



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

Quarterly Update

January 31, 2019



Central Florida Commuter Rail Commission

Date: January 31, 2019
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 August 30, 2018 meeting
 - VII. Reports**
 - A. SunRail Customer Advisory Committee – Ms. Karla Keeney, Chair
 - B. SunRail Technical Advisory Committee – Mr. Jim Harrison, Chair
 - C. Brightline Update – Mr. Bob O’Malley
 - D. Transition Consultant Update – Ms. Andrea Ostrodka
 - E. Agency Update – Ms. Nicola Liquori
 - F. Bus Connectivity
 - i. LYNX – Mr. Edward Johnson
 - ii. Votran – Mr. Rob Stephens
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Central Florida Commuter Rail Commission

VIII. Information Items

- A. Federal Railroad Administration (FRA) PTC Quarterly Report
- B. FY18 National Transit Database (NTD) Report

IX. Board Member Comments

X. 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.

XI. Election of Officers

XII. Next Meeting – May 30, 2019 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

August 30, 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 Member Pat Patterson

Minutes

Meeting was called to order by Chair Viviana Janer at 10:02 a.m.

Pledge of Allegiance and Confirmation of Quorum

Commission Chair's Announcements

Viviana Janer

- The Chair recognized the grand opening of SunRail's Southern Expansion in Southern Orange County and Osceola County on July 28, 2018
 - The Chair thanked all that attended the celebration and especially Mayor Jacobs, Commissioner Jennifer Thompson, Commissioner Brandon Arrington, and Commissioner Cheryl Grieb. In addition, the Chair thanked fellow Commission Members, Mayor Dyer, Commissioner Dallari, and Commissioner Patterson for their support of the Phase II South expansion.
 - The Chair noted that Dr. Yvette Taylor, FTA Region IV Secretary, was on hand along with former FDOT D5 Secretary, Noranne Downs.
- The Chair stated that at the last Commission meeting, a Motion was adopted to formally request negotiations to amend the Interlocal Agreements. On July 16, 2018, the Chair noted a letter was sent to the FDOT Secretary, Mike Dew; however, a response has not yet been received.

SunRail CEO Announcements

Nicola Liquori

- Ms. Liquori recognized Mr. Harry Barley, Executive Director, MetroPlan Orlando, and his contributions to transportation in Central Florida, to transit specifically, and more specifically, to SunRail. He has been a champion of SunRail since its inception.
- Ms. Liquori welcomed Gary Huttman, as the new Executive Director, MetroPlan Orlando. She stated that SunRail looks forward to working with him and appreciates his advocacy for SunRail.
- Ms. Liquori acknowledged the letter sent to FDOT Secretary Dew to request discussion on proposed amendments to the Interlocal Agreements. She provided that the Department has previously communicated the need for clarification from the local government partners, individually, and the Commission, as a whole, as to whether a complete list of proposed amendments is available. She referred to correspondence from the Department in May 2017 outlining when the Department felt it was prudent to engage in the discussion. The Governance Agreement has a provision that indicates that if an amendment is proposed to the Interlocal Operating Agreement, that the local funding partners should individually agree to the proposed amendment. If the local funding partners have reached such an agreement, it should be conveyed to the Department. Ms. Liquori stated she understood there had also been discussion as to extending the Department's funding period which would be a statutory change.
 - Commissioner Dallari asked for clarification of the Department's position. As he understands, since the Department sent a letter in May 2017, the Department wants a full list of amendments approved by the Commission prior to meeting.
 - Ms. Liquori provided that Volusia County has been clear in the amendments that they have put forward. From prior Commission meetings, it has been discussed that a collective list of amendments by the Commission, through its Working Group, would be compiled. It is not known if the collective list has been compiled and proposed as amendments. Further, it is unknown if the individual local governmental bodies have received the amendments and support them.

- The Chair asked if the list of amendments was to be taken to each partner's individual boards for a vote prior to the Department Secretary having conversation.
- Ms. Liquori indicated that the Secretary would ultimately make that decision; however, as she understood the requests and responses to date, for there to be a productive conversation on proposed amendments, clarity from the local funding partners was needed with an agreement for all proposed changes.
- Mayor Dyer noted that it appeared unruly to go back to each local government as each are represented on the Commission. He stated that it seemed reasonable that the local governments be presented with amendments that would have been negotiated with the Department. Mayor Dyer stated the Commission had been discussing the proposed amendments for at least two years and wanted to understand the procedural barriers to reach the substantive issues.
- Commissioner Janer requested clarification that a response from the Department had not been received due to the understanding that the local government funding partners' boards must vote on proposed amendments prior to discussion.
- Ms. Liquori stated she would convey the Commission's comments to the Department. Additionally, in restating the Department's May 2017 letter, the Department advised that the Commission and the local funding partners work together to collectively determine the items for the Department to consider.

Public Comments On Agenda Items:

- Steve Kreidt stated that he is a property owner adjacent to the Kissimmee SunRail Station. He questioned who to talk with regarding Transit Oriented Development (TOD) and facilitate development in and around stations. Additionally, he would like to discuss a right-of-way issue.
 - The Chair asked FDOT staff to talk with the speaker. It was also suggested the speaker contact the City of Kissimmee and Osceola County.
 - Ms. Liquori asked to address the speaker's comment. She stated that Mr. Kreidt had been in discussion with the FDOT District 5 construction team regarding the property owner's right-of-way issues and the TOD plans. While he requested a meeting during the expansion opening, SunRail staff requested to schedule a meeting after the opening.

Action Items:

- Adoption of meeting minutes from May 31, 2018. **Motion** to adopt minutes passed unanimously.

Agenda Item: Customer Advisory Committee Update

Presenter: Karla Keeney

- Meeting held the evening of August 2, 2018 at LYNX Central Station.
 - A quorum of four members was present.
 - The Committee received SunRail staff's presentation, LYNX and Votran updates.
 - Committee discussion included:
 - The utilization of overhead visual signage for next train arrival
 - Requirements of the American's with Disabilities Act
 - While announcements are better, the Committee requested further discussion
 - Under Committee discussion:
 - The members discussed bus connectivity not meeting SunRail's schedule
 - The members discussed the need for additional signalization at Florida Road and DeBary
 - The Committee needs additional members. The Committee structure allows for ten members; two from each of the local government partners. The Committee asked that the local funding partners post the CAC membership openings at the Station platforms
 - Commissioner Dallari asked the CFCRC and the TAC create a consistent message for the need of membership.
 - The Chair recognized that Osceola had not yet actively advertised for CAC membership.
 - Ms. Liquori provided the language from the Agreement that Committee membership meets the requirements of ridership and residency.
 - The Committee discussed the need to encourage the Rider Code of Conduct
 - The mobile app was discussed
 - The completion of the Platform change at the Southbound Church Street Station was discussed

Agenda Item: Technical Advisory Committee Update**Presenter:** Mary Moskowitz

- Meeting held August 8, 2018
 - The Committee approved the minutes of the previous meeting.
 - The Committee received SunRail staff's presentation of the quarterly update, the Southern Expansion and Positive Train Control.
 - The Committee received updates from LYNX and Votran regarding bus connectivity.
 - The Committee Chair recognized the Train Conductors and Platform Ambassadors.

Agenda Item: Transition Consultant Update**Presenter:** Andrea Ostrodka

- Ms. Ostrodka, HW Lochner, provided the team had been contracted to provide the document research and analysis.
- The Consulting Team will provide the Commission:
 - Relevant information to support the decision-making process associated with the transition
 - Develop a transition plan
 - An estimate of operating costs and obligations
 - The scope of service requires completion no later than April 17, 2019
 - The major tasks include:
 - Administration
 - Information sharing and coordination
 - Document collection, analysis and documentation
 - Transition Plan and Implementation Schedule
 - The deliverables include:
 - Inventory of contracts and agreements
 - Summary and analysis of interlocal agreements
 - Report detailing the history of SunRail from its inception
 - Transition Plan

Agenda Item: Agency Update**Presenter:** Nicola Liquori

- Quarterly Highlights
 - The new service schedule was rolled-out for the initial 32 mile/12 station system on July 23, 2018. The new schedule was run for 1 week to help existing riders to become familiar with the new schedule and to run demonstration service for the week leading up to the opening of the Southern Expansion.
 - SunRail was given the FTA Readiness for Service letter prior to the opening.
 - The FRA was active in days leading up to the opening and provided their approval.
 - The SunRail team celebrated the opening with the "First 50 Free" and welcomed the first rider at the Poinciana Station at 5:45 am. For each train departing a new station, the first 50 riders could board for a free round trip.
 - Business Development
 - The "New Rider" Excitement. The Business Development team met with riders that rode for the first time. Some were riding to have an experience of riding the entire system to Debary and others were riding to work, doctors' appointments, etc.
 - A rider survey completed of 103 riders. 89.3% gave 5 stars and 11.7% gave 4 ½ stars. Overall, it was a positive reaction from the riders of the Southern Expansion.
 - A part of the survey asked, "Where are they riding". 70% used the system to commute to work, 27.2% were using the system for leisure.
 - Parking Lot Counts at the New Stations.
 - The counts were post "First 50 Free" service and taken in the mornings and evenings. Meadow Woods, Tupperware and Poinciana were averaging in the 60% range. Kissimmee was a little bit more difficult due to the parking garage. The staff's estimation was 30% utilization at Kissimmee.
 - Ridership Statistics
 - The boardings and alightings include the first 3 weeks during the "First 50 Free" campaign and the week following.
 - The AM Peak shows an impact for commuting purposes. Meadow Woods, Kissimmee and Poinciana show strong ridership. DeBary continues to be a strong AM boarding point. The growth at both Florida Hospital and Orlando Health is encouraging.
 - The PM Peak shows the reverse commute back to the station of origin.

- The Off Peak shows strong boardings from Kissimmee and Poinciana with station destinations being Winter Park and DeBary for those that wanted to ride the full system.
- Safety & Security
 - Always remains a high priority.
 - The City of Kissimmee and the Kissimmee Police Department have been great partners.
 - The Department issued warnings at Neptune Crossing and educated drivers about stopping on the tracks.
 - The City of Winter Park and the Winter Park Police Department have also been great partners. While the area is a beautiful and scenic area, the track is not suitable for photographs.
 - The Washington Post reported on trespasser fatalities and suicide by train recently. The article reports that rail related suicides are at a 7-year low; however, trespasser fatalities are higher.
 - Safety outreach and coordination continues along the corridor to promote safe behavior.
 - Rail Safety Week will be September 23 – 29. SunRail will have a safety campaign.
- On-Time Performance
 - Contractual goal is 95%, the fiscal year June 2018 ended in the 96.5% range.
 - The month of July 2019 ended slightly below the 96%.
- On-Board Statistics
 - March is always a strong month. September tends to be a lower ridership month as school is back in session and there are less discretionary trips.
- Budget/Finance
 - Operating Revenue
 - For the Fiscal Year ending June 30th, the Farebox Revenue and Usage Fees show an impact from Hurricane Irma. There is also an impact on Usage Fees from the construction activity.
 - The 5307 Federal Grant funding used for maintenance. FY18 amount is \$9.6 M. There is a year lag between when the Grant is provided for the Federal Fiscal Year and when it is actually consumed in terms of the budget.
 - Operating Costs
 - The costs are under budget but track closely. The fuel costs have increased but overall tracks very closely.
 - The Capital Maintenance and Consultant Support is the program amount funded which is different from a projected budgetary spend.
 - The Capital Maintenance has two components. It can include true non-recurring periodic maintenance items, but it may also include capital improvements. These are capital projects that are not large enough to be a stand-alone project but are projects that make improvements to the overall system.
 - Fiscal 2019 Budget
 - Slight adjustments are made to the CSX and Amtrak Usage Fees based on an inflationary adjustment.
 - As with the 5307 Federal Grant funding, it is the Federal Fiscal Year 2017 award of \$9.8M.
 - While the service will reflect operation service on 49 miles the maintenance remains reflective of 61-mile system.
 - Capital Maintenance and Consultant Support is not projected utilization but programming.
- Boardings by Station for FY18 Closeout
 - This is presented at the close of the Fiscal Year.
 - There has been a recent article that the FY18 ridership is 8% under FY17 ridership. The reports are comparing raw totals of ridership. This does not take into account the events of FY17 versus the events FY18. In FY17, the region experienced Hurricane Matthew that interrupted service less than ½ of a day. In FY18, the region experienced Hurricane Irma which shut the system down for a week and affected service both before and after the event. In FY17 there were Special Service SunRail Saturdays. In FY18, there were two Special Service days in January. Therefore, comparing raw totals can be misleading and should be normalized before comparing.
- Positive Train Control (PTC)

<ul style="list-style-type: none"> ○ There is a dual deadline for PTC - certain milestones must be completed by December 2018 to qualify for extension to December 2020. SunRail is tracking in-line to meet the December 2018 deadlines. ○ Staff has bi-weekly meetings with the FRA to update our progress. ○ A number of documents must be submitted and reviewed by the FRA. ○ The FRA has been on site to witness numerous tests. ○ SunRail is on track to complete the requirements for the December 2020 deadline. ○ The implementation schedule currently indicates that full implementation will be at the end of the calendar year 2019. ○ SunRail submitted a grant application for PTC project for just under \$15M and were awarded the full application amount. Applications have been submitted three times. The first application SunRail did not receive an award; the second application SunRail received \$1.8M. PTC is an approximately \$80M capital project.

