December 31, 2015, to December 31, 2018. In addition, Congress requires FRA to approve a railroad's request for an "alternative schedule" with a deadline for full implementation beyond December 31, 2018, but not later than December 31, 2020, if the railroad demonstrates it has met the congressionally mandated criteria for an alternative schedule.

FRA awarded grants in the approximate amounts below to the following programs and entities:

AK – Vital Functions for PTC to Improve Safety and Velocity (Up to \$10,376,704)

Alaska Railroad Corporation (ARRC)

- Will involve the development, testing, system certification, and implementation of Interoperable Electronic Train Management System (I-ETMS) with an Independent Vital Server to improve safety and the railroad's overall operations along ARRC's main line that stretches 470 miles from Seward to Fairbanks, AK.

CA – Coast Subdivision PTC Implementation (Up to \$11,340,000)

California Department of Transportation (Caltrans)

- Will design and install the I-ETMS wayside signal systems at 30 existing control points and 111 intermediate signal locations along the Coast Subdivision from Oakland to North San Luis Obispo, CA, in this rural project.

CA – PTC Infrastructure Implementation and Safety Certification (Up to \$18,693,386)

Peninsula Corridor Joint Powers Board (Caltrain)

- Will build upon Caltrain's efforts to test and validate certain technical PTC components of its I-ETMS system between San Francisco and southern San Jose, CA.

CA – SMART's Windsor Extension PTC Implementation (Up to \$5,000,000)

Sonoma-Marín Area Rail Transit (SMART)

- Will install Enhanced Automatic Train Control (E-ATC) on the 3.3-mile passenger rail extension between the Sonoma County Airport job center and Windsor, CA.

CA – Upscaling Key PTC Onboard and Wayside Components (Up to \$9,944,000)

Southern California Regional Rail Authority (SCRRA or Metrolink)

- Will upgrade Metrolink's PTC Train Management Computer (TMC) to improve processor power as well as upgrade the wayside system hardware to support the deployment of nearside crossing inhibits and wireless activations in southern California.

FL – Central Florida Rail Corridor PTC Completion Project (Up to \$14,914,238)

Florida Department of Transportation (FDOT)

- Will complete the installation of I-ETMS, with testing and documentation to support PTC System Certification, on the 61.3-mile Central Florida Rail Corridor from DeLand to Poinciana, FL.

IA – Iowa Interstate PTC Upgrade (Up to \$1,767,665)

Iowa Interstate Railroad (IAIS)

- Will install onboard PTC systems and radios on 23 IAIS locomotives and procure a back-office service messaging systems license to allow for interoperable PTC operations on Metra's Rock Island District commuter line in Illinois.

IA – PTC Deployment for Iowa Northern Railway Company (Up to \$1,983,082)

Iowa Northern Railway Company (IANR)

- Will install I-ETMS onboard 20 locomotives, along with software, a back-office system, component testing, interoperability testing, and training for IANR's freight rail transportation between Cedar Falls and Waterloo, IA, on the Canadian National Railway's Waterloo Subdivision.

IL – PTC Deployment and Interoperability Testing Project (Up to \$8,600,000)

Belt Railway Company of Chicago (BRC)

- Will complete the final phase of BRC's I-ETMS PTC systems engineering, integration, testing, and training on its entire main line network in Cook County, IL.

IL – Northern Illinois PTC Project (Up to \$1,640,925)

Chicago Rail Link (CRL)

- Will include onboard computer equipment and communication systems, locomotive radio licenses, messaging licenses, and a back-office service messaging systems management license, along with PTC system testing and training to support the five CRL and Illinois Railway locomotives operating on the Metra commuter rail system in and around Chicago, as Metra and BNSF Railway activate I-ETMS PTC systems.

IL – Fiber Optic PTC Communication Systems on Metra's Rock Island and South West Service (Up to \$22,983,308)

Commuter Rail Division of the Regional Transportation Authority (Metra)

- Will construct the fiber optic backbone to provide redundancy and resiliency for I-ETMS PTC operations on two Metra-operated commuter rail routes, the Rock Island and South West Service lines.

IN – Chicago South Shore & South Bend Railroad PTC Implementation Project (Up to \$720,000)

Chicago South Shore & South Bend Railroad (CSS)

- Will include I-ETMS installation, testing, and training as well as interoperability between CSS and the host railroad, Northern Indiana Commuter Transportation District, along a route from Chicago, IL, to South Bend, IN.

