Comprehensive Annual Financial Report

For Years Ended September 30, 2015 and 2014

LYNX®
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

COMPREHENSIVE ANNUAL FINANCIAL REPORT

of the

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a

LYNX

FOR YEARS ENDED
SEPTEMBER 30, 2015 AND 2014

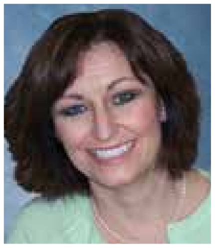
PREPARED BY THE FINANCE DEPARTMENT

Blanche W. Sherman, CPA, Director of Finance
Nancy Navarro, Interim Manager of Accounting

LYNX BOARD OF DIRECTORS

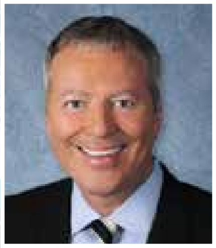
Chair
Teresa Jacobs
ORANGE COUNTY MAYOR

Vice-Chair
Viviana Janer
OSCEOLA COUNTY COMMISSIONER



Secretary
Noranne Downs
FDOT DISTRICT 5 SECRETARY

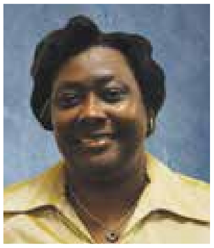
Carlton Henley
SEMINOLE COUNTY COMMISSIONER



Buddy Dyer
MAYOR OF ORLANDO

LYNX EXECUTIVE MANAGEMENT

Susan Black
INTERIM CHIEF EXECUTIVE OFFICER



Blanche W. Sherman, CPA
DIRECTOR OF FINANCE

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

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BOARD OF DIRECTORS

Mayor Teresa Jacobs	Chairman, Orange County
Commissioner Viviana Janer	Vice-Chairman, Osceola County
Mayor Buddy Dyer	Board Member, Orange County
Commissioner Carlton Henley	Board Member, Seminole County
FDOT District 5 Secretary, Noranne Downs	Board Member, FDOT

LYNX EXECUTIVE STAFF

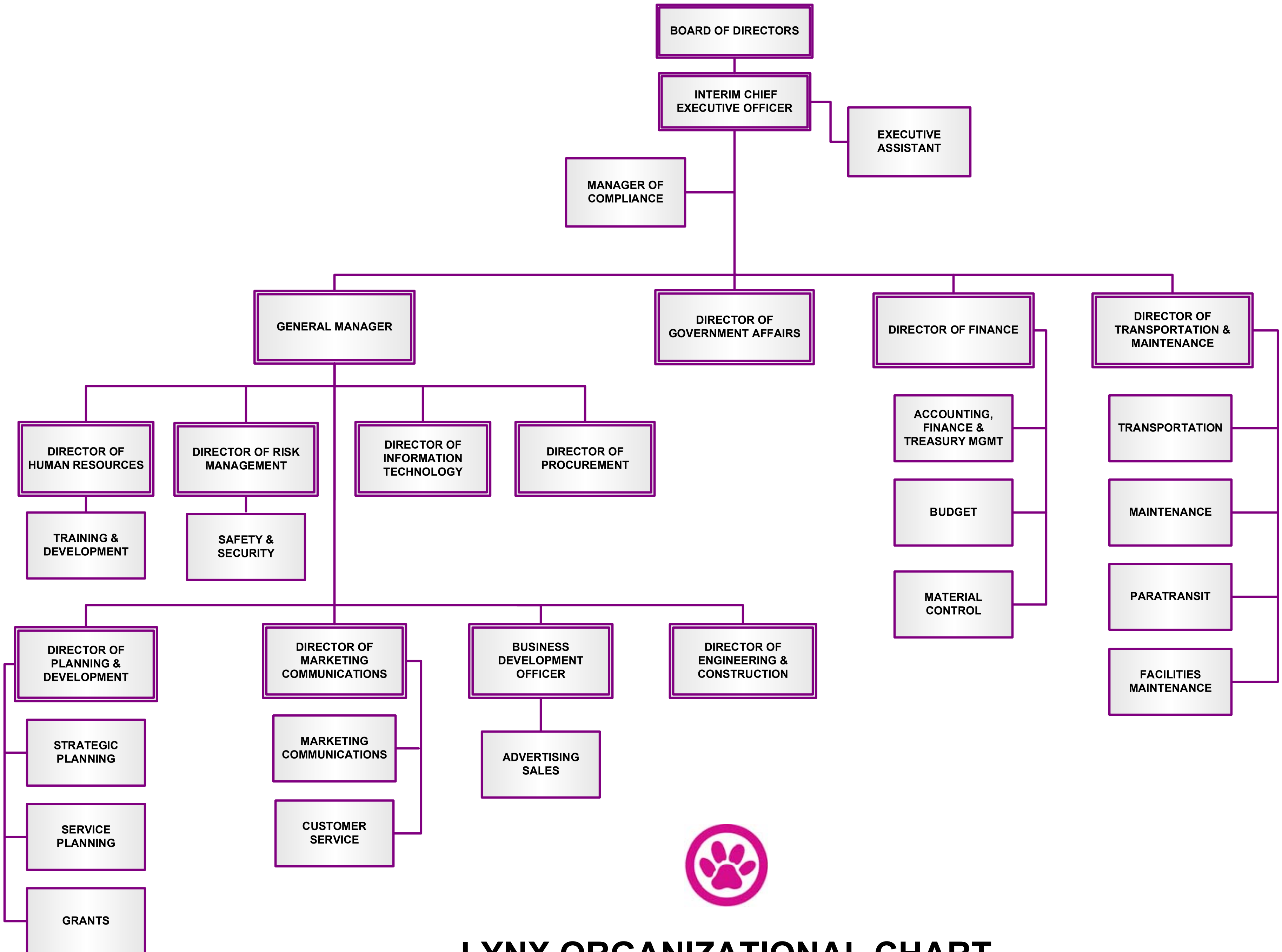
Susan Black	Interim Chief Executive Officer
Susan Black	General Manager