LYNX Bus Connectivity:	Presenter: Tiffany Hawkins
<ul style="list-style-type: none"> • Trends <ul style="list-style-type: none"> • Ms. Hawkins provided that trends were declining around April for FY18 and a spike of 39% occurred in July at Stations overall. • For the SunRail Southern Expansion Stations, LYNX has only 2 days of ridership. However, the new route, LINK 155, serving Tupperware, ridership is averaging 16 riders. • The NeighborLink Routes that are serving the Southern Stations are averaging the same ridership. 	

Votran Bus Connectivity:	Presenter: Heather Blanck
<ul style="list-style-type: none"> • Trends <ul style="list-style-type: none"> • Ms. Blanck noted the ridership seasonality. In July, boardings and alightings were increased to an average of 72 an increase of 21% from the same period the previous year. • Ms. Blanck noted Votran receives a number of inquiries from East Volusia on how to utilize the SunRail system. 	

Information Items:	
<ul style="list-style-type: none"> • FTA Quarterly Progress Meeting Summary • FRA/PTC Quarterly Meeting Summary 	

Board Member Comments:	
<ul style="list-style-type: none"> • The Chair asked if there are riders that are not counted by the Conductors and if there is leakage due to the ticketing system. She asked for an update from staff. <ul style="list-style-type: none"> ○ Ms. Liquori noted that Conductors perform passenger counts and they are reported to the National Transit Database (NTD) annually which is under the purview of the FTA. An analysis is conducted annually by an outside firm to corroborate and verify the counts. ○ The Chair noted the members would like to see what methods other systems are using. ○ Members asked for a copy of the latest annual NTD report. • The Chair questioned the difference between Budget Revenue and the Financial Plan. She pointed to the leakage of the ticketing system causing the disconnect. <ul style="list-style-type: none"> ○ Ms. Liquori noted there are challenges with the open platform system, i.e, no turnstile design. The Conductors are contractually required to scan 25% of the tickets and have been scanning around 30% which exceeds the required verification. Ms. Liquori asked which Financial Plan was being referenced. • The Members asked if the ticketing system has been accepted. <ul style="list-style-type: none"> ○ Ms. Liquori responded that the ticketing system has different components. The hardware installation has been accepted, e.g. physical ticketing vending machines and validators are on platform and in use. Some requirements remain for the back-office software. A number of software releases have been pushed out. Each release provides additional functionality. One additional software release is yet to be scheduled to meet the requirements. Afterwards, staff will meet with the Contractor to determine the system acceptance. ○ Members asked when the system was scheduled to be accepted; Ms. Liquori provided May 2014 concurrent with the opening of Phase I. ○ The Chair asked for an update on the Zerox/Conduent Contract at the next meeting. • The Members asked for additional information regarding marketing efforts with the business partners in the Southern Expansion. 	

- Ms. Liquori noted that she can provide the information and that the marketing team is very active. In part, the marketing and business development activity has taken a wide swath over the six months leading up to the opening. Now that ridership data is being received, more targeted marketing can be directed.
- The Chair asked that LYNX staff provide ridership by Station. It was also her concern that sufficient marketing does not seem apparent for the bus routes connecting to SunRail and materials should be produced in bilingual language.
 - Members also expressed concern regarding LYNX' policy for LYNX/SunRail connectivity,
 - Ms. Hawkins provided that the dispatch offices of LYNX and SunRail are communicating. LYNX' policy is if the bus can hold/wait it will.

Public Comments:

- Joanne Counelis stated that SunRail needs to be available 24/7, holidays, nights and weekends.
- Jose Hoyos noted that an application is being submitted for land use change for a Transit Oriented Development near the Meadow Woods Station and to develop the air rights over the surface parking and Orange Avenue right-of-way.

Next Meeting: Thursday, November 29, 2018 @ 10:00 AM

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

Adjournment: Meeting adjourned at 11:28 a.m.



CENTRAL FLORIDA COMMUTER RAIL COMMISSION

Quarterly Update

January 31, 2019

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 August 30, 2018 Minutes

REPORTS

- A. Customer Advisory Committee – Ms. Karla Keeney
- B. Technical Advisory Committee – Mr. Jim Harrison
- C. Brightline Update – Mr. Bob O'Malley
- D. Transition Consultant Update – Ms. Andrea Ostrodka
- E. Agency Update – Ms. Nicola Liquori
- F. Bus Connectivity – LYNX and Votran

AGENCY UPDATE

Ms. Nicola Liquori



SOLD OUT THE GIFT OF THE MAGI

performed by Opera Del Sol



A MILLION SMILES

On November 30, we celebrated, Kim,
our One Millionth Rider in 2018!



2019 MARKETING PLAN

Increase Ridership

- Systemwide
- Station Destinations
- Non-Peak, Leisure

Increase SunCard Usage

- Passes
- Stored Value

Promote Connectivity

- Train to Plane
- Tupperware NeighborLink
- Kissimmee/Poinciana



NEW TEXT FEATURES

Train P319 SB between LYNX and FL Hospital is delayed 20 min due to police assistance near the tracks. We will continue to provide updates.

Includes incident location in relation to stations

To continue receiving updates on this delay, text 'Incident' to [31996](tel:31996)

Text "Incident" for further updates during a particular event

Incident

You have been subscribed to incident.

Reply STOP to cancel, HELP for help. Msg&data rates may apply

NEW SAFETY ENHANCEMENT

Dynamic Envelope at Fairbanks Avenue

Indicates “no stop” areas for drivers, bicyclists & pedestrians



RECENT UPDATES

Florida Hospital is now AdventHealth
- updates are underway throughout
the system



City of Orlando launched an exciting
bike share program – working to
promote use and ensure safety
near platforms



Orlando Weekly
Photo by Rob Bartlett



POSITIVE TRAIN CONTROL

- ✓ Field Integration Testing – Completed
- ✓ Field Qualification Testing – Completed
- ✓ Request for Revenue Service Demonstration on Test Territory – Submitted to FRA
- ✓ Request for Alternative Schedule – Submitted to FRA
- ✓ Full Implementation – December 2019

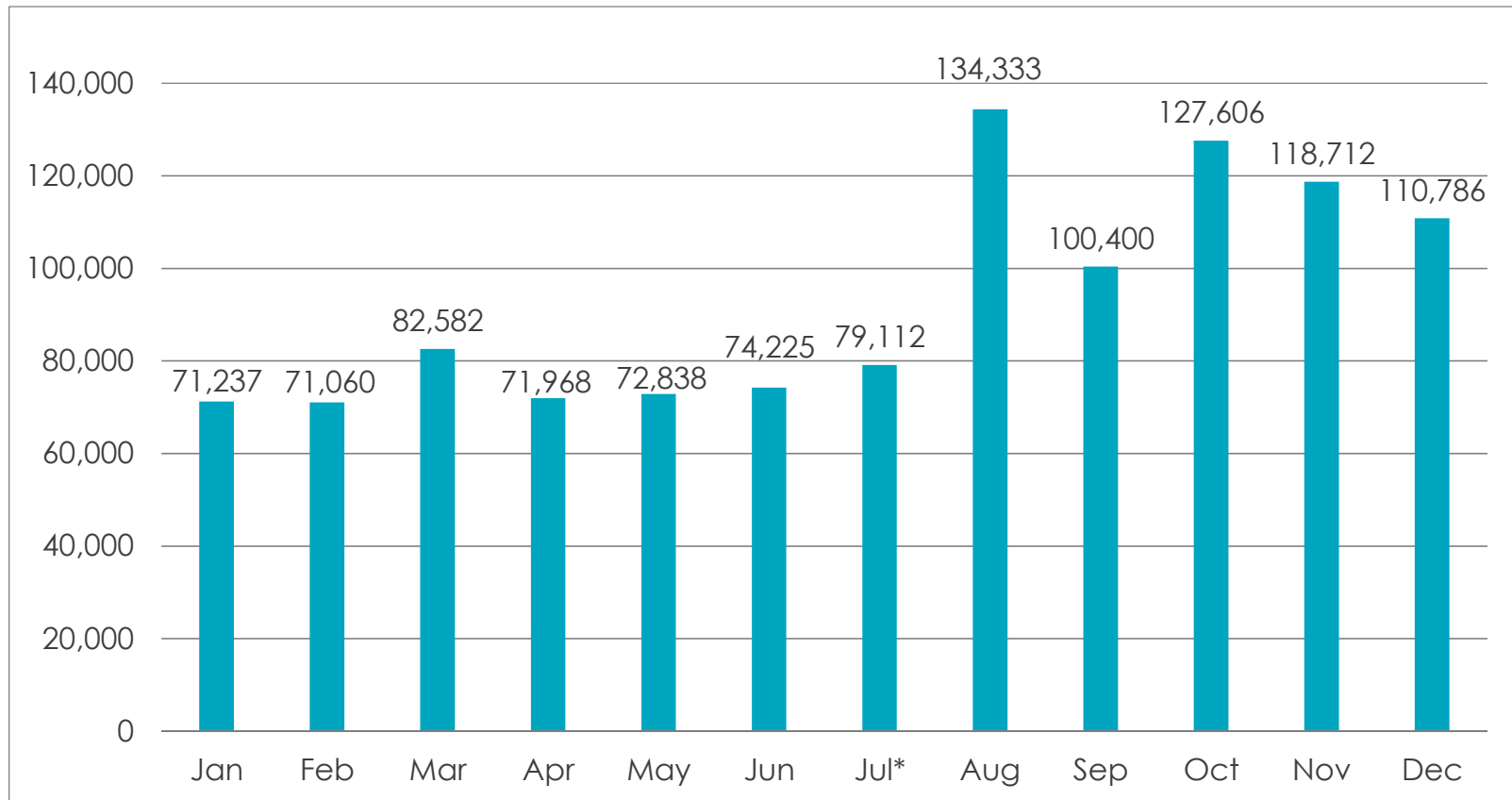


RIDERSHIP REPORTING

Fare collection and ridership:

- Open fare, proof of payment system
 - Account based
 - Station platforms are accessible with no fare gates
 - Automated Passenger Counters not used
-
- Monthly and Annual ridership is reported to the NTD
 - Conductors perform 100% manual counts
 - Dr. Xuehao Chu, qualified statistician:
 - Analyzes ridership on an annual basis
 - Calculates Passenger Miles Traveled
 - Provides data for NTD Form S-10