IN – Northern Indiana Commuter Transportation District PTC Implementation (Up to \$8,081,222)

Northern Indiana Commuter Transportation District (NICTD)

- Will complete the design, implementation, training, and support of NICTD's I-ETMS PTC system for the wayside, onboard, locomotive, back office, and communications segments to enhance the safety of commuter rail passenger transportation between South Bend, IN, and Chicago, IL.

MA – Massachusetts Bay Transportation Authority's PTC System (Up to \$20,000,000)

Massachusetts Bay Transportation Authority (MBTA)

- Will support the completion of MBTA's ongoing implementation of the Advanced Civil Speed Enforcement System II (ACSES II) with system acceptance testing of 12 non-pilot lines in the Greater Boston metropolitan area, where installing equipment is ongoing.

MA – Implementation of a PTC System on High-Traffic Corridor (Up to \$2,991,825)

Springfield Terminal Railway Company (ST)/Pan Am Railways

- Will install ACSES II and Automatic Train Control on ST's locomotives on rail lines throughout the New England area and support related testing and training.

MD - MARC Locomotive PTC Installation (Up to \$2,080,000)

Maryland Transit Administration (MTA)

- Will upgrade, test, and commission nine Maryland Area Regional Commuter (MARC) locomotives with I-ETMS and provide training for service on CSX Transportation, Inc.'s (CSX) and Amtrak's Northeast Corridor territories along MARC's three lines from Washington, DC, to Martinsburg, WV; Brunswick, MD; and Frederick, MD.

NE – Nebraska Central Railroad Company PTC Compliance (Up to \$527,596)

Nebraska Central Railroad Company (NCRC)

- Will deploy the PTC back office system, onboard hardware equipment for three locomotives, software, component testing, and training for the NCRC to operate along 62 miles of Union Pacific Railroad's track between Grand Island and Columbus, NE, in this rural project.

NM – NMRX PTC Implementation Project (Up to \$29,359,208)

Rio Metro Regional Transit District (Rio Metro)

- Will result in the full implementation of New Mexico Rail Runner Express' (NMRX) I-ETMS PTC system, which will be installed on 96 miles of the NMRX system between Belen, and Santa Fe, NM, including approximately 74 miles of the Albuquerque Subdivision and 22 miles of the Santa Fe Subdivision in this rural project.

NY – PTC Project for Middletown and New Jersey Railroad L.L.C. (Up to \$1,200,000)

Middletown and New Jersey Railroad

- Will deploy ACSES II PTC back office systems, communications, onboard hardware equipment, and software as well as support testing and training to ensure that Middletown and New Jersey Railroad locomotives can operate on New Jersey Transit dispatched territory in Orange County, NY, in this rural project.

NY – New York & Atlantic Railway PTC Implementation Project (Up to \$1,011,118)

New York & Atlantic Railway Company (NYA)

- Will install PTC onboard equipment on 10 NYA locomotives as well as support training and testing for its operations on freight lines owned by the Long Island Rail Road in Long Island, NY.

PA – Upgrading 14 Locomotives with Two Safety-Related Technology Upgrades (Up to \$1,830,926)

Allegheny Valley Railroad Company (AVR)

- Will upgrade AVR's 10 locomotives with PTC and Cab Signal Systems for operations utilizing AVR's trackage rights over Norfolk Southern Railway's (NS) rail lines and upgrade four other locomotives solely with PTC, and support testing and training.

PA – Improving Safety and Interoperability in Pittsburgh, PA – PTC System (Up to \$302,444)

Allegheny Valley Railroad Company (AVR)

- Will install a PTC back office and support system engineering, testing, and training for AVR operating on 77 miles of track in the greater Pittsburgh area.

PA – Installation of PTC Equipment on Locomotives as well as Secure Messaging Licenses and Back Office Hosting (Up to \$4,416,000)

North Shore Railroad Company

- Will deploy I-ETMS back office systems, communications and onboard hardware equipment, software, equipment installation, testing and training for the implementation of PTC systems, and interoperability testing for six short line railroads operating in central Pennsylvania on tracks owned by NS in this rural project.

TX – Capital Metro PTC Interoperability and Testing Project (Up to \$5,650,000)

Capital Metropolitan Transportation Authority (Capital Metro)

- Will include the remaining integration testing of PTC components, preparation of the PTC safety plan, contract engineering and oversight, systems testing, and training for Capital Metro's installation of E-ATC on its Red Line in the cities of Austin, Cedar Park, Leander, and surrounding Texas communities.