DEPARTMENT HEADS

Blanche W. Sherman, CPA	Director of Finance
Tiffany Homler	Chief Government Affairs Officer
Tangee Mobley	Director of Transportation & Maintenance
Andrea Ostrodka	Director of Planning & Development
Donna Tefertiller	Director of Human Resources
Craig Bayard	Director of Information Technology
Matt Friedman	Director of Marketing Communications
Charles Baldwin	Director of Procurement
David Dees	Director of Risk Mgmt and Safety
David Healey	Director of Engineering

FINANCE DIVISION

Leonard Antmann	Comptroller
Nancy Navarro	Interim Manager of Accounting
Patti Bryant	Manager of Accounting
Julie Caple	Manager of Financial Reporting & Budgets
Pedro Bustamante, CPA	Senior Accountant
Denise Callihan	Supervisor of Payroll & Accounts Payable
Patty Dolan	Supervisor of Revenue Control
Nirso Amaya	Accountant
Maritza Rodriguez	Accountant
Aida Diaz	Accountant
Sal Ajala	Budget Analyst
Vicki Hoffman	Fiscal Assistant
Kim George	Senior Accounting Technician
Edward Velez	Property Officer
Francine Firmiez-Pinder	Accounting Technician
Andrew O'Neill	Accounting Technician
Samorea Nelson	Accounting Technician



LYNX ORGANIZATIONAL CHART
September 30, 2015

March 18, 2016

To the Governing Board of the Central Florida Regional Transportation Authority d/b/a LYNX:

The Comprehensive Annual Financial Report (CAFR) of the Central Florida Regional Transportation Authority d/b/a LYNX for the fiscal year ended September 30, 2015 is hereby submitted for your review.

This CAFR, as prepared by the Finance Division, contains financial statements and statistical data that provide full disclosure of all the material financial operations and activities of LYNX. The Management Discussion and Analysis (MD&A), financial statements, supplemental schedules and statistical information are the representations of LYNX management, which bears the responsibility for their accuracy, completeness, and fairness. In conformance with accounting principles generally accepted in the United States, this report was prepared on the accrual basis of accounting, treating the Authority as a single enterprise fund. This CAFR is an indication of LYNX' commitment to provide accurate, concise, and quality financial information to its Governing Board, the citizens of this community, and all other interested parties.

The MD&A immediately follows the Report of Independent Auditor and provides a narrative introduction, overview and analysis of the basic financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.

This CAFR is presented in the following four sections:

- The **INTRODUCTORY SECTION** contains a title page, a table of contents, a list of the Principal Officials, this Letter of Transmittal, the Authority's organizational chart, and a Certificate of Achievement for Excellence in Financial Reporting. This section is intended to acquaint the reader with the Authority's organizational structure, the nature and scope of the services it provides and a summary of the financial activities and factors that influence these activities;

- The **FINANCIAL SECTION** includes the MD&A, the Report of Independent Auditor, the Authority's comparative financial statements and notes to the financial statements;

- The **STATISTICAL SECTION** includes selected financial, economic, and demographic information presented on a multi-year basis and is used to determine trends for comparative fiscal year purposes; and,

- The **SINGLE AUDIT SECTION** includes supplemental schedules, internal control reports, and compliance reports as required by federal and state regulations.

REPORTING ENTITY

The Central Florida Regional Transportation Authority (CFRTA) was created in 1989 pursuant to Section 343.63, Florida Statutes. This same legislation was amended in 1993, allowing the CFRTA to assume the operations of the former Central Florida Commuter Rail Authority and provide an opportunity to merge with the local transportation provider, Orange-Seminole-Osceola Transportation Authority (OSOTA) d/b/a LYNX, thereby creating a one-stop public transportation entity. The CFRTA continues to use LYNX as its "doing business as" name and serves as the focal point in developing all modes of public transportation in the Central Florida region. Through formal action by both the CFRTA and OSOTA Board of Directors, the merger of the two organizations was ratified March 1994 and became effective October 1, 1994.

LYNX provides public transportation services to the general public in the Orlando, Florida metropolitan area -- Orange, Seminole, and Osceola counties. LYNX also offers some out-of-county flexible and fixed-route service to Polk County. LYNX provides alternative transportation services in the form of fixed-route bus services, bus rapid transit (BRT), neighborhood circulators, paratransit services, and vanpool services.

A five-member Governing Board serves LYNX. The members of the Governing Board are as follows: one Commissioner from Osceola County, one Commissioner from Seminole County, the Mayor of the City of Orlando, the Mayor of Orange County (or her designee), and a representative of the Florida Department of Transportation (FDOT). Each serves a term as designated by Section 343.63, Florida Statutes. The Board of Directors typically meets every other month on the fourth Thursday to conduct the business of the Authority.

Responsibility for managing the administration and operations of LYNX resides with the Chief Executive Officer (CEO). To assist in this effort a general manager, a government affairs officer and a manager of compliance support the executive office, as well as, nine directors. The nine directors are responsible for providing direction and oversight to the departments of: Engineering and Construction including Facility Maintenance and Security divisions, Human Resources, Information Technology, Communications, Planning, Procurement and Contracts, Risk Management and Safety, Transportation and Vehicle Maintenance including the Paratransit division, and Finance including the Accounting and Finance, Budgets, and Material Control divisions.

For purposes of defining the reporting entity, LYNX is a stand-alone governmental unit.