2018 TOTAL RIDERSHIP BY MONTH



July 23rd – 40 Train Schedule

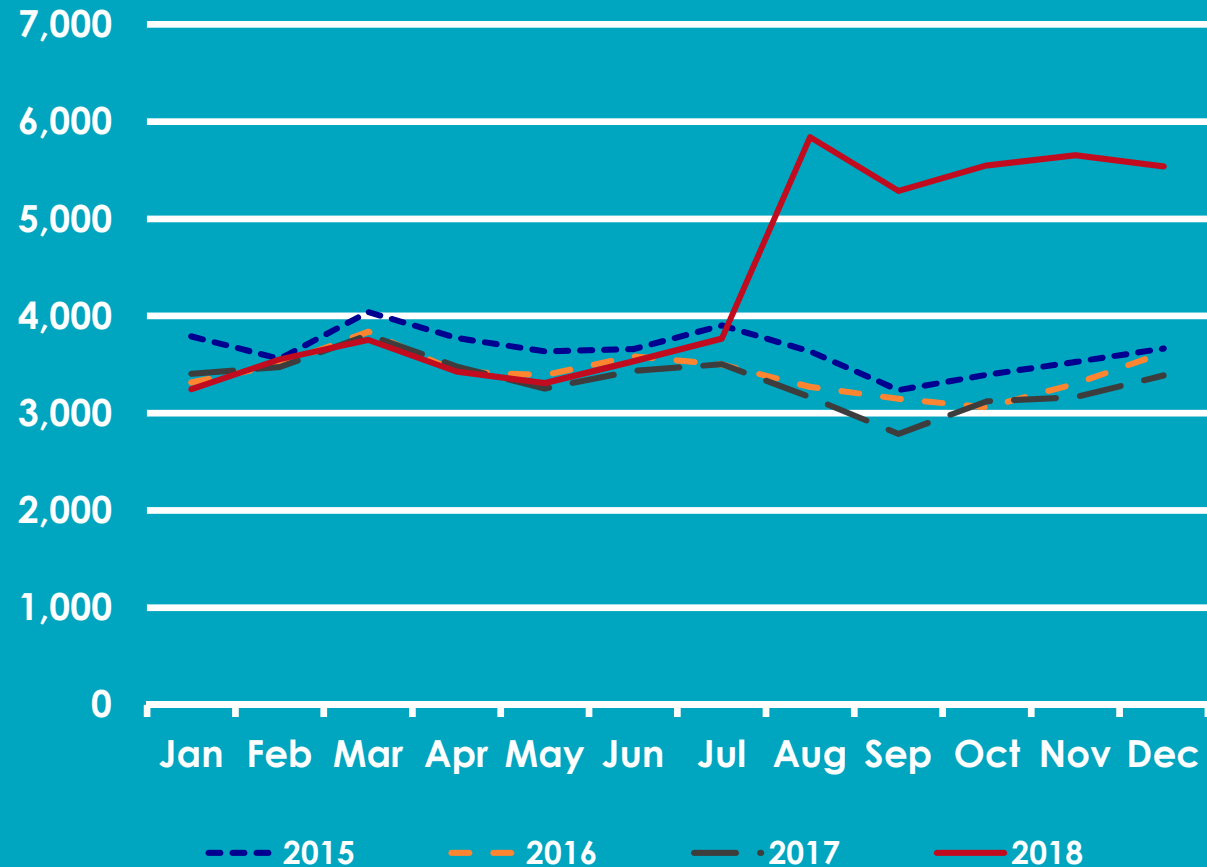
July 30th – Southern Expansion Opening

July 30th – August 17th – “First 50 Free” Campaign

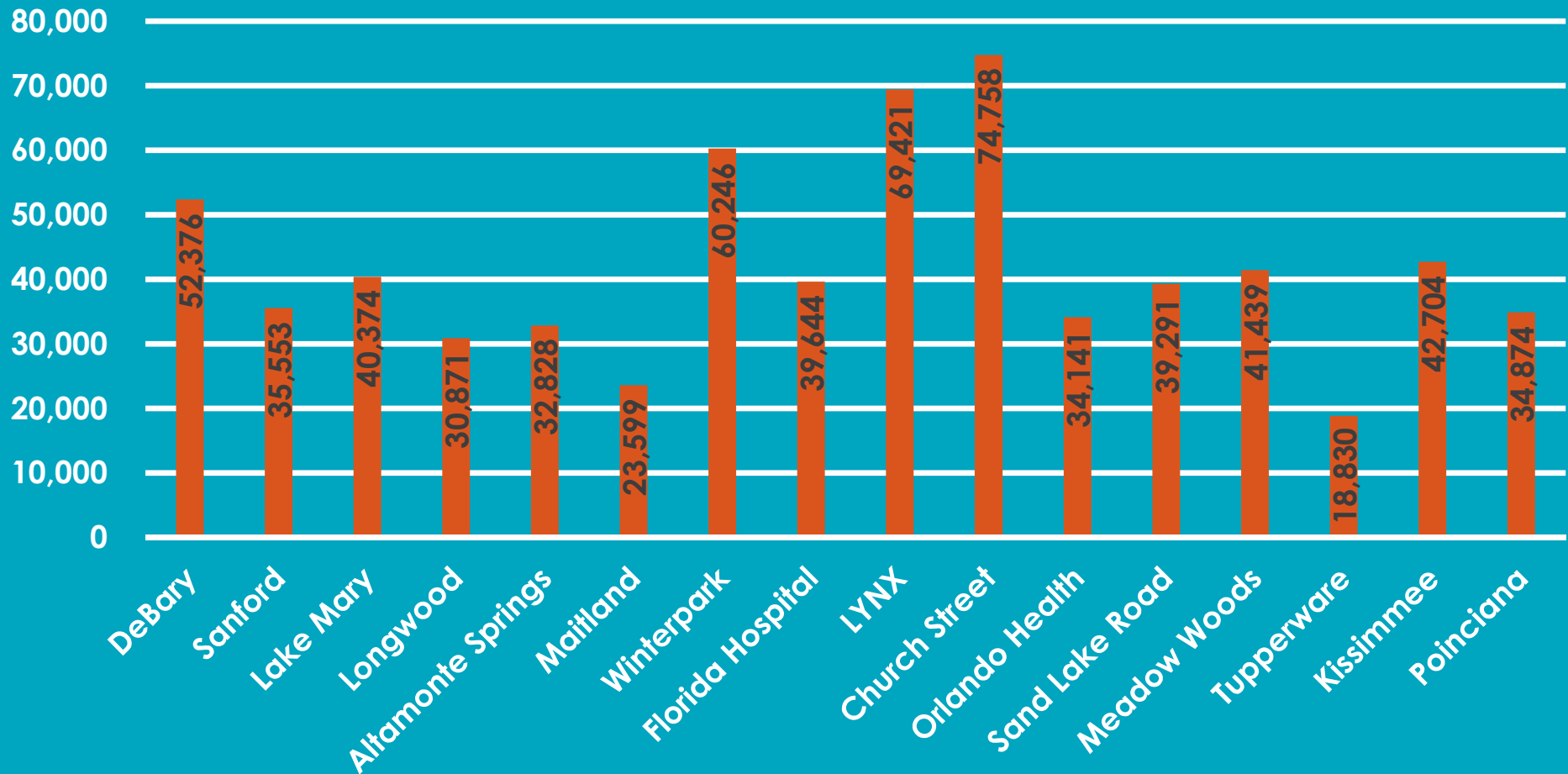
AVERAGE DAILY RIDERSHIP

2018 AVERAGE DAILY RIDERSHIP BY MONTH

OCT	5,548
NOV	5,653
DEC	5,539



BOARDINGS BY STATION

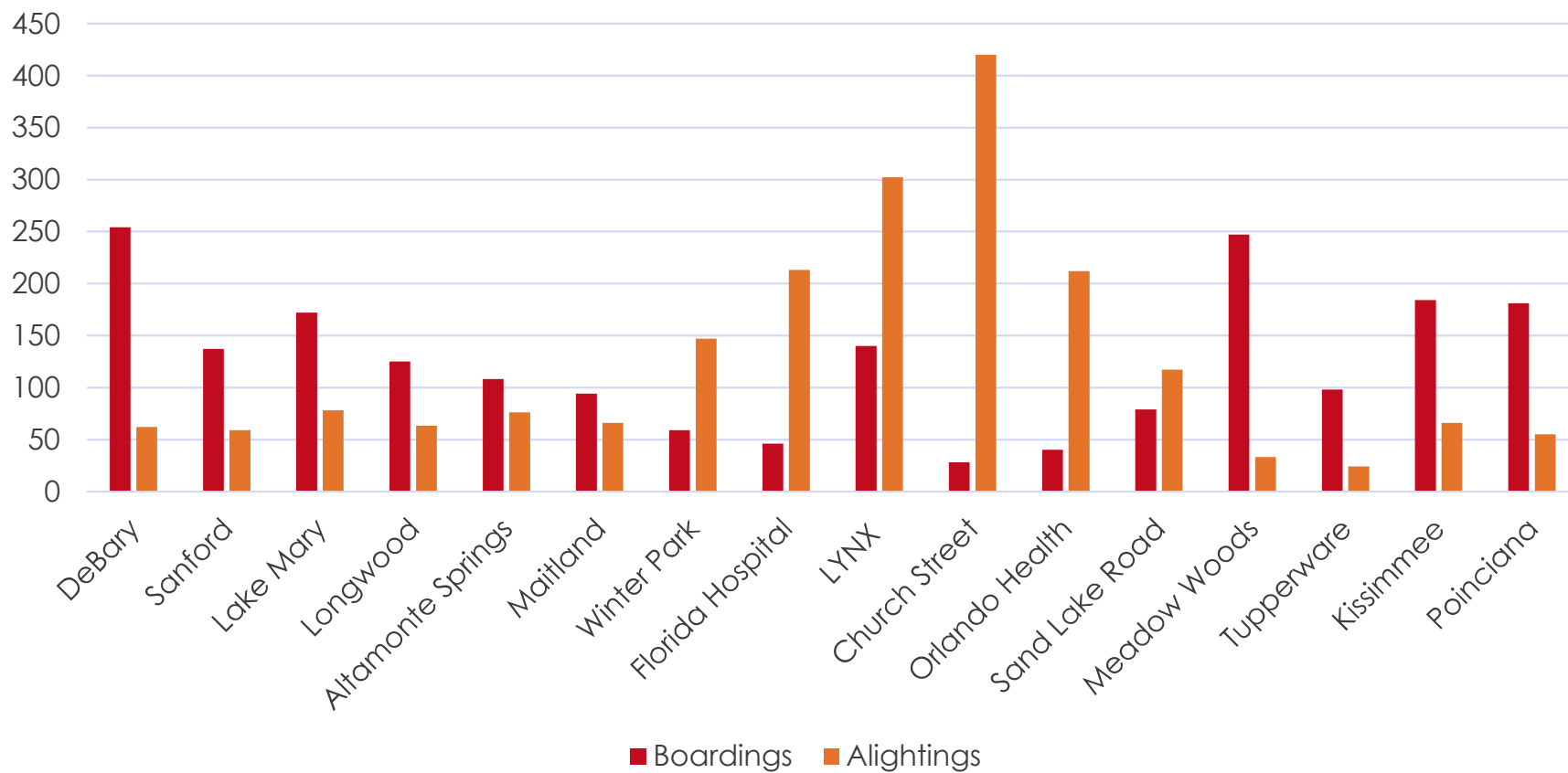


Ridership July through December 2018

BOARDINGS & ALIGHTINGS

AM PEAK

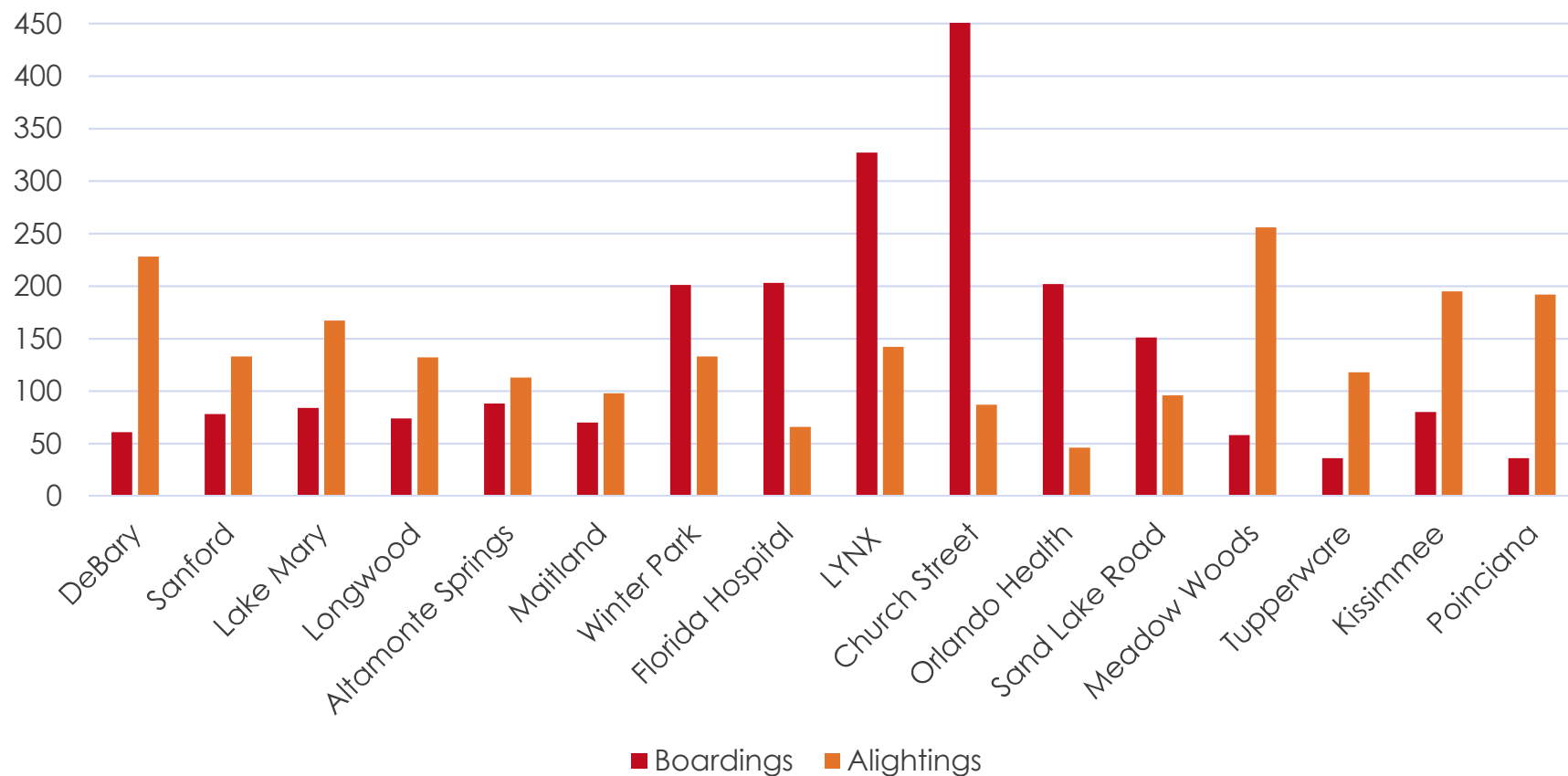
August 20 – December 31



BOARDINGS & ALIGHTINGS

PM PEAK

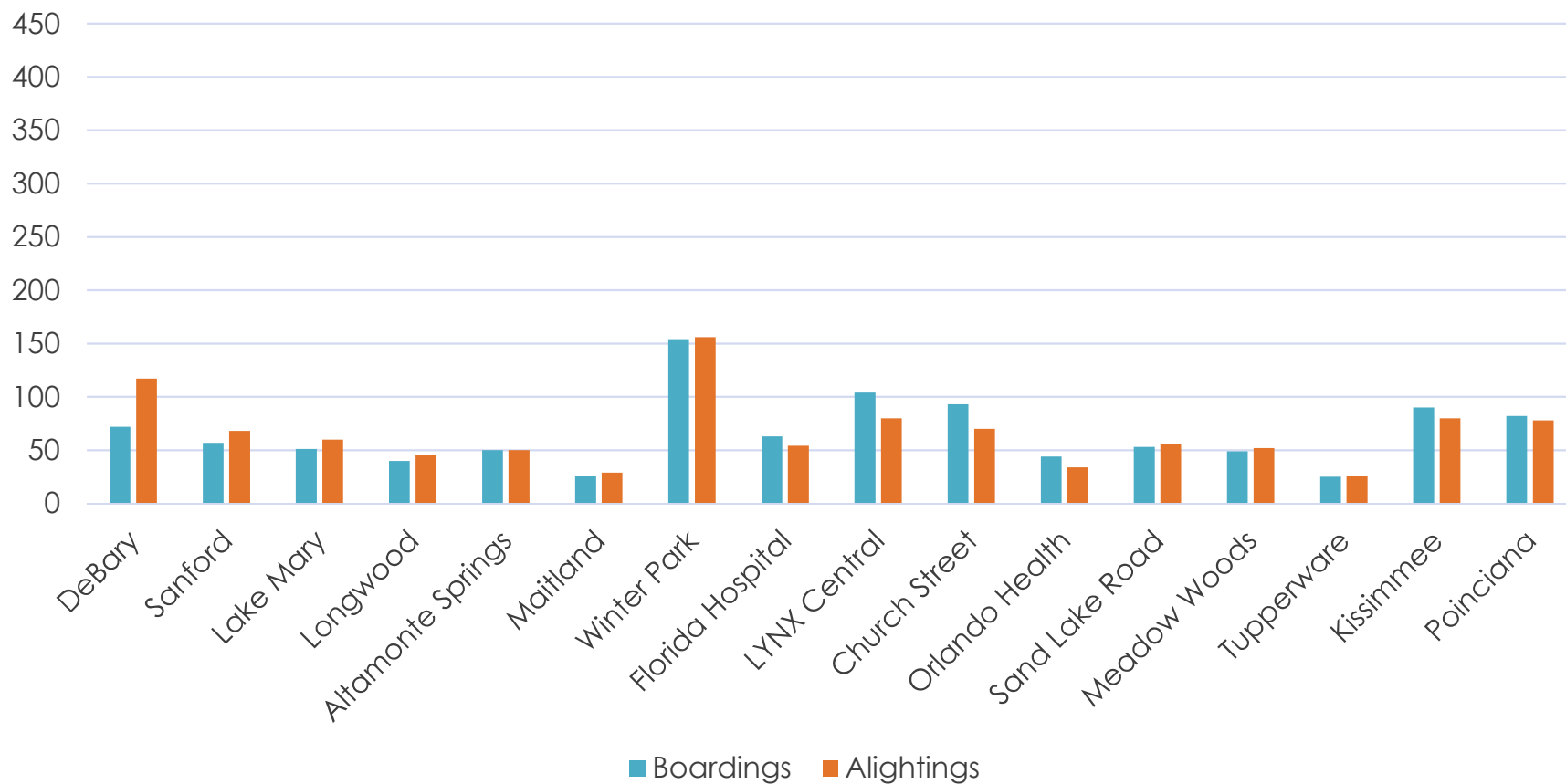
August 20 – December 31



BOARDINGS & ALIGHTINGS

OFF PEAK

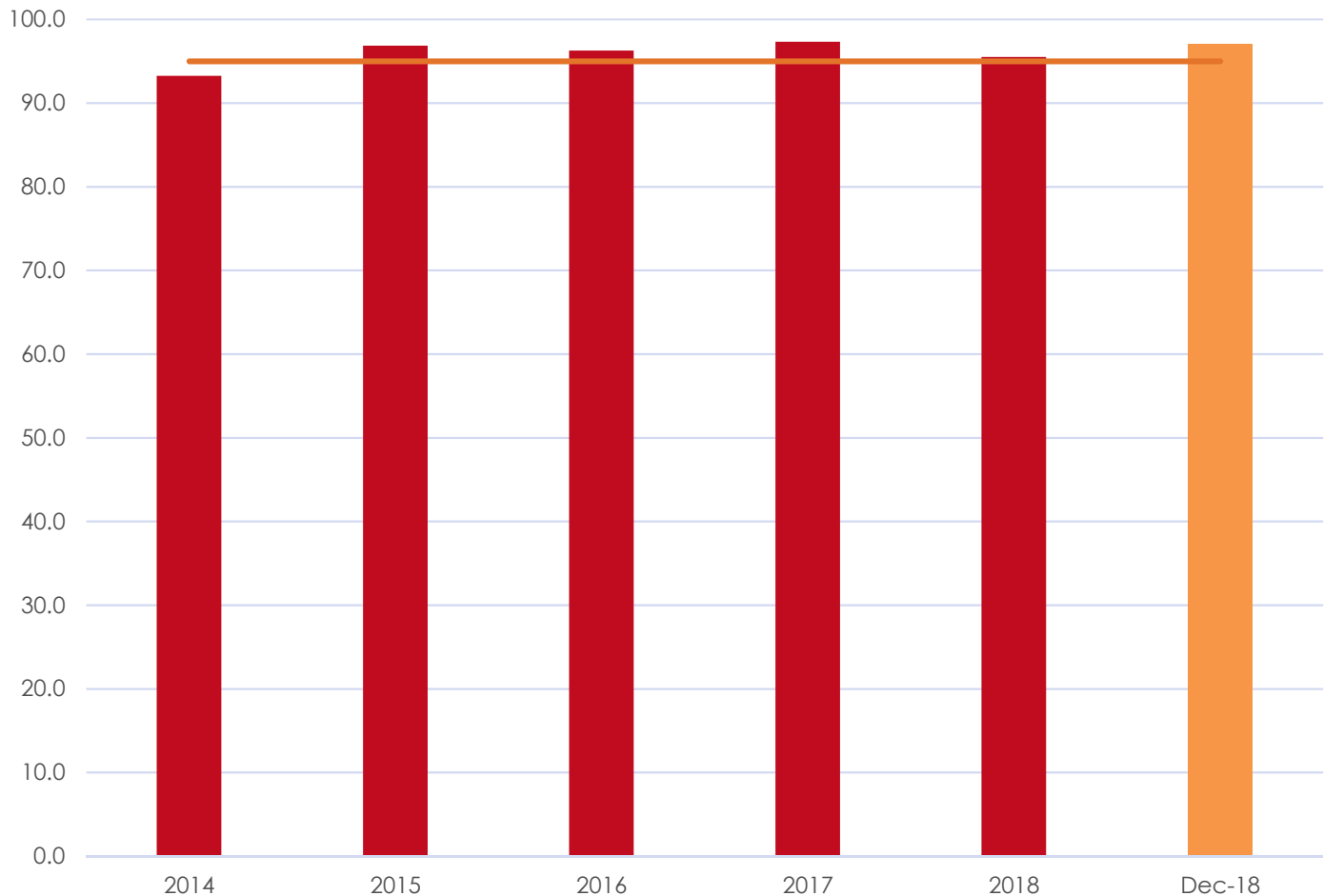
August 20 – December 31



ON-TIME PERFORMANCE AVERAGE

From Inception and Current Month

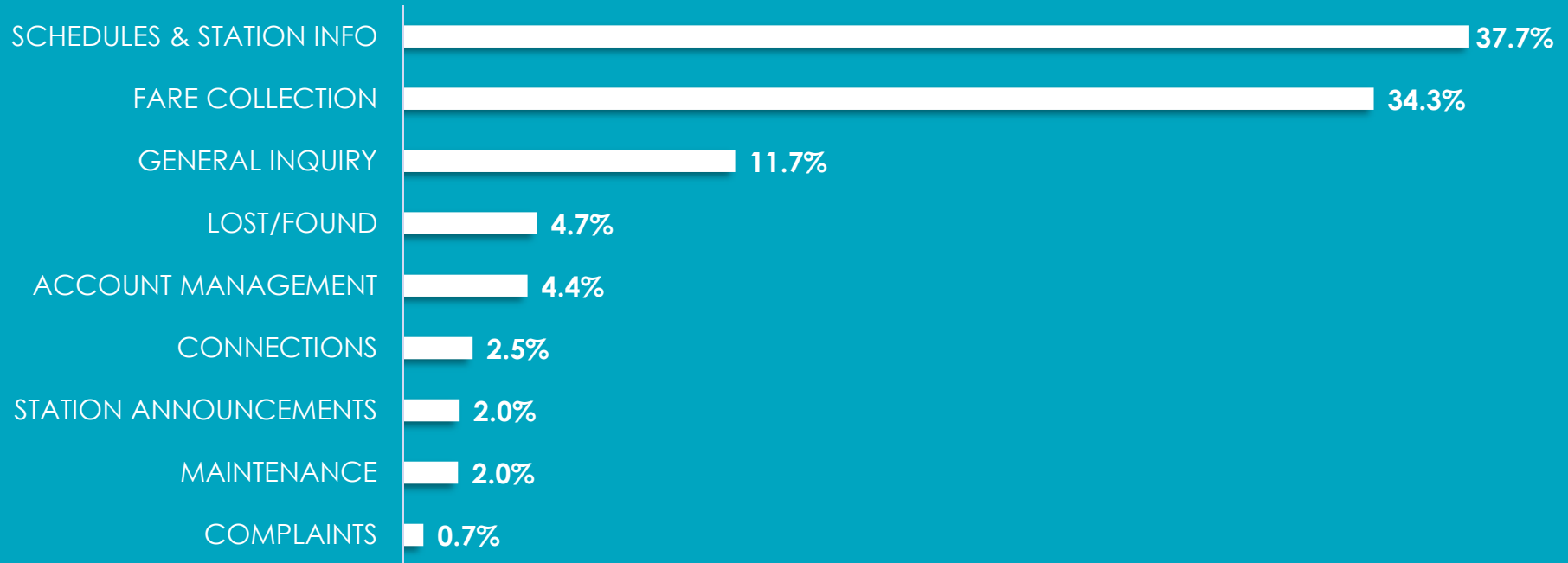
GOAL IS
GREATER
THAN OR
EQUAL TO
95%



CALL CENTER STATS

Total Calls July – December 2018

13,871



BUDGET UPDATE

OPERATING REVENUE

ANNUAL BUDGET

YEAR TO DATE DECEMBER 31, 2018	
BUDGET	ACTUAL

Farebox revenue
CSX usage fees
Amtrak usage fees
FCEN usage fees
Right-of-way lease revenue
Ancillary revenue
<i>Subtotal - System revenue</i>

\$3,551,400
\$3,231,836
\$1,013,494
\$23,361
\$107,221
\$307,490
\$8,234,802

\$1,775,700	\$1,426,402
\$1,615,918	\$1,284,296
\$506,747	\$167,392
\$11,681	\$12,144
\$53,611	\$42,658
\$153,745	\$124,441
\$4,117,402	\$3,057,333

FTA \$5307 - Urbanized Area Grant Funds

\$9,809,729

\$4,904,865	\$4,904,865
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TOTAL OPERATING REVENUE

\$18,044,531

\$9,022,267	\$7,962,198
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NOTE: These numbers are not audited.