TX – DART/Trinity Metro Regional PTC Deployment Project (Up to \$9,516,358)

Dallas Area Rapid Transit (DART)

- Will support implementing a PTC back office system, I-ETMS systems integration and testing with multiple freight and passenger railroads, interoperability testing, and training for the Trinity Railway Express and TEXRail commuter railroads in the Dallas-Fort Worth urban area.

TX – PTC Enhancements - Denton County Transportation Authority A-train Commuter Rail (Up to \$4,000,000)

Denton County Transportation Authority (DCTA)

- Will implement five cut sections to include PTC programming changes, insulated joints, track monitoring equipment, testing and communications, deploying dispatch software/hardware integration with the Enhanced Automatic Train Control (E-ATC) temporary speed restrictions server, support training, and testing along a 21-mile commuter rail line in Denton County, TX.

UT – Utah Transit Authority PTC FrontRunner South Segment (Up to \$2,781,775)

Utah Transit Authority (UTA)

- Will include the software redesign to advance E-ATC on the FrontRunner South Segment from Salt Lake City to Provo, UT, over 44.26 miles.

WA – Short Line PTC Project (Up to \$1,986,518)

Puget Sound and Pacific Railroad (PSAP)

- Will install onboard PTC systems on 18 locomotives across five Class III railroads, test crew initialization back office server system across eight railroads, and establish a PTC Help Desk/Lab to support eight railroads in Arkansas, California, Ohio, Oregon, Minnesota, Missouri, and Washington.

Under the CRISI Program, at least 25 percent of funds are available for rural projects. Federal funds awarded for CRISI grants must not exceed 80 percent of the total cost of a project, and the required 20 percent non-federal share may be composed of public sector (state or local) or private-sector funding, or both.

In making the selection decisions for the PTC grants, the factors that FRA considered included supporting economic vitality; leveraging federal funding; using innovative approaches to improve safety and expedite project delivery; and holding grant recipients accountable for achieving specific, measurable outcomes. Preference was given to projects proposing at least a 50 percent match and that maximize the net benefits of the grant funds.

FRA anticipates reimbursing recipients for otherwise eligible costs incurred as early as today's date for those purposes deemed to fall within a categorical exclusion under the National Environmental Policy Act (NEPA). FRA does not want recipients to delay costs necessary for PTC system deployment. Selected recipients will be contacted by their FRA Regional Manager to discuss the reimbursement of costs incurred in advance of grant execution.

More about PTC systems can be found at the following link: <https://www.fra.dot.gov/Page/P0358>.

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July 24, 2018

Yvette G. Taylor, Ph.D.
Regional Administrator
Federal Transit Administration, Region IV
230 Peachtree St., N.W. Suite 800
Atlanta, GA 30303

RE: FY 2018 Section 5307 Sub-Allocation
Florida Department of Transportation- Sunrail

Dear Dr. Taylor:

LYNX hereby authorizes the sub-allocation of the FY 2018 5307 apportionment based on the full FY 2018 apportionments released by the Federal Transit Administration.

The sub-allocation in the amount of \$10,021,711 comprises the commuter rail and fixed guideway incentive floor allocations attributable to FDOT's Sunrail operations consistent with the FTA publication. As designated recipient of the Orlando UZA 5307 funding, LYNX hereby submits to the FTA our Board authorized sub-allocation to allow FDOT to be a direct grant recipient for these funds. It is understood that FDOT will assume all responsibilities for the terms and conditions of their 5307 grant for the sub-allocated funds, including the 1% security set-aside and other FAST Act requirements.

If additional information is needed, please feel free to contact me or Belinda Balleras, Manager of Grants at 407-254-6115.

Sincerely,



Edward L. Johnson
Chief Executive Officer

c.

Diane Poitras, Transit Programs Administrator FDOT
Harold Barley, Executive Director Metroplan Orlando
Ed Coven, State Transit Manager FDOT
Dudley Whyte, FTA Deputy Regional Administrator
Marie Lopez, TPS Financial Coordinator for Grants

The Washington Post

Transportation

‘Suicide by train’ is in decline, but deaths of people who trespassed on railroad tracks increased in 2017

By [Ashley Halsey III](#)

, Transportation reporter

August 7

More than 300 times last year, people walked onto railroad tracks to intentionally put themselves in the path of a train — and in 266 cases they successfully committed suicide.

That data, recorded by the Federal Railroad Administration, is based on the conclusions of state or local police who investigated each case. The number of what’s known as “suicides by rail” is the lowest in seven years, and preliminary data from the first four months of 2018 suggest the annual figure may end up being far lower than last year.