ECONOMIC CONDITION AND OUTLOOK

The tri-county area, which includes Orange, Seminole and Osceola counties, remains one of the top growth areas of the country and is the premier tourist destination of the world. This area is home to numerous tourist attractions such as Walt Disney World, Universal Studios, and SeaWorld. It is also home to two major league teams – NBA's Orlando Magic and Major League Soccer's (MLS) Orlando City Lions as well as the Solar Bears hockey team, and the Orlando Predators indoor football team. The City of Orlando has a vibrant, downtown core including community venues: the Amway Center, a brand new Dr. Phillips Center for the Performing Arts, newly renovated Florida Citrus Bowl, and an upcoming MLS soccer stadium. Additionally, Orlando hosts many conventions, utilizing some of the bigger hotels in the country and America's second largest convention center. The University of Central Florida, the nation's second largest university, and many other places of higher education also reside in the tri-county area.

The region has experienced significant growth in population over the last several years and is expected to continue growth in the next ten years. The population is projected to be 2.1 million in 2016 and 2.2 million in 2020. This growth can be attributed to the numerous activity centers throughout the region. The impact of SunRail train service has been felt throughout Central Florida. The new option in urban transit for area residents is redefining local transportation and spurring development along the corridor. SunRail also allows businesses and research and education centers to tap into geographically broader talent pools. LYNX continues to provide an array of public transit options to respond to the wide-range of transportation needs.

While the Central Florida area is known world-wide for its wonderful climate, many tourist attractions, and a relaxed lifestyle, the region is also one of the top ten locations in the country for business. Behind the scenes of the area's tourism and entertainment industry is a dynamic and diversified economy that has expanded enormously. The influx of technology-related companies to the area has made Orlando one of the fastest growing high technology centers in the nation. New developments are popping up all over from brand new venues to the upcoming Florida Advanced Manufacturing Research Center to Lake Nona Medical City and Health Village to Creative Village.

The future of the Region is filled with optimism as we continue to drive smart economic growth as one the highest performing regions in Florida and around the world. Our skilled workforce and excellent quality of life continually makes the Central Florida area the best place to live, work and play.

MAJOR INITIATIVES

Over the past few fiscal years, LYNX, through the effective leadership of its Governing Board, has continued to enhance public transportation in Central Florida. In FY2015, LYNX finalized contract negotiations with Nopetro for the CNG bus maintenance facility retrofit. Noeptro will design, build, operate and maintain a fast-fill CNG fueling station on land owned by Nopetro adjacent to the LYNX facility on John Young Parkway.

In FY2015, LYNX completed the SR50/UCF Connector Alternative Analysis Study which focused on identifying the issues, opportunities, and recommended improvements related to transportation in the SR 50 Corridor with a focus on transit. A locally preferred alternative for Bus Rapid Transit (BRT) that operates within general traffic lanes was approved.

In FY2015, LYNX and the City of Orlando extended the LYMMO Orange Line to serve the North Corridor which includes stops along Rosalind Avenue, Marks Street and Orange Avenue to connect several new multi-housing and commercial developments located just north of Colonial Drive (SR50).

In September 2015, LYNX' Board authorized the conversion of the Cigna Health Insurance Plan from a fully-insured to a self-insured plan for employee health insurance beginning January, 1, 2016. LYNX' staff believes modifying the insurance to self-insurance will provide long-term financial benefits and would also allow for plan stability over continuing with a fully-insured plan.

LYNX continued to provide several human service agencies with operating funding from the Federal Transit Administration Job Access and Reverse Commute and New Freedom grants to pay for fifty percent of new or expanded transportation service or service for job access. Agencies receiving funding under these programs included the Opportunity Center, ITN Orlando, Osceola Mental Health, Osceola Council on Aging, Primrose Center and Meals on Wheels.

Current Year Projects

LYNX is implementing the use of mobile payments to enhance LYNX' customer experience, reduce the cost of fare operations and deliver long term value. It is anticipated that mobile payments meet customer demands for easy-to-use transit and represent a sound investment when integrated with existing fare systems allowing customers to purchase fare products and stored value that can be validated hands-free upon boarding, or loaded onto existing system fare cards.

LYNX LYMMO Lime Line began limited service in January 2016 and will become fully operational in August 2016. The new Lime Line will increase mobility in Orlando's urban core, connect to other existing transit options such as SunRail and Bike Share and provide another affordable transportation alternative to using a car.

LYNX continued investment in CNG vehicles will help our community move toward a more environmentally sustainable future. LYNX anticipates purchasing a total of 150 CNG buses over the first five year period pursuant to the terms of the agreement.

LYNX Veterans Transportation and Community Living Initiative (VTCLI) is an ongoing project to provide a comprehensive site where Veterans, their families, and the general public can identify services available to them. This system will enhance mobility options available to Veterans in Central Florida, and will once again highlight LYNX as one of the country's leaders in regional mobility.

LYNX will complete a comprehensive on-board Origin and Destination survey of its services to better understand passenger's characteristic, travel patterns, and satisfaction with LYNX' services. The survey allows LYNX staff to modify existing services to fit actual travel patterns, which approves customer satisfaction, but also has the potential to improve system performance by capturing additional riders.

LYNX continues to provide on-going professional development and training activities for its employees to meet the agency's goals of attracting, developing, and maintaining a diverse team of skilled associates.

LYNX also continued to revise fixed-route service to gain efficiencies and plan for the most effective service delivery network throughout the Orange, Osceola, and Seminole county areas. During the 2015 fiscal year, LYNX continued to review service options and the need for additional operating facilities and passenger shelters to most effectively provide service while managing costs. The following is additional information describing both LYNX' performance in delivering service and in managing the organization:

Ridership
Total ridership for FY2015 was 29,377,735, including all service modes.