BUDGET UPDATE

OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	ANNUAL BUDGET	YEAR TO DATE DECEMBER 31, 2018	
		BUDGET	ACTUAL
Bombardier - Operations	\$10,309,865	\$5,154,933	\$4,189,442
Bombardier - Maintenance	\$15,887,162	\$7,943,581	\$7,635,955
Bombardier - Incentive/Disincentive	\$1,309,851	\$654,926	\$620,965
Conduent - Back-of-the-House Hosting	\$906,140	\$453,070	\$451,172
Conduent - Fare Equipment Maintenance	\$2,163,268	\$1,081,634	\$36,374
Herzog - Signal Maintenance of Way	\$3,162,514	\$1,581,257	\$1,551,476
Green's Energy - Fuel	\$2,206,080	\$1,103,040	\$1,011,331
Gallagher - Insurance	\$2,050,000	\$2,050,000	\$1,695,918
Amtrak - Heavy Vehicle Maintenance	\$1,664,521	\$832,261	\$440,588
Wells Fargo - Banking Services	\$6,880	\$3,440	\$2,687
Bank of America - Merchant Services (Banking)	\$90,000	\$45,000	\$36,160
MidFlorida - Armored Car Service	\$52,480	\$26,240	\$19,560
AT&T/Verizon - Wi-Fi Service	\$34,440	\$17,220	\$16,771
Fare Media Smart Card	\$-	\$-	\$-
Limited Use Smart Card	\$269,600	\$269,600	\$268,000
Incomm - Card Distribution & Packaging	\$-	\$-	\$-
<i>Subtotal - System operating costs</i>	<i>\$40,112,801</i>	<i>\$21,216,202</i>	<i>\$17,976,399</i>
Feeder Bus Expenses	\$1,843,865	\$921,933	\$427,192
Capital Maintenance	\$7,188,940	\$3,594,470	\$656,923
Consultant Support	\$8,814,461	\$4,407,231	\$3,135,725
TOTAL OPERATING COSTS, CAPITAL MAINTENANCE AND CONSULTANT SUPPORT	\$57,960,067	\$30,139,836	\$22,196,238

NOTE: These numbers are not audited.

BUS CONNECTIVITY



LYNX CONNECTIVITY

4th Quarter FY-2018

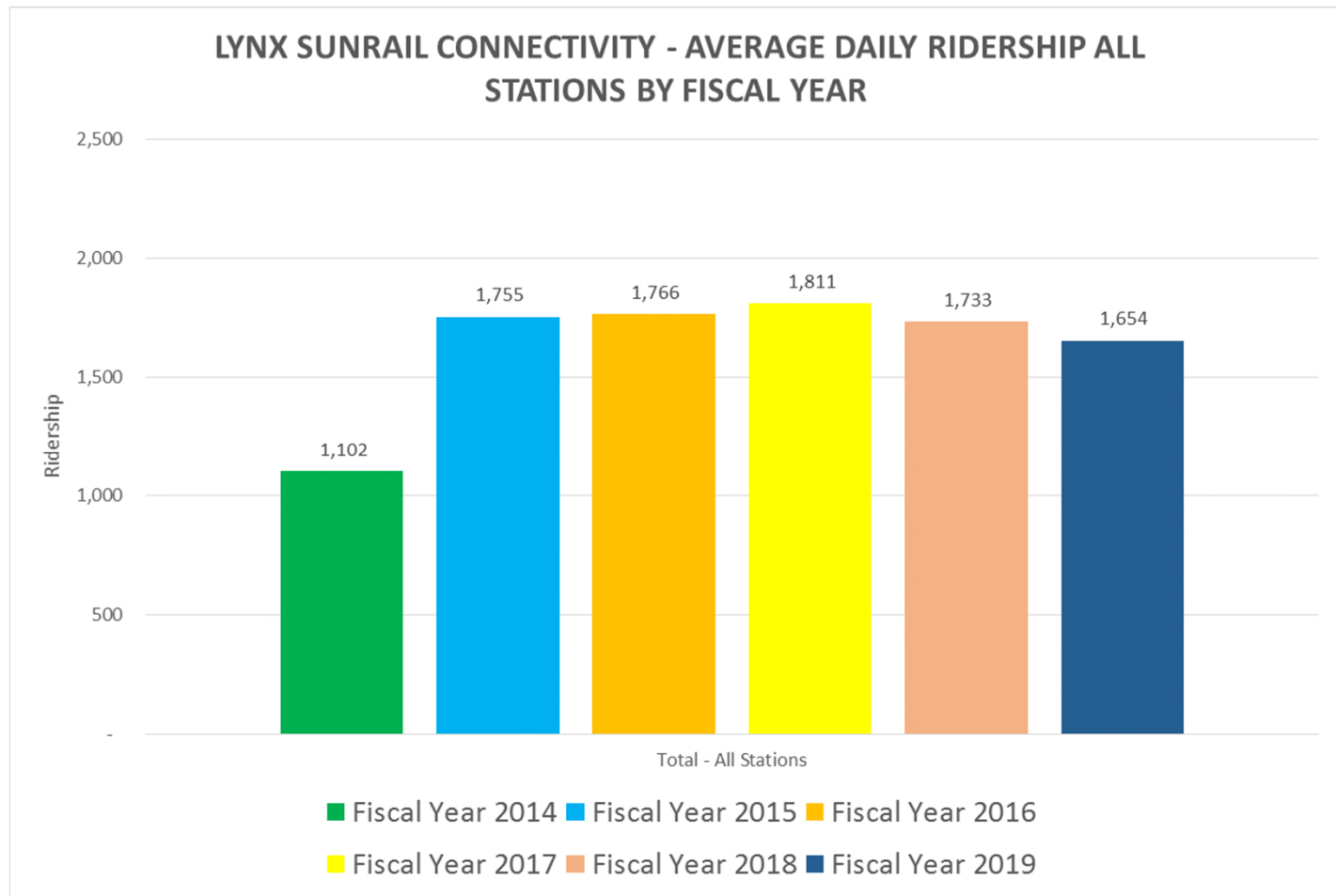
SUNRAIL STATION	Fiscal Year 2018			
	Jul	Aug	Sep	
Days of Operation	21	23	19	
Sanford	94	411	438	
Lake Mary	32	94	98	
Longwood	48	48	47	
Altamonte Springs	125	199	183	
Maitland	20	26	19	
Winter Park	276	254	253	
Florida Hospital/Health Village	374	404	400	
LYNX Central Station				
Church Street Station				
Orlando Health/Amtrak	25	32	27	
Sand Lake Road	230	257	214	
Meadow Woods	112	135	110	
Tupperware	-	-	-	
Kissimmee Intermodal				
Poinciana	-	-	-	Total
Total - All Stations	1,336	1,860	1,789	4,985

1st Quarter FY-2019

SUNRAIL STATION	Fiscal Year 2019			
	Oct	Nov	Dec	
Days of Operation	23	21	22	
Sanford	151	336	339	
Lake Mary	58	15	62	
Longwood	40	51	73	
Altamonte Springs	225	195	192	
Maitland	27	30	29	
Winter Park	212	273	286	
Florida Hospital/Health Village	359	399	380	
LYNX Central Station				
Church Street Station				
Orlando Health/Amtrak	27	34	28	
Sand Lake Road	248	255	209	
Meadow Woods	130	120	116	
Tupperware	23	18	9	
Kissimmee Intermodal				
Poinciana	3	6	5	Total
Total - All Stations	1,503	1,732	1,728	4,963

1% decrease from 4th Quarter FY-18 to 1st Quarter FY-19

LYNX CONNECTIVITY



Approximately 5% decrease in FY-19 to date compared to FY-18 total

VOTRAN CONNECTIVITY

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

VOTRAN SUNRAIL CONNECTIVITY - December 2018

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

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

Note: Hurricane Irma in 2017 interrupted SunRail from September 11 to September 19.

Votran Fixed-Route Average Daily Boardings & Alightings at DeBary Station													
Activity 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	23	19	254
Avg Daily Ridership	96	76	79	63	62	69	69	67	61	72	79	72	72

Votran Fixed-Route Average Daily Boardings & Alightings at DeBary Station													
Activity at DeBary Station	Fiscal year 2019												Annual Daily Average
	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	
Days of operation	23	21	20										64
Avg Daily Ridership	98	66	85										83

No SunRail service on Thanksgiving day.



NEXT MEETING

May 30, 2019 at 10:00 AM

MetroPlan Orlando



THANK YOU!

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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. A railroad must submit quarterly reports until a PTC system is fully implemented on all required main lines under 49 U.S.C. § 20157 and 49 CFR part 236, subpart I, including a quarterly report for the quarter in which the railroad completes full PTC system implementation.


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):	Central Florida Rail Cor 
Railroad Code:	CFRC
Quarterly PTC Progress Report for:	Q4 2018
Date:	1/30/2019

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	24	24
Installation/Track Segments Completed	4	4
Radio Towers Fully Installed and Equipped	8	8
Employees Trained	50	50
Territories ¹ in Revenue Service Demonstration or in PTC Operation	0	0
Route Miles in Field Testing ²	61.4	61.4
Route Miles in Revenue Service Demonstration ²	0	61.4
Route Miles in PTC Operation	0.0	61.4

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

All 24 Locomotives have PTC hardware installed. All Eight Radio Tower Hardware & Software installed. The BOS systems were installed and used for lab testing starting in August 2018 and field testing in November 2018. CFRC has completed the installation of all wayside signal and wayside communications hardware required for PTC. Training was completed for all CFRC employees in December 2018.

On December 4, 2018, CFRC received approval for a Substitute Criteria that required beginning of Field Integration Testing (FIT) as the criteria for requesting the extension of the PTC implementation deadline to 2020.

CFRC submitted the CFRC PTCIP Ver. 10.0 on September 28, 2018. Based on initial FRA comments, a modified RFA and PTCIP Ver 10.1 was submitted on January 18, 2019.

An Alternative Schedule and Extension Request was submitted on December 17, 2018. A modified Alternative Schedule was submitted on January 18, 2019 to match the CFRC PTCIP Ver 10.1.

CFRC submitted an RSD request to initiate PTC operation on the 12-mile test section on December 20, 2018.

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.) consistent with 49 U.S.C. 20157(a)(3)(B)(vi), 49 CFR part 236, subpart I.

²As applicable, enter the number of route miles where a PTC system is currently undergoing field testing in one row and, in a separate row, the number of route miles where a PTC system is currently in revenue service demonstration. Railroads must only identify in the "Route Miles in Field Testing" and "Route Miles in Revenue Service Demonstration" fields any route miles that are still currently undergoing PTC field testing and/or revenue service demonstration. For example, if field testing is complete and a railroad is operating its PTC system in revenue service demonstration exclusively, a railroad may write "Complete" in the "Route Miles in Field Testing" fields.

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 route 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 Field Testing" and "Route Miles in 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:

CFRC began Field Integration Testing (FIT) in November 2018 using the 220 MHz spectrum acquired for PTC.

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	6	18	0	0	24	24	24	24
Locomotives with PTC Displays Installed	2	22	0	0	24	24	24	24
Locomotives with PTC-Capable Event Recorders Installed	6	18	0	0	24	24	24	24
Locomotives with Locomotive Radios Installed – Primary Communications (e.g., 220 MHz radios)	0	18	6	0	24	24	24	24
Transponder Readers (e.g., for non I-ETMS systems)	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A

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 in [Appendix A](#) 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):

Wabtec is providing and installing the TMC/Meteorcomm software in the onboard equipment and assisting FDOT with software configuration management.

On October 27 and 28, TMC and Slot 10 software was loaded on 3 locomotives and 2 cab cars in preparation for FIT Testing. Software loading and testing is scheduled to be completed in February 2019 for the remaining fleet.

FIT and FQT testing was completed in November and December 2018 with no issues with the installed software.

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?	1
How many physical back office locations have been constructed with all necessary equipment installed?	1
Are the Back Office Location(s) fully operable with PTC?	Yes
Are the Dispatching Location(s) fully operable with PTC?	Yes

Quarterly Progress Report Form – Positive Train Control Implementation

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

The BOS systems were installed and used for lab testing starting in August 2018 and FIT testing in November 2018. The BOS was successfully configured and connected with the RSD Test Track on October 5, 2018.