While deaths ruled as suicides have declined, the number of trespassers killed by trains is higher than it has been in 20 years.

The suicide numbers and the total number of “trespasser” deaths and injuries on rail lines — 1,017 last year — reflect that it’s virtually impossible to keep people from wandering onto the country’s 137,465 miles of freight railroad lines, and that the industry has had mixed success in using warning signs and barriers to scare trespassers away.

Rail beds are private property, but some people are attracted to them because they offer an easy path that cuts through neighborhoods or, in rural areas, passes through fields or forests.

“If you are walking close to railroad tracks, avoid distractions and be sure to put down the phone, or remove your ear buds because you may not hear a train approaching,” said AAA Mid-Atlantic spokesman John B. Townsend II, whose office issued a report Tuesday on trespasser deaths in the Washington region. “Even if the locomotive engineer sees you, a freight train moving at 55 mph can take a mile or more to stop once the emergency brakes are applied. That’s the length of 18 football fields.”

The data Townsend compiled shows that 126 people have been killed on railways in the District, Maryland and Virginia since 2012 — an almost equal number in Maryland (60) and Virginia (62), and four in the District.

Those numbers are skewed, however, because Congress has exempted the D.C. Metro, New York’s subway, and most other subways and light-rail systems from filing trespassing or suicide data with the FRA.

Townsend said his review of data from Metro and news reports found there were at least 20 suicides by rail on the system between 2011 and 2015.

Overall, in 2016, the Congressional Research Service [reported](#), there were 485 trespasser deaths, 492 trespasser injuries, and 229 suicides on freight, commuter and intercity passenger railroads.

People bent on suicide have been profiled by the FRA in an effort to understand and minimize the number of fatalities.

A [report conducted](#) for the 2007-2010 period found that:

- All of those who died had abused alcohol or drugs, and all but two suffered from mental illness.
- At the time they stepped in front of a train, half had consumed alcohol or illegal or prescription drugs.

- 84 percent of those who committed suicide were men.
- The median age was 40 years old.
- More than half suffered from a chronic physical illness that often caused pain.

“Choosing a violent method, such as suicide by rail, has been associated with substance abuse or dependence and psychotic disorders,” said another FRA report published four years ago. “The individuals included in this report were more likely to have a mental disorder (96 percent) or a drinking (62 percent) or substance abuse (58 percent) problem than individuals who chose other suicide methods.”

In some cases, despondency is caused by a triggering event or a series of events, the 2014 report said.

“To a person who has become vulnerable to suicide, the event or set of events triggers the suicide. Existing research on suicide attempters cite precipitating factors including academic stress, chronic physical illness, death of a loved one, economic distress, family and intimate partner relationship problems, occupational stress, substance abuse, and unemployment,” the study said.

It found that in 35 percent of the cases the suicide victim feared “an upcoming negative or humiliating event, such as a court hearing, an expectation of incarceration, or loss of custody of children. Additionally, it was found that 15 percent had experienced the dissolution of a relationship with a significant other in the weeks or months prior to their death.”

Almost half of the people who committed suicide on the railroads had attempted suicide of some form at least once in the past, and some had attempted it multiple times

[Suicide](#) by railroad make up a tiny fraction of those who kill themselves in the United States. In 2014, for example, 42,773 people committed suicide — about half using a firearm — while only 275 succeeded in doing so by stepping in front of a train.

The Congressional Research Service reports that “Although the freight railroads, Amtrak, and many commuter railroads have police forces that could arrest trespassers, the industry has devoted most of its effort to educating the public that railroad tracks are far riskier than they appear.”

To that end, Congress and the rail industry have funded a nonprofit group known as [Operation Lifesaver](#) to educate people about the dangers of grade crossings and trespassing.

The 2014 FRA study differentiates between those who trespass on rail lines and those who plan to take their own lives.

“Reducing the overall number of individuals who attempt suicide by all means will likely result in a decrease in suicides on the railroad rights-of-way,” the study says.



Ashley Halsey III

Ashley Halsey reports on national transportation, including infrastructure, aviation, autonomous cars and shipping. Follow [Twitter](#)

The Washington Post

UPCOMING MEETINGS

Commission Meetings (MetroPlan Boardroom)

Thursday November 29 10:00 am – 12:00 noon

Customer Advisory Committee (LYNX Open Space – 2nd Floor)

Thursday November 1 5:00 pm – 6:00 pm

Technical Advisory Committee (LYNX Open Space – 2nd Floor)

Wednesday November 7 1:00 pm – 2:00 pm