Paratransit Services
Access LYNX is a special door-to-door bus service for customers unable to access regular fixed route bus service. Accomplishments this year included:

- Transitioned Medicaid customers to a private provider with no lapse in service;
- Assisted 354,031 customers in the Paratransit call center;
- Attended 49 public forums, and conducted site visits to over 200 assisted living, dialysis, and other facilities served by ACCESS LYNX;
- Developed ADA Program Plan for ACCESS LYNX;
- Submitted the Transportation Disadvantaged Service Plan to MetroPlan Orlando and the Commission for the Transportation Disadvantaged with no deficiencies;
- Added NeighborLink 652 to service the Maitland SunRail Station and the Maitland Center Office Complex.

Service Initiatives
The heart of the LYNX business is the daily transit service we provide to our customers. LYNX implemented efficiency measures and service adjustments to address the service needs of the community. The following service adjustments were initiated over the past year:

- Time adjustments were implemented on over sixty routes to address connection concerns, running time concerns, and on time performance concerns.

Discontinued Service:

- Link 204 Clermont Xpress - Lake County will no longer fund service;
- Link 505 SunRail Longwood - FDOT will no longer fund service.

Added BRT Service:

- LYMMO (Orange) - Route will extend north via Livingston Street, Magnolia Avenue, Marks Street, Orange Avenue and back to Livingston Street;
- LYMMO (Grapefruit) – Route extension to Citrus Bowl for Special Events such as bowl games and Orlando City soccer matches.

Added Routes

- FastLink 406 – Downtown Orlando/Medical City (Orange County) – Will operate between LYNX Central Station and the new Orlando VA Medical Center in Lake Nona. This new link will travel along SRs 408 and 417 providing minimal stops between Florida Hospital East, Nemours Children's Hospital, UCF College of Medicine and the Orlando VA Medical Center.
- FastLink 407 – Kissimmee/ Medical City/Orlando International Airport (Orange County/Osceola County) – Will operate between the LYNX Kissimmee Intermodal Station, the new Orlando VA Medical Center in Lake Nona, and Orlando International Airport. This new link will service Buenaventura Lakes, downtown Kissimmee, Nemours Children's Hospital, Orlando International Airport, UCF College of Medicine and the Orlando VA Medical Center.
- NeighborLink 652 –Maitland – Covers Maitland from Maitland SunRail Station to Maitland Center.

In addition to fixed-route system improvements, LYNX also implemented or is in the process of implementing the following improvements to the LYMMO bus rapid transit (BRT) system:

- LYMMO (Lime) - expansion route will operate along Amelia Street, Hughey Avenue, Washington Street, Division Avenue, West Central Boulevard and Garland Avenue serving Parramore and the west downtown Orlando area. Buses will operate daily every 10-15 minutes. Additional expansion is scheduled for August 2016. This route is scheduled to begin Service in January 2016.
- LYMMO Orange North Quarter - The route will serve the North Quarter area formerly served by the LYMMO Orange line. Route will operate in a loop along Livingston Avenue, Magnolia Avenue, Marks Street and Orange Avenue. Transfers to LYMMO Orange-Downtown will be available at the Orange County Courthouse Station. Buses will operate daily every 15 minutes. This route is scheduled to begin Service in January 2016.

Planning

In FY2015, the Planning Department accomplished the following:

- Transported over 119,000 people to the first 17 Major League Soccer home games of the Orlando City Lions;
- Veterans, residents and guests from throughout our three county service area now have direct access to the VA clinic and to Lake Nona/Medical City via any of three FastLink routes;
- Scored better in all 20 areas of its 2015 customer satisfaction survey, with particular improvement in journey time and problem solving; and,
- Completed the SR 50/UCF Connector Alternatives Analysis in FY2015, resulting in a locally preferred alternative (LPA) of Bus Rapid Transit operating in mixed traffic.

Engineering and Construction
In FY2015, the Engineering and Construction Department accomplished the following:

- Awarded the APA Florida Award of Merit in the planning projects category for the LYMMO Expansion Grapefruit Line;
- Completed the first phase of the Orange Line BRT expansion in April 2015;
- Entered into a public-private partnership (PPP) with the Mills/50 Main Street program to install custom-made shelters throughout the main street district;
- Moved the entire paratransit operations facility from South Street to a new LB McLeod Facility;
- Began work on the Parramore (Lime Line) of the LYMMO route; and,
- Installed 18 digital cameras at LYNX Central Station replacing old analog cameras with HD cameras

In addition the following passenger amenities were completed during FY2015:

- Installed 36 bus shelters throughout the tri-county service area;
- Formed a valuable partnership with OUC. This partnership has resulted in OUC providing LYNX with 10 bus shelters that will allow LYNX customers to charge their electronic devices while waiting for a bus; and,
- Reached completion and resolution on the required UL Listing for the solar associated with the bus shelters as well as requirements for the new building code.

Procurement
In FY2015, the Procurement Department accomplished the following:

- Continued solicitation and execution of a large consortium contract for heavy duty buses on behalf of the Florida Public Transit Association; and,
- Executed contract with Nopetro for Compressed Natural Gas (CNG) Construction Modification to LOC Maintenance Facility.

Vanpool Program
While the FDOT has centralized the Commuter Services program in each district office, LYNX still plays a vital role in the provision of Vanpool services throughout the tri-county area. LYNX continues to procure vehicles and coordinate with VRide on the Vanpool program. The mission of the Vanpool program is to offer transport options that can influence travel behavior in various ways. The Vanpool program continues to be a viable alternative mode of transportation for employees that have long commutes. Participation in the Vanpool program provides Central Florida commuters a more affordable and social form of transportation over the private automobile. LYNX foresees expanding use of the Vanpool program in the upcoming fiscal year.

As of September 30, 2015, LYNX had 1,038 active Vanpool program participants, had 116 Vanpools in service and had traveled 2,407,418 Vanpool revenue miles.