FIT and FQT testing was completed in November and December 2018 via the CFRC communications network.

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	0	0	3	3	6	6	85	85
Communication Towers or Poles	0	0	4	4	8	8	8	8
Switch Position Monitors	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A
Wayside Radios	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A
Base Station Radios	0	0	8	0	8	8	8	8
Are all necessary communication backbone utilities (including fiber, copper, ground wiring etc.) installed and ready for operation?							Yes	

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 in [Appendix A](#) if it wants to provide more detail.

Quarterly Progress Report Form – Positive Train Control Implementation

Provide any additional narrative for Infrastructure/Wayside Status below:

All hardware and software is installed in the RSD Test Track Segment and FIT and FQT Testing was successfully completed by December 31, 2018.

Phase 2 North signal system was placed in service on December 15, 2018 - replacing the existing relay-based signal system. The entire CFRC now consists of microprocessor-based PTC-capable signal systems.

Radio Towers - All eight 220 MHz radio tower installation was completed and functionally tested on September 9, 2018.

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
RSD Test Track	Installing	Installing	Field Testing	Field Testing
Phase 1 (IOS)	Installing	Field Testing	Field Testing	Field Testing
Phase 2 South	Installing	Field Testing	Field Testing	Field Testing
North Extension	Installing	Field Testing	Installing	Field Testing
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.
	Choose Status.	Choose Status.	Choose Status.	Choose Status.

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

[illegible]

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:

- Brake Testing was successfully completed on September 8 and 9 and October 6 and 7.
- WIU V&V Testing was successfully completed on October 20 and 21.
- Route / Speed Validation Testing was successfully completed on October 22 and 23.
- Field Integration Testing (FIT) was successfully completed on November 26
- Functional Qualification Testing (FQT) was successfully completed on December 19
- Request to initiate Revenue Service Demonstration on the Test Track was submitted on December 20

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	0	0	0		0	22	0	22
Employees who Dispatch Train Operations	0	0	0		0	12	0	12
Train and Engine (Operations) Employees	0	0	0		0	10	0	10
Roadway Worker Employees	0	0	0		0	0	0	0
Direct Supervisors of the Above Employees	0	0	0		0	6	0	6

Provide any additional narrative for Employee Training below:

50 personnel that will be working with the PTC RSD Test Track for all crafts are required to be trained in accordance with the PTCIP Ver. 10.1.

During 2018, CFRC trained a total of 116 employees including O&M Contractors, FDOT employees and FDOT consultants who will be working with PTC.

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:

CFRC has established a BOS connection from the CFRC hosted environment to CSXT BOS in August 2018 and the Amtrak BOS in September 2018. Interoperability testing within the RSD Test Territory is scheduled to begin in the 2nd Quarter of 2019 for both CSXT and Amtrak. Completion of interoperability testing to include full interoperability with the tenant railroads is scheduled for no later than November 2020.

CSXT and Amtrak continue to hold PTC Status Meetings with the CFRC/FDOT to discuss project milestones, particularly the scheduling of interoperability testing and RSD. CSXT/CFRC interoperability kickoff meeting is scheduled in February 2019 to begin coordinating interoperability testing. A similar meeting will be scheduled with Amtrak in the 1st Quarter 2019.

FCEN, a tenant Class 3 Short Line freight railroad was granted an FRA approved exception to 49 CFR 236.1006 to operate non-PTC equipped locomotives on the CFRC corridor for interchange purposes on June 27, 2018.

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

Tenant Identification	Estimated Quantity of Tenant Rolling Stock to be Equipped with PTC	Scheduled Completion Date for Interoperability Testing	Current Tenant Implementation Status
CSXT	In Tenant's PTCIP	November 2020	Installing
Amtrak	In Tenant's PTCIP	November 2020	Installing
Florida Central Railroad (FCEN)	In Tenant's PTCIP	N/A	Operational/Complete
			Choose Status.
			Choose Status.
			Choose Status.
			Choose Status.
			Choose Status.
			Choose Status.

Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

Quarterly Progress Report Form – Positive Train Control Implementation

Public reporting burden for this information collection is estimated to average 22.84 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

[illegible]

Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

[illegible]

Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

[illegible]

Quarterly Progress Report Form – Positive Train Control Implementation

[illegible]

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
Report	2018 (Revision: 2)

Identification (B-10)

General Information

Organization Type: State Government Unit or Department of Transportation

Demographic Information

Primary UZA

32 - Orlando, FL

Secondary UZA / Non-UZA(s)

0 - Florida Non-UZA

Service Area Square Miles

110

Service Area Population

255,483

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
Report	2018 (Revision: 2)

Contractual Relationship (B-30) - Bombardier Transportation

Contract Summary

Contractual Position	The Reporter is the Buyer
Type of Contract	Competitively-Bid Contract
Primary Feature	The Buyer Pays the Seller a Negotiated Fixed Rate Per Unit of Service
Public Assets Provided	Buyer Provides Vehicles to Seller; Buyer Provides Maintenance Facility to Seller
Service Captured	In This Report
Fares Retained By	Buyer
Other Party	

Key Financial and Operation Statistics

Type Mode Of Service	Vehicles/Passenger Cars Operated in Annual Maximum Service Under Contract	Months Operated	Purchased Transportation Fare Revenue (5111)	Direct Payment (5112)	Passenger Fees (5113)	Passenger Out-of- Pocket Expenses (5114)	Total Fares	Agency Subsidy (5115)	Capital Leasing (5120)	Contractor Operating Expenses	Contract Cost (5110)	Other Operating Expenses Incurred by the Buyer (5131)	Other Reconciling Item Expenses Incurred by the Buyer (5132)	Operating Expenses	
CR	PT	17	12	\$1,848,977	\$21,326,061	N/A	N/A	\$1,848,977	N/A	\$0	\$21,326,061	\$21,326,061	\$13,827,002	\$1,299,647	\$36,452,710

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
Report	2018 (Revision: 2)

Sources of Funds - Funds Expended & Funds Earned (F-10)

Directly Generated Funds - Passenger Fares (4110)

Field	Passenger-Paid Fares (4111)	Organization-Paid Fares (4112)	Total
CR PT	\$1,701,144	\$147,833	\$1,848,977
Total Passenger Fares	\$1,701,144	\$147,833	\$1,848,977

Directly Generated Funds (4100)

Field	Funds Earned	Funds Expended on Operations	Funds Expended on Capital
Total Passenger Fares (4110)	\$1,848,977		
Park and Ride Parking Revenues (4120)	\$0		
Non-Public Transportation Revenues (4130)	\$0		
Auxiliary Transportation Funds (4140)			
Auxiliary Transportation Funds - Advertising Revenues (4141)	\$134,428		
Auxiliary Transportation Funds - Concessions (4142)	\$0		
Auxiliary Transportation Funds - Other (4149)	\$0		
Other Agency Revenues (4150)	\$4,296,090		
Revenues Accrued Through a Purchased Transportation Agreement (4160)			
Revenues Accrued Through a Purchased Transportation Agreement - with a NTD reporting agency	\$0		
Revenues Accrued Through a Purchased Transportation Agreement - with a non-NTD reporting agency	\$0		
Subsidy from Other Sectors of Operations (4170)	\$0		
Extraordinary and Special Items (4180)	\$0		
Total Recoveries (4190)	\$0		
Total Directly Generated Funds	\$6,279,495	\$6,279,495	\$0
Describe Other Agency Revenues (4150)	Tenant usage of the SunRail corridor		

Directly Generated Dedicated Funds (4200)

Field	Funds Earned	Funds Expended on Operations	Funds Expended on Capital
Income Taxes (4210)	\$0		
Sales Taxes (4220)	\$0		
Property Taxes (4230)	\$0		
Fuel Taxes (4240)	\$0		
Other Taxes (4250)	\$0		
Bridge, Tunnel and Highway Tolls (4260)	\$0		
High Occupancy Tolls (4270)	\$0		
Other Dedicated Funds (4290)	\$0		
Total Directly Generated Dedicated Funds	\$0	\$0	\$0

Local Government Funds (4300)

Field	Funds Earned	Funds Expended on Operations	Funds Expended on Capital
General Revenues of the Local Government (4310)	\$10,947,796		
Income Taxes (4321)	\$0		
Sales Taxes (4322)	\$0		
Property Taxes (4323)	\$0		
Fuel Taxes (4324)	\$0		
Other Taxes (4325)	\$0		
Bridge, Tunnel and Highway Tolls (4326)	\$0		
High Occupancy Tolls (4327)	\$0		
Other Dedicated Funds (4329)	\$0		
Extraordinary and Special Items (4330)	\$0		
Other Local Funds (4390)	\$0		
Total Local Government Funds	\$10,947,796	\$0	\$10,947,796

State Government Funds (4400)

Field	Funds Earned	Funds Expended on Operations	Funds Expended on Capital
General Revenues of the State Government (4410)	\$0		
State Transportation Funds (4420)	\$95,011,992		
Extraordinary and Special Items (4430)	\$0		
Total State Government Funds	\$95,011,992	\$20,888,652	\$67,863,383

Federal Funds (4500)

Field	Funds Earned	Funds Expended on Operations	Funds Expended on Capital
FTA Metropolitan Planning (5303)	\$0	\$0	\$0
FTA Urbanized Area Formula Program (5307)	\$10,167,563	\$0	\$883,000

Field	Funds Earned	Funds Expended on Operations	Funds Expended on Capital
Capital Assistance Spent on Operations (including maintenance expenses (5307)	\$0	\$9,284,563	\$0
ARRA Urbanized Area Program Funds (5307)	\$0	\$0	\$0
ARRA Urbanized Area Program Funds (5307) - Capital	\$0	\$0	\$0
FTA Clean Fuels Program (5308)	\$0	\$0	\$0
FTA Capital Investment Grants (5309)	\$25,077,832	\$0	\$25,077,832
ARRA Major Capital investment (New Starts) Funds (5309)	\$0	\$0	\$0
ARRA Fixed Guideway Modernization Funds (5309)	\$0	\$0	\$0
FTA Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (5310)	\$0	\$0	\$0
Capital Assistance Spent on Operations (including maintenance expenses (5310)	\$0	\$0	\$0
FTA Formula Grants for Rural Areas (5311)	\$0	\$0	\$0
Capital Assistance Spent on Operations (including maintenance expenses (5311)	\$0	\$0	\$0
FTA ARRA Other than Urbanized Area Program Funds (5311)	\$0	\$0	\$0
FTA ARRA Capital Assistance Spent on Operations (including maintenance expenses) (5311)	\$0	\$0	\$0
FTA Tribal Transit Funds (5311)	\$0	\$0	\$0
FTA ARRA Tribal Transit Funds (5311)	\$0	\$0	\$0
FTA Job Access and Reverse Commute Formula Program (5316)	\$0	\$0	\$0
FTA New Freedom Program (5317)	\$0	\$0	\$0
Capital Assistance Spent on Operations (including maintenance expenses) (5317)	\$0	\$0	\$0
FTA Transit in Parks (5320)	\$0	\$0	\$0
FTA State of Good Repair Program (5337)	\$0	\$0	\$0
FTA Bus and Bus Facilities (5339)	\$0	\$0	\$0
Other USDOT Grants	\$0	\$0	\$0
ARRA TIGGER (Greenhouse Gas and Energy Reduction) Funds	\$0	\$0	\$0
ARRA TIGER Multimodal Discretionary Program	\$0	\$0	\$0
Extraordinary and Special Items	\$0	\$0	\$0
Other FTA Funds	\$586,189	\$0	\$586,189
Capital Assistance Spent on Operations (including maintenance expenses) (Other FTA Funds)	\$0	\$0	\$0
Other Federal Funds	\$0	\$0	\$0
Total for Federal Funding Sources	\$35,831,584	\$9,284,563	\$26,547,021
Describe Other FTA Funds	Positive Train Control Grant Program		

Non-Added Revenues (4600)

Field	Funds Earned	Funds Expended on Operations	Funds Expended on Capital
Contributed Services (4610)	\$0	\$0	\$0
Voluntary Non-Exchange Transactions (4620)	\$0	\$0	\$0
Sales and Disposals of Assets (4630)	\$0	\$0	\$0
Transportation Development Credits (4640)	\$0	\$0	\$0
Total Non-Added Revenues	\$0	\$0	\$0

Sources of Funds - Funds Expended & Funds Earned (F-10) - Summary

Field	Funds Earned	Funds Expended on Operations	Funds Expended on Capital
Directly Generated Funds (4100)	\$6,279,495	\$6,279,495	\$0
Directly Generated Dedicated Funds (4200)	\$0	\$0	\$0
Local Government Funds (4300)	\$10,947,796	\$0	\$10,947,796
State Government Funds (4400)	\$95,011,992	\$20,888,652	\$67,863,383
Federal Funds (4500)	\$35,831,584	\$9,284,563	\$26,547,021
Non-Added Revenues (4600)	\$0	\$0	\$0
Directly Generated Total Funds	\$6,279,495	\$6,279,495	\$0
Total Funds	\$148,070,867	\$36,452,710	\$105,358,200

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
Report	2018 (Revision: 2)

Uses of Capital (F-20)

Rehabilitation / Reconstruction / Replacement / Improvement for Existing Service

Mode	Guideway (6100)	Passenger Stations (6200)	Administrative Buildings (6300)	Maintenance Buildings (6400)	Revenue Vehicles (6500)	Service Vehicles (6600)	Fare Collection Equipment (6700)	Communication/Information Systems (6800)	Other Capital Expenses (6900)	Total
CR PT	\$23,067,279	\$145,395	\$0	\$0	\$0	\$0	\$0	\$18,190,088	\$0	\$41,402,762
Total	\$23,067,279	\$145,395	\$0	\$0	\$0	\$0	\$0	\$18,190,088	\$0	\$41,402,762

Expansion of Service

Mode	Guideway (6100)	Passenger Stations (6200)	Administrative Buildings (6300)	Maintenance Buildings (6400)	Revenue Vehicles (6500)	Service Vehicles (6600)	Fare Collection Equipment (6700)	Communication/Information Systems (6800)	Other Capital Expenses (6900)	Total
CR PT	\$60,017,969	\$414,769	\$0	\$0	\$883,000	\$0	\$247,104	\$0	\$2,392,596	\$63,955,438
Total	\$60,017,969	\$414,769	\$0	\$0	\$883,000	\$0	\$247,104	\$0	\$2,392,596	\$63,955,438

Explanations

Mode	Explanation for 'Other'
CR PT	Marketing and public outreach for expansion project

Total

Mode	Guideway (6100)	Passenger Stations (6200)	Administrative Buildings (6300)	Maintenance Buildings (6400)	Revenue Vehicles (6500)	Service Vehicles (6600)	Fare Collection Equipment (6700)	Communication/Information Systems (6800)	Other Capital Expenses (6900)	Total
Total	\$83,085,248	\$560,164	\$0	\$0	\$883,000	\$0	\$247,104	\$18,190,088	\$2,392,596	\$105,358,200

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
Report	2018 (Revision: 2)

Operating Expenses (F-30) - CR PT

Operating Expenses

	Vehicle Operations (VO)	Vehicle Maintenance (VM)	Facility Maintenance (FM)	General Administration (GA)	Total
Labor (5010)					
Operators' Salaries and Wages (5011)	\$0	\$0	\$0	\$0	\$0
Operators' Paid Absences (5012)	\$0	\$0	\$0	\$0	\$0
Other Salaries and Wages (5013)	\$0	\$0	\$0	\$487,418	\$487,418
Other Paid Absences (5014)	\$0	\$0	\$0	\$0	\$0
Fringe Benefits (5015)	\$0	\$0	\$0	\$184,263	\$184,263
Services (5020)	\$0	\$932,328	\$6,544,396	\$2,690,559	\$10,167,283
Materials and Supplies (5030)					
Fuels and Lubricants (5031)	\$1,085,153	\$0	N/A	N/A	\$1,085,153
Tires and Tubes (5032)	N/A	\$0	N/A	N/A	\$0
Other Materials and Supplies (5039)	\$0	\$0	\$215,680	\$19,539	\$235,219
Utilities (5040)	\$0	N/A	N/A	\$22,761	\$22,761
Casualty and Liability Costs (5050)	N/A	N/A	N/A	\$1,644,905	\$1,644,905
Taxes (5060)	\$0	\$0	\$0	\$0	\$0
Purchased Transportation (5100)					
Purchased Transportation In Report (5101)	\$6,547,101	\$7,208,209	\$6,248,536	\$1,322,215	\$21,326,061
Purchased Transportation Filing Separate Report (5102)	N/A	N/A	N/A	N/A	N/A
Miscellaneous Expenses (5090)	\$0	\$0	\$0	\$0	\$0
Total	\$7,632,254	\$8,140,537	\$13,008,612	\$6,371,660	\$35,153,063

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
Report	2018 (Revision: 2)

Operating Expenses Summary (F-40)

Total Operating Expenses (F-30)

	Vehicle Operations (VO)	Vehicle Maintenance (VM)	Facility Maintenance (FM)	General Administration (GA)	Total
Labor (5010)					
Operators' Salaries and Wages (5011)	\$0	\$0	\$0	\$0	\$0
Operators' Paid Absences (5012)	\$0	\$0	\$0	\$0	\$0
Other Salaries and Wages (5013)	\$0	\$0	\$0	\$487,418	\$487,418
Other Paid Absences (5014)	\$0	\$0	\$0	\$0	\$0
Fringe Benefits (5015)	\$0	\$0	\$0	\$184,263	\$184,263
Services (5020)	\$0	\$932,328	\$6,544,396	\$2,690,559	\$10,167,283
Materials and Supplies (5030)					
Fuels and Lubricants (5031)	\$1,085,153	\$0			\$1,085,153
Tires and Tubes (5032)	\$0	\$0			\$0
Other Materials and Supplies (5039)	\$0	\$0	\$215,680	\$19,539	\$235,219
Utilities (5040)	\$0			\$22,761	\$22,761
Casualty and Liability Costs (5050)				\$1,644,905	\$1,644,905
Taxes (5060)	\$0	\$0	\$0	\$0	\$0
Purchased Transportation (5100)					
Purchased Transportation In Report (5101)	\$6,547,101	\$7,208,209	\$6,248,536	\$1,322,215	\$21,326,061
Purchased Transportation Filing Separate Report (5102)	\$0	\$0	\$0	\$0	\$0
Miscellaneous Expenses (5090)	\$0	\$0	\$0	\$0	\$0
Total	\$7,632,254	\$8,140,537	\$13,008,612	\$6,371,660	\$35,153,063
ADA Expenses (5910)					\$0

	Funds Applied	Funds Not Applied	Total Expenses For Period
Interest Expenses (5210)	\$0	\$0	\$0
Operating Lease Expenses (5220)	\$0	\$0	\$0
Capital Leases (5230)	\$0	\$0	\$0
Related Parties Lease Agreements (5240)	\$0	\$0	\$0
Voluntary Non-Exchange Transactions (5250)	\$0	\$0	\$0
Depreciation (5260)	\$0	\$0	\$0
Amortization of Intangibles (5270)	\$0	\$0	\$0
Extraordinary and Special Items (5280)	\$0	\$0	\$0
Other Reconciling Items (5290)	\$1,299,647	\$0	\$1,299,647
Total Reconciling Items	\$1,299,647	\$0	\$1,299,647
Americans with Disabilities Act of 1990 (ADA)-Related Reconciling Items (DR and DT Only) (5920)	\$0	\$0	\$0
Total Expenses from Published Reports for Transit Operations	\$36,452,710	\$0	\$36,452,710

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
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Stations and Maintenance Facilities - PT (A-10) - CR PT

Passenger Stations

Stations	Number of Facilities
Americans with Disabilities Act of 1990 (ADA) accessible	12
Americans with Disabilities Act of 1990 (ADA) non-accessible	
Total Stations	

Escalators/Elevators

Other Facilities	Number of Facilities
Elevators	
Escalators	

Maintenance Facilities

Type	Owned By Service Provider	Owned by Public Agency for Service Provider	Leased by Public Agency for Service Provider	Leased by Service Provider	Totals
General Maintenance Facilities (Less than 200 Vehicles)		1			1
General Maintenance Facilities (Between 200 - 300 Vehicles)					0
General Maintenance Facilities (Greater than 300 Vehicles)					0
Heavy Maintenance Facilities					0
Totals	0	1	0	0	1

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
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Transit Asset Management Facilities Inventory (A-15)

ID	Name	Section of Larger Facility?	Street	City	State	Zip	Lat	Long	Condition Assessment	Est. Date of Condition Assessment	Primary Mode	Secondary Modes	Private Mode	Facility Type	Year Built or Reconstructed as New	SqFt	Parking Spaces	Transit Agency Capital Responsibility (%)	Notes
3799	BL005800: Operations Control Center	false	801 SunRail Drive	Sanford	FL	32771			5	11/8/2017	CR			Administrative Office / Sales Office	2013	25,600		100.00	
3800	BL005801: Vehicle Service and Maintenance Facility	false	401 SunRail Drive	Sanford	FL	32771			5	11/8/2017	CR			Maintenance Facility (Service and Inspection)	2013	7,400		100.00	
3801	BL005802: DeBary	false	630 South Charles R. Beall Blvd.	DeBary	FL	32713			5	10/17/2017	CR			At-Grade Fixed Guideway Station	2014	10,596		100.00	
3802	BL005803: Sanford	false	2720 W. State Road 46	Sanford	FL	32771			5	10/17/2017	CR			At-Grade Fixed Guideway Station	2014	11,468		100.00	
3803	BL005804: Lake Mary	false	2200 W. Lake Mary Blvd.	Lake Mary	FL	32746			5	10/16/2017	CR			At-Grade Fixed Guideway Station	2014	11,652		100.00	
3804	BL005805: Longwood	false	149 E. Church Ave.	Longwood	FL	32750			5	10/16/2017	CR			At-Grade Fixed Guideway Station	2014	10,910		100.00	
3805	BL005806: Altamonte Springs	false	2741 S. Ronald Reagan Blvd.	Altamonte Springs	FL	32701			5	10/17/2017	CR			At-Grade Fixed Guideway Station	2014	11,757		100.00	
3806	BL005807: Maitland	false	801 N. Orlando Ave.	Maitland	FL	32751			5	10/17/2017	CR			At-Grade Fixed Guideway Station	2014	10,044		100.00	
3807	BL005808: Winter Park	false	148 W. Morse Blvd.	Winter Park	FL	32789			5	10/17/2017	CR			At-Grade Fixed Guideway Station	2014	9,245		100.00	
3808	BL005809: Florida Hospital	false	500 E. Rollins St.	Orlando	FL	32803			5	10/18/2017	CR			At-Grade Fixed Guideway Station	2014	15,191		100.00	
3809	BL005810: LYNX Central	false	101 W. Livingston St.	Orlando	FL	32801			5	10/18/2017	CR			At-Grade Fixed Guideway Station	2014	15,822		100.00	
3810	BL005811: Church Street	false	99 W. South St.	Orlando	FL	32801			5	10/18/2017	CR			At-Grade Fixed Guideway Station	2014	8,326		100.00	
3811	BL005812: Orlando Health	false	250 Columbia St.	Orlando	FL	32806			5	10/18/2017	CR			At-Grade Fixed Guideway Station	2014	24,882		100.00	
3812	BL005813: Sand Lake Road	false	8030 S. Orange Ave.	Pine Castle	FL	32809			5	10/18/2017	CR			At-Grade Fixed Guideway Station	2014	10,626		100.00	
3813	DeBary	false	630 South Charles R. Beall Blvd.	DeBary	FL	32713			5	10/17/2017	CR			Surface Parking Lot	2014		486	100.00	
3814	Sanford	false	2720 W. State Road 46	Sanford	FL	32771			5	10/17/2017	CR			Surface Parking Lot	2014		233	100.00	
3815	Lake Mary	false	2200 W. Lake Mary Blvd.	Lake Mary	FL	32746			5	10/16/2017	CR			Surface Parking Lot	2014		325	100.00	
3816	Longwood	false	149 E. Church Ave.	Longwood	FL	32750			5	10/16/2017	CR			Surface Parking Lot	2014		261	100.00	
3817	Altamonte Springs	false	2741 S. Ronald Reagan Blvd.	Altamonte Springs	FL	32701			5	10/17/2017	CR			Surface Parking Lot	2014		326	100.00	
3818	Maitland	false	801 N. Orlando Ave.	Maitland	FL	32751			5	10/17/2017	CR			Surface Parking Lot	2014		126	100.00	
3819	Sand Lake Road	false	8030 S. Orange Ave.	Pine Castle	FL	32809			5	10/17/2017	CR			Surface Parking Lot	2014		429	100.00	

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
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Transit Way Mileage (A-20)

Rail Mode - Miles of Track

Mode	Type of Service	At Grade: Exclusive Right of Way	At Grade: With Cross Traffic	At Grade: Mixed and Cross Traffic	Elevated-on-Structure	Elevated-on-Fill	Open-Cut	Subway	Total Miles
CR	PT								0.00