Customer Services
Customer Services is part of the Communications Department that ensures LYNX' products are more accessible and user-friendly and provide customers with all necessary information to easily access service. In FY2015, Customer Services continued to assist in making customer IDs while continuing to assist passengers via phone and in-person at the LYNX Central Station Terminal. Customer Services also managed LYNX' Lost and Found program. During the fiscal year the following highlights were achieved:

- Customer Service window served 232,091 customers and generated $2,963,990 in sales;
- Lost and Found returned 2,170 of the items found on LYNX buses and at LYNX facilities to their owners;
- ID program produced 13,950 IDs and replacements for LYNX' riders;
- Customer Service Fixed Route Call Center received 532,379 calls; and,
- Paratransit Call Center helped 354,031 customers.

Employee Relations
Good employee relations are critical to the success of LYNX because our employees are our most valuable assets in delivering services to our customers. Great strides continue to be made in employee training and development. With increasing demands for public transportation, LYNX staff has increased to provide greater service and reduce overtime costs. Human Resources continues to work with all LYNX staff to ensure that the workplace is a fair, comfortable, and enjoyable environment, so that employees are afforded an opportunity to thrive.

Fiscal Controls and Improvements
The Finance Department continued to advance the integrity of the financial control systems of the organization. Monthly departmental budget reports, meetings, and programming procedures provide essential tools in managing the existing budget and in preparing for future year budgets. Other accomplishments were as follows:

- Completed software upgrades and related staff training: Great Plains ERP & Sage Fixed Assets;
- Negotiated funding agreement to allow for continuation of Road Ranger services;
- Coordinated with FTA to allow LYNX to apply South Street sales proceeds towards future capital projects;
- Successfully coordinated with FTA to allow for ARRA grant budget realignment in order to spend 100% use of funds by grant close out date;
- Successfully completed the 2014 Annual Florida Transportation Commission Report;
- Completed project plan for Point of Sale upgrade and Credit Card chip technology;
- Received the Government Finance Officers Association (GFOA) Award for Excellence in Financial Reporting for the 23rd consecutive year; and,
- Received the Government Finance Officers Association (GFOA) Distinguished Budget Presentation Award.

Future Projects
In keeping with the results of the Transportation Development Plan (TDP) and the Vision 2030, LYNX' primary goal is to:

> Maximize mobility within the Orlando metropolitan area by ensuring that public transportation is provided in the right places, at the right times, to satisfy the changing travel needs within the community.

In order to accomplish such, the following emphasis areas have been identified for fiscal year 2015:

Fixed-Route Service
LYNX continues to explore ways to improve fixed-route services in order to better serve our customers. LYNX plans to improve service during the upcoming fiscal year through continued evaluation of route performance, service modifications and implementing alternative vehicle sizes resulting from the route evaluation. LYNX will also continue to determine the applicability of Flex services to allow greater community penetration of public transit, while at the same time, making corridor routes more efficient by eliminating their deviation into neighborhoods.

Paratransit Service
LYNX will continue to monitor the effectiveness of its Paratransit contract for core and non-core services in FY2016. In addition, efforts will be taken to increase community outreach to identify the needs of the disabled and transportation disadvantaged to update the Locally Coordinated Human Services Transportation Plan and maximize the use of federal and state funds as appropriate.

Communications
FY2015 was an award winning year for LYNX' marketing efforts as the team sustained a positive public image throughout Central Florida. The team was awarded the first place American Public Transportation (APTA) AdWheel Awards for social media. Additional four Florida Public Transportation Association (FPTA) awards were received; three Best in Class awards and one Second Place award.

This year LYNX will stay the course with an aggressive marketing and communications program to inform the community about all current LYNX services; redesign golynx.com and enhance customer amenities through a marketing approach.

Capital Improvement Projects
Significant capital improvements are necessary in order for LYNX to deliver quality services. In FY2015, LYNX continued to expend a minimum amount of ARRA "stimulus" funds of approximately $1.9 million included in the FY2015 budget. In addition to ARRA funding, LYNX received other federal formula grant funding, state, and local contributions to support the overall agency capital program. Capital funding is important to ensure LYNX' vehicles and facilities are available to support operations and also improved. Major capital projects started in FY2015 may continue into FY2016, such as the LYMMO expansion projects due to the various stages of work required to complete these types of improvements.

The purchase of vehicles, facility improvements, information tools, and passenger amenities included in the capital program for FY2015 are as follows:

- **Rolling Stock - $45.4 million**
  Revenue vehicles include expansion and replacement vehicles for fixed route, vanpool, and paratransit service;
- **Bus Rapid Transit (BRT) - $16.5 million**
  BRT includes the East/West and Parramore BRT design/build projects as well as the FlexBus project demonstration component;
- **Facilities - $3.0 million**
  Facilities include funds for LYNX Central Station (LCS) and LYNX Operations Center (LOC) improvements and facility lighting upgrades;
- **Passenger Amenities/Related Enhancements - $13.6 million**
  Passenger amenities include shelters, transfer centers, solar power, benches, and trash receptacles;
- **Technology - $4.2 million**
  Technology includes items to improve communication and information delivery such as network improvements, real-time information systems, phone system upgrades, and ticket vending machines;
- **Security - $1.0 million**
  Security includes equipment to enhance security and surveillance;
- **Support Equipment - $2.2 million**
  Support equipment includes items such as copiers, printers, shop tools, furniture and storage cabinets; and,
- **ARRA Projects - $1.9 million**
  The Federal Transit Administration (FTA) is allowing LYNX to complete existing projects funded by ARRA during FY2015, including real-time customer information and a fare payment system upgrade.

Capital Planning and Studies
The Transportation Development Plan (TDP) annual updates and progress report contains planned capital and service improvements necessary to meet the growing demand for public transportation throughout Central Florida during the years 2015 through 2024. The major TDP update was completed and adopted by the Governing Board in May 2012, with the last annual update being completed October 2015.