Rail Mode - Crossings

Mode	Type of Service	At Grade: With Cross Traffic	At Grade Crossings: Mixed and Cross Traffic	Total Crossings
CR	PT			0

CR PT - Guideway

Basic

Guideway Elements	N/A	Linear Miles	Track Miles	Expected Service Years When New	Percent Agency Capital Responsibility (%)	Agency with Shared Responsibility	Notes
1. At-Grade/Ballast (including expressway)		31.60	64.80	38	100		
2. At-Grade/In-Street/Embedded	NA						
3. Elevated/Retained Fill	NA						
4. Elevated/Concrete	NA						
5. Elevated/Steel Viaduct or Bridge		0.20	0.20	80	100		
6. Below-Grade/Retained Cut	NA						
7. Below-Grade/Cut-and-Cover Tunnel	NA						
8. Below-Grade/Bored or Blasted Tunnel	NA						
9. Below-Grade/Submerged Tube	NA						

Total Track Miles: 65

Total Linear Miles: 31.80

Construction

Guideway Elements	Allocation Unit	Pre-1930	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999	2000-2009	2010-2019	Total
1. At-Grade/Ballast (including expressway)	%	0.00	0.00	0.00	0.00	0.00	0.00	51.30	1.00	15.00	32.70	100.00
2. At-Grade/In-Street/Embedded												0.00
3. Elevated/Retained Fill												0.00
4. Elevated/Concrete												0.00
5. Elevated/Steel Viaduct or Bridge	%	0.00	11.90	0.00	42.70	9.70	0.00	0.00	3.80	0.00	31.90	100.00
6. Below-Grade/Retained Cut												0.00
7. Below-Grade/Cut-and-Cover Tunnel												0.00
8. Below-Grade/Bored or Blasted Tunnel												0.00
9. Below-Grade/Submerged Tube												0.00

CR PT - Power and Signal

Basic

Power and Signal Elements	N/A Count	Expected Service Years When New	Percent Agency Capital Responsibility (%)	Agency with Shared Responsibility	Notes
10. Substation Building	NA				
11. Substation Equipment	NA				
12. Third Rail/Power Distribution	NA				
13. Overhead Contact System/Power Distribution	NA				
14. Train Control & Signaling		24	100		

Total Count: 0

Construction

Power and Signal Elements	Allocation Unit	Pre-1930	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999	2000-2009	2010-2019	Total
10. Substation Building												0.00
11. Substation Equipment	%											0.00
12. Third Rail/Power Distribution	%											0.00
13. Overhead Contact System/Power Distribution	%											0.00
	%	0.00	0.00	0.00	0.00	0.00	0.00	0.50	1.70	2.30	95.50	100.00

Power and Signal Elements	Allocation Unit	Pre-1930	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999	2000-2009	2010-2019	Total
14. Train Control & Signaling												

CR PT - Track**Basic**

Track Elements	N/A Count	Track Miles	Expected Service Years When New	Percent Agency Capital Responsibility (%)	Agency with Shared Responsibility	Notes
15. Tangent “Revenue Service		39.50	40	100		
16. Curve “Revenue Service		22.60	35	100		
17. Non-Revenue Service		2.90	38	100		
18. Revenue Track - No Capital Replacement Responsibility	NA					
19. Double Diamond Crossover	NA					
20. Single Crossover	16		30	100		
21. Half Grand Union	NA					
22. Single Turnout	45		30	100		
23. Grade Crossings	94		14	100		

Total Count: 155**Total Track Miles: 65****Total Track Miles Under Performance Restriction: 0.3**

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
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Revenue Vehicle Inventory (A-30) - CR PT

Fleets

RVI ID	Agency Fleet Id	Vehicle Type	Total Vehicles	Active Vehicles	Dedicated Fleet	No Capital Replacement Responsibility	Manufacturer	Describe Other Manufacturer	Model	Year Manuf
Total			31	31						
336990		Commuter Rail Locomotive (RL)	11	11	Yes		MPT - Motive Power Industries (formerly Boise Locomotive)		10MPPH-Q	
336991		Commuter Rail Passenger Coach (RP)	20	20	Yes		BOM - Bombardier Corporation		BI-LEVEL	

Energy Consumption

Energy Type	Amount	Unit
Diesel Fuel	539,462	Gallons
Bio-Diesel		Gallons

NTD ID	40232
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Transit Asset Management Performance Measure Targets (A-90)

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)
OR - Other				
RL - Commuter Rail Locomotive		0.00		0.00
RP - Commuter Rail Passenger Coach		0.00		0.00
RS - Commuter Rail Self-Propelled Passenger Car				

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)
Automobiles				
Trucks and other Rubber Tire Vehicles				
Steel Wheel Vehicles				

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)
Passenger / Parking Facilities		0.00		0.00
Administrative / Maintenance Facilities		0.00		0.00

4) Infrastructure - Percent of track segments with performance restrictions

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)
CR - Commuter Rail		0.48		3.00

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Service Rail (S-10) - CR PT

Maximum Service Vehicles

Vehicles Operated in Annual Maximum Service (VOMS)	17
Vehicles Available for Annual Maximum Service	31
Total Monthly Ridership VOMS	17

Periods Of Service

Field	Average Weekday Schedule	Average Saturday Schedule	Average Sunday Schedule	Weekday AM Peak	Weekday Midday	Weekday PM Peak
Time Service Begins	5:06 AM			5:06 AM	10:00 AM	3:00 PM
Time Service Ends	11:39 PM			10:00 AM	3:00 PM	8:00 PM

Services Supplied

Total Monthly Ridership VRH	24,067
Total Monthly Ridership VRM	608,544

Field	Average Weekday Schedule	Average Saturday Schedule	Average Sunday Schedule	Annual Total	Weekday AM Peak	Weekday Midday Peak	Weekday PM Peak	Weekday Other
Trains in Operation	5			N/A	5	2	5	1
Passenger Cars in Operation	12			N/A	12	4	12	2
Total Actual Train Miles	1,242			306,798	N/A	N/A	N/A	N/A
Total Actual Train Hours	49			12,046	N/A	N/A	N/A	N/A
Total Actual Train Revenue miles	1,140			281,561	N/A	N/A	N/A	N/A
Train Deadhead Miles	102			25,237	N/A	N/A	N/A	N/A
Total Actual Train Revenue Hours	45			11,136	N/A	N/A	N/A	N/A
	4			910	N/A	N/A	N/A	N/A

Field	Average Weekday Schedule	Average Saturday Schedule	Average Sunday Schedule	Annual Total	Weekday AM Peak	Weekday Midday Peak	Weekday PM Peak	Weekday Other
<i>Train Deadhead Hours</i>								
Total Actual Passenger Car Miles	2,685			663,341	N/A	N/A	N/A	N/A
Total Actual Passenger Car Revenue Miles	2,464			608,544	N/A	N/A	N/A	N/A
Passenger Car Deadhead Miles	221			54,797	N/A	N/A	N/A	N/A
Total Scheduled Passenger Car Revenue Miles	2,538			626,943	N/A	N/A	N/A	N/A
Total Actual Passenger Car Hours	105			26,044	N/A	N/A	N/A	N/A
Total Actual Passenger Car Revenue Hours	97			24,067	N/A	N/A	N/A	N/A
Passenger Car Deadhead Hours	8			1,977	N/A	N/A	N/A	N/A

Services Consumed

Total Monthly Ridership Unlinked Passenger Trips (UPT)	831,460
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Field	Average Weekday Schedule	Average Saturday Schedule	Average Sunday Schedule	Annual Total
Unlinked Passenger Trips				831,460
Passenger Miles Traveled (PMT)				12,044,554

Service Operated (Days)

Field	Average Weekday Schedule	Average Saturday Schedule	Average Sunday Schedule	Annual Total
Days Operated		247	2	249
Days Not Operated (Strikes)				0
Days Not Operated (Officially Declared Emergencies)		5		5
Emergency Description		Hurricane Irma		N/A

Directional Route Miles

Total Directional Route Miles	63.54
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NTD ID	40232
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Maintenance Performance (R-20)

Revenue Vehicle Mechanical System Failures

Mode/Service	Major Failures	Other Failures	Total Failures
CR PT	0	8	8

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
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Federal Funding Allocation Statistics (FFA-10) CR PT

UZA Reporting Method: Actual Data

FFA-10 Data

	Other Form Data	Annual Total	Allocated (%)
Total VRH	24,067	24,067	100
Total UPT	831,460	831,460	100
FG DRM	63.5	63.5	100
FG VRM	608,544	608,544	100
FG PMT	12,044,554	12,044,554	100
FG OE	\$35,153,063	\$35,153,063	100
DRM >= 7 Years @ FFYE	N/A	N/A	N/A
VRM >= 7 Years @ FFYE	N/A	N/A	N/A

Selected UZA Data

UZA	Total VRH	Total UPT	FG DRM	FG VRM	FG PMT	FG OE	SGR FG DRM	SGR FG VRM
32	24,067.00	831,460.00	63.5	608,544	12,044,554	35,153,063	0.0	0
0 - FL	0.00	0.00	0.0	0	0	0	0.0	0

NTD ID	40232
Reporter Name	Central Florida Commuter Rail
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CEO Certification (D-10)

Overall Accuracy of the NTD Annual Report

The financial and non-financial operating data in this submission are accurate and truthful records of the financial transactions and operations of Central Florida Commuter Rail.

Is the statement above accurate and truthful? (Y/N)

Y

Conformance to FTA NTD Manuals & USOA

The financial and non-financial operating data in this submission conform in all material respects with the accounting and definitional requirements of the Federal Transit Administration's (FTA) National Transit Database (NTD) Reporting manuals and Uniform System of Accounts (USOA).

Is the statement above accurate and truthful? (Y/N)

Y

Federal Funding Allocation Data

The following data elements are used in the apportionment of Federal funds for the Urbanized Area Formula Program, the State of Good Repair Program, and the Bus and Bus Facilities Program: fixed guideway directional route miles, high intensity bus directional route miles, passenger miles traveled (for Full Reporters), actual vehicle revenue hours, actual vehicle revenue miles, operating costs, and unlinked passenger trips. Please verify the following statements regarding these data submissions:

- (A) A system is in place for recording these data in accordance with FTA definitions. This system records complete data without systematic errors in data definitions or in comprehensive coverage.
- (B) Data gathering is an ongoing effort and is collected on a continuing basis throughout the year.
- (C) Source documents are available to support the reported data and will be maintained for at least three years. The source documents are reviewed and signed by a supervisor, as required.
- (D) A system of internal controls is in place to ensure the accuracy of the data collected and reported to the NTD. Documents are reviewed and signed by a supervisor, as required.
- (E) Data collection methods for these data are those suggested by FTA or equivalent.
- (F) FTA standards for precision and accuracy in these data have been satisfied. The sampling technique for passenger miles traveled has either been approved by FTA, or has been determined to conform to FTA requirements by a qualified statistician. The approved sampling technique for passenger miles traveled was followed as documented (for Full Reporters).
- (G) These data are consistent with prior reporting periods, and other facts known about transit agency operations.

Mode	Do (a)-(g) apply? (Y/N)
CR PT	Y

Financial Data Review

Central Florida Commuter Rail has FTA approval of an Independent Financial System Review for a prior report year and is not submitting a new statement for the current report year.

Is the statement above accurate and truthful? (Y/N)
Y

This NTD report is derived from an accounting system that follows the prescribed Uniform System of Accounts (USOA). An NTD report was previously submitted and approved by FTA for fiscal year ending 6/30/2015 12:00 AM GMT+00:00, which contained an independent reviewer's NTD financial data statement signed by State of Florida Auditor General, dated 3/1/2015 12:00 AM GMT+00:00.

Passenger Mile Data

Mode	Collection Method
CR PT	100% count of passenger mile data (actual data)

Unlinked Passenger Trip Data

Mode	Collection Method
CR PT	100% count of unlinked passenger trips (UPT) data (actual data)

UPCOMING MEETINGS

Commission Meetings (MetroPlan Boardroom)

Thursday	May 30	10:00 am – 12:00 noon
Thursday	August 29	10:00 am – 12:00 noon
Thursday	October 31	10:00 am – 12:00 noon

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

Thursday	May 2	5:00 pm – 6:00 pm
Thursday	August 1	5:00 pm – 6:00 pm
Thursday	October 3	5:00 pm – 6:00 pm

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

Thursday	May 9	1:00 pm – 2:00 pm
Wednesday	August 7	1:00 pm – 2:00 pm
Wednesday	October 9	1:00 pm – 2:00 pm