Highlights of the plan are:

- Monitor transit demand and improve span and/or frequency of service where needed;
- Right-size the fleet to better match capital resources with service demand;
- Locate and establish permanent satellite facilities in the northern and southern portions of the LYNX service area from which to more efficiently distribute service and provide minor maintenance;
- Transition from a hub-and-spoke approach to planning service (where most routes originate and/or terminate in downtown Orlando) to a network approach;

- Collaborate with regional partners to build support for a dedicated source of transit funding;
- Secure complementary and/or supplementary sources of funding for both capital and operating expenses;
- Provide real time information to customers; and,
- Utilize social media to provide and share up-to-date information and to receive input from customers and partners.

FINANCIAL INFORMATION

Internal Control Structure

The management of LYNX is responsible for establishing and maintaining an internal control structure that consists of policies and procedures established to provide reasonable, but not absolute, assurance that organizational objectives will be achieved, including safeguarding and protecting its assets from loss, theft or misuse, and providing adequate and reliable financial information. The concept of reasonable assurance recognizes that no structure is perfect and that the cost of an internal control should not exceed the benefits to be derived. Estimates and judgments by management are required to assess the valuation of expected benefits and related costs of internal control structures.

Budgetary Controls

The annual operating and capital improvements budget is prepared on a fiscal year basis. The budget is proposed by LYNX staff and adopted by the Governing Board. Since LYNX operates as an enterprise fund, the adopted budget is prepared on an accrual basis. Expenses are recognized when incurred and revenues are recognized when earned. The annual budget is a balanced budget, whereby total estimated revenues are equal to total projected expenses. The Governing Board must approve budget amendments that are increases or decreases to the total dollar amount originally adopted. The Chief Executive Officer and Governing Board must formally approve additions to the authorized personnel position level originally included within the adopted budget.

Upon final budget adoption by the LYNX Governing Board, the budget becomes the financial plan and serves as the legal document that regulates both the expenses and obligations of funds by LYNX. Budgetary control is maintained at the department level. It is the responsibility of each department head to manage its operations in a manner that is consistent with the goals and objectives adopted by the Board of Directors. Budget to actual comparisons are made on a monthly basis. Operating and un-obligated capital balances lapse at year-end. Obligated capital balances are carried forward into the following year.

Debt Administration

The Authority had one active State Infrastructure Bank (SIB) Loan Agreement during FY2015. This loan, which previously provided $7,600,000 for the construction of the LYNX Operations Center facility, had a remaining balance of $1,610,507 at September 30, 2015. A second SIB loan, which previously provided $7,140,000 for the acquisition of revenue vehicles for expansion services, was fully paid in FY2014. In August 2007, the Authority leased twenty-one buses requiring twenty-eight quarterly lease payments over seven years, with the principal totaling $7,632,976. This loan was paid in full in FY2014.

In January 2015, LYNX' Board approved the authorization to award a contract to Bank of America for the lease of the (10) Compressed Natural Gas (CNG) buses for a period of five (5) years. The total cost of the ten (10) buses is $5,430,870. For additional information on the Authority's debt administration, please refer to notes to the financial statements discussing capital leases and loans payable.

Fuel Hedge Swap Agreements

Beginning in July 2011 the Authority entered into several fuel hedging contracts with a counterparty to cover a significant portion of planned fuel purchases for current and future fiscal years. The objective is to smooth out the fluctuation in fuel prices and to limit the extent to which the price paid for fuel could increase during the fiscal year. As of September 30, 2015, the maturity dates of the open contracts are September 2016. For additional information on the Authority's fuel hedging activities, please refer to the fuel hedge swap agreements note to the financial statements.

Fiscal Controls and Improvements

The Material Control division continued to maintain the integrity of the financial control systems by the close monitoring and management of inventory items, fuels, lubricants, and bulk non-inventory sundry supplies. Service efficiencies and cost savings have been achieved through the centralized operation at LYNX Operations Center (LOC) warehouse to support all remote, unmanned locations.

Other accomplishments during FY2015 were as follows:

- Completed the annual physical inventory of 3,555 line items valued at $1.5 million, with a net variance of - 0.23 percent;
- Maintained an inventory turn rate of greater than 2.5 times per year through optimal inventory stock levels and the disposal of obsolete stock items;
- Continued to stock inventory parts by product category to enhance the efficiency of ordering, maintaining, and distributing parts;
- Developed a spare parts model inventory for newly purchased Gillig buses based on past systems and current or updated system specifications to minimize initial investment and bus down time;
- Continued to operate the region's only bio-diesel blending facility, supplying approximately 3.5 million gallons of blended product for fleet use; and,
- Implemented the assembly of kits within the inventory software to efficiently capture and track all related component parts directly to a bus/work order.

OTHER INFORMATION

Independent Audit

The Single Audit Act Amendments of 1996 require state or local governments that expend $500,000 or more in a year in federal financial assistance to have an audit conducted for that year in accordance with the Office of Management and Budget (OMB) Circular A-133. The State of Florida has similar legislation, the Florida Single Audit Act, related to audits of State financial assistance. Pursuant to these Acts, the Authority's independent Certified Public Accountant, Cherry Bekaert LLP, has conducted the audit for fiscal year ended September 30, 2015.

Acknowledgments

The GFOA of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to the Central Florida Regional Transportation Authority for its comprehensive financial report for the fiscal year ended September 30, 2014. This was the 23rd consecutive year that the Authority achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of the Comprehensive Annual Financial Report was made possible by the hard work and dedicated service of the entire Finance Division. Special thanks and recognition goes to Nancy Navarro, Interim Manager of Accounting and Vicki Hoffman, Fiscal Assistant, for their efforts in the preparation of this report. We also give our sincere thanks to the Marketing Division for their special effort in designing the cover for this report and to the LYNX Governing Board for their continued outstanding support.

Respectfully Submitted,

Susan Black
Interim Chief Executive Officer

Blanche W. Sherman, CPA
Director of Finance

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Central Florida

Regional Transportation Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

September 30, 2014

Executive Director/CEO

Financial Section

LYNX®
CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Auditor

To the Board of Directors
Central Florida Regional Transportation Authority:

Report on the Financial Statements

We have audited the accompanying statements of net position of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") as of September 30, 2015 and 2014, and the related statements of revenues, expenses and changes in net position, and cash flows for the years then ended, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Authority's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of September 30, 2015 and 2014, and the respective changes in financial position and, cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matters

As discussed in Notes 1 and 6 to the financial statements, the Authority implemented Governmental Accounting Standards Board ("GASB") Statement No. 68, *Accounting and Financial Reporting for Pensions – an Amendment of GASB Statement No. 27* and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an Amendment of GASB Statement No. 68*, during the year ended September 30, 2015. Our opinion is not modified with respect to this matter.

Also, as discussed in Note 1 to the financial statements, certain allocations of net position and cash flows in the 2014 financial statements have been reclassified. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and required supplementary information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquires of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquires, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the basic financial statements of the Authority taken as a whole. The introductory section, supplementary schedule of revenues and expenses – budget vs. actual (budgetary basis), schedule of local financial assistance and statistical tables are presented for purposes of additional analysis and are not a required part of the basic financial statements. The accompanying schedules of expenditures of federal awards and state financial assistance are also presented for the purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments and Non-Profit Organizations* and Chapter 10.550, Rules of the Auditor General, and are not a required part of the basic financial statements.

The supplemental schedule of revenues and expenses – budget vs. actual (budgetary basis) and schedules of expenditures of federal awards, local financial assistance, and state financial assistance are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the basic financial statements as a whole.

The introductory section and statistical section have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued a report dated March 17, 2016, on our consideration of the Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Orlando, Florida
March 17, 2016

MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of the comprehensive annual financial report of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") presents management's analysis of the Authority's financial performance during the Fiscal Years that ended on September 30, 2015 and 2014, respectively. Please read it in conjunction with the financial statements, which follow this section.

Financial Highlights

Fiscal 2015

- Customer Fares decreased by 3%, or $.9 million, from FY2014. This was due to decrease in ridership by 2.3% year-over-year, which is primarily related to the decline in fuel prices.

- Local Financial Assistance increased by 8% year-over-year, which is an indication of the Authority's funding partner support to maintain current service levels and to ensure we continue to operate as efficient as financial feasible.

- Overall net position increased by 4%, or $7.5 million, from FY2014, as the Authority implemented GASB 68 which increased beginning net assets substantially. Other increases to unrestricted net assets were caused by increases in local funding partner support and decreases in fuel costs. Net invested in property and equipment decreased due to sale of the Authority's South Street Operating Facility. Property and equipment acquisitions are largely funded through federal and state grants.

Fiscal 2014

- Operating revenues increased by 4%, or $2.2 million, from FY2013. This was due to increases in local contract service financial assistance and advertising revenues.

- Leases and loans payable, current and noncurrent, decreased by 72% or $6.2 million combined. This was due to repayment of the final bus lease installment during FY2014, along with final loan repayment for expansion vehicles purchased to support SunRail services.

- Overall net position increased by 8%, or $13.6 million, from FY2013, as the Authority has increased net property and equipment. Increases during FY2014 include completion of the LYMMO Grapefruit Line Bus Rapid Transit (BRT) capital project and bus expansion to support SunRail services that commenced during FY2014. Property and equipment acquisitions are largely funded through federal and state grants.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The basic financial statements consist of two parts: Financial Statements and Notes to the Financial Statements. The report also contains supplementary information in addition to the financial statements themselves.

Required Financial Statements

The financial statements of the Authority report information about the Authority using full accrual accounting methods similar to those used by private sector companies. These statements offer short-term and long-term financial information about its activities. The Statements of Net Position include all of the Authority's assets, liabilities, deferred outflows and inflows of resources and net position, and provides information about the nature and amounts of investments in resources (assets) and the obligations to Authority creditors (liabilities). The assets and liabilities are presented in a classified format, which distinguishes between current and long-term assets and liabilities. It also provides the basis for computing the rate of return, evaluation of the capital structure of the Authority and assessing the liquidity and financial flexibility of the Authority. All of the current year's revenues and expenses are accounted for in the Statements of Revenues, Expenses, and Changes in Net Position. These statements measure the success of the Authority's operations over the past year and can be used to determine whether the Authority has successfully recovered all its costs through its customer fares, contract services, and operating subsidies, as well as its profitability and credit worthiness. The final required financial statement for each year is the Statement of Cash Flows. The primary purpose of this statement is to provide information about the Authority's cash receipts and cash payments during the reporting period. The statement reports cash receipts, cash payments, and net changes in cash resulting from operating, investing, and financing activities and provides answers to such questions as where did cash come from, what was cash used for, and what was the change in the cash balance during the reporting period.

Financial Analysis of the Authority

Our analysis of the Authority begins below with the Financial Statements. One of the most important questions asked about the Authority's finances is "Is the Authority, as a whole, better off or worse off as a result of the year's activities?" The Statements of Net Position and the Statement of Revenues, Expenses, and Changes in Net Position report information about the Authority's activities in a way that will help answer this question. These two statements report the net position of the Authority and changes in them. You can think of the Authority's net position --- difference between assets and deferred outflows of resources and liabilities and deferred inflows of resources --- as one way to measure financial health or financial position. Over time, increases or decreases in the Authority's net position are one indicator of whether its financial health is improving or deteriorating. However, you will need to consider other non-financial factors such as changes in economic conditions, population growth, regulation, and new or changed government legislation.

Net Position

To begin our analysis, a summary of the Authority's Statements of Net Position is presented in Table A-1.

Table A-1

Condensed Statements of Net Position (In millions of dollars)

	September 30, FY2015	**FY2014**	**FY2013**
Assets:			
Current and other assets	$ 69.5	$ 55.2	$ 63.8
Capital assets	147.1	151.5	142.2
Total assets	$216.6	$206.7	$206.0
Deferred outflow of resources	$ 4.1	$ .8	$ .1
Liabilities:			
Current liabilities	$ 25.4	$ 18.9	$ 31.0
Long-term liabilities	8.1	10.2	10.4
Total liabilities	$ 33.5	$ 29.1	$ 41.4
Deferred inflow of resources	$ 1.3	$ 0.0	$ 0.0
Net Position:			
Net investment in capital assets	$142.7	$149.1	$135.6
Restricted	-	-	.1
Unrestricted	43.2	29.3	29.0
Total net position	$185.9	$178.4	$164.7

The Statements of Net Position show the change in assets, liabilities, deferred outflows of resources, deferred inflows of resources and the resulting net position. Net position may serve, over time, as a useful indicator of a government's overall financial position. As can be seen from the Table A-1, Net Position increased $7.6 million to $185.9 million in FY2015 from $178.3 million in FY2014. Compared to FY2014, Net Investment in Capital Assets increased $13.5 million. Net investment in capital assets decreased $6.4 million, Unrestricted Net Position increased $14. million, reflecting actual revenues in excess of expenses for the fiscal year.

Table A-2

Condensed Statement of Revenues, Expenses, and Changes in Net Position (In millions of dollars)

	September 30, FY2015	**FY2014**	**FY2013**
Operating Revenues:			
Customer fares	$ 28.2	$ 29.1	$ 29.4
Contract services	17.6	20.3	17.8
Advertising revenue	2.5	1.8	1.7
Other income	.5	.4	.5
Total operating revenue	48.8	51.6	49.4
Nonoperating Revenues (Expenses), net:			
Federal	13.3	16.2	19.0
State	12.7	11.7	10.5
Local	46.0	42.9	38.9
Interest and other income (expense)	.4	(.1)	(.1)
Total nonoperating revenue	72.4	70.7	68.3
Total Revenues	121.2	122.3	117.7
Depreciation Expense	26.2	23.5	19.9
Operating Expenses:			
Salaries and wages	43.1	41.3	39.4
Fringe benefits	22.1	22.0	21.5
Purchased transportation services	16.5	21.3	20.9
Fuel	14.1	16.9	16.4
Materials and supplies	6.8	7.0	6.6
Professional services	6.8	7.0	7.3
Lease and miscellaneous	1.0	.8	.8
Casualty and liability insurance	1.9	2.2	5.0
Utilities, taxes, and licenses	1.9	2.0	1.9
Total operating expenses	114.2	120.5	119.8
Total Expenses	140.4	144.0	139.7
Loss before Capital Contributions	(19.2)	(21.7)	(22.0)
Capital Contributions	19.7	35.4	30.2
Change in Net Position	0.5	13.7	8.2
Beginning Net Position	178.4	164.7	156.5
Cumulative Effect of Change in Accounting Principle	7.0	-	-
Ending Net Position	$185.9	$178.4	$164.7

The Statements of Revenues, Expenses, and Changes in Net Position provide answers as to the nature and source of changes in Net Position. As shown in Table A-2, the $7.5 million increase in net position in FY2015 is primarily due to the Authority implements GASB 68.

Capital Assets

At the end of FY2015, the Authority had a broad range of Capital Assets, consisting of Land, Buildings and Shelters, Revenue Vehicles, Bus Rapid Transit (BRT) Roadway and Equipment. For additional information on the Authority's capital assets, please see financial statement note 2, capital assets.

Table A-3
Capital Assets (In millions of dollars)

	September 30, FY 2015	FY 2014	FY 2013
Land	$ 8.2	$ 8.6	$ 8.6
Buildings and Shelters	91.6	96.6	93.8
Revenue Vehicles	149.3	144.0	125.0
BRT Roadway	6.5	6.4	0.0
Equipment	37.2	35.5	29.7
Subtotal	292.8	291.1	257.1
Less Accumulated Depreciation	(157.5)	(148.3)	(128.9)
Subtotal	135.3	142.8	128.2
Construction in Progress:			
Bus Shelters	0.8	1.0	1.7
Facility Capital Improvements	.1	.1	.1
Other Miscellaneous Projects	10.9	7.7	12.2
Subtotal	11.8	8.8	14.0
Net Capital Assets	$147.1	$151.6	$142.2

Long-Term Obligations

On August 16, 2001, the Authority entered into a State Infrastructure Bank (SIB) Loan Agreement (SIB #1), allowing draws of up to $7,958,991 for the construction of the LYNX Central Station. The loan matured in FY2011 and there was no outstanding balance at September 30, 2015 or 2014. On June 9, 2004, the Authority entered into a second SIB Loan (SIB #2), allowing draws of up to $7,600,000 for the construction of the LYNX Operations Center Facility. This loan matures in FY2017; the outstanding loan balance as of September 30, 2015 was $1,610,507 On August 14, 2006, the Authority entered into a third SIB Loan (SIB #3), allowing draws of up to $7,140,000 for the acquisition of revenue vehicles. This loan was paid in full during fiscal year 2014. On August 16, 2007, the Authority leased 21 buses requiring 28 quarterly lease payments over seven years, with principal totaling $7,632,976. This lease was paid in full during fiscal year 2014. For additional information on the Authority's long-term obligations, please see financial statement notes 3 and 4, capital leases and loans payable.

Fuel Hedging

GASB Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, was implemented in FY2011. This accounting standard requires that hedging derivative instruments be reported at fair value on the Statements of Net Position. Subsequently, GASB Statement No. 65, *Items Previously reported as Assets and Liabilities*, has been issued to require presentation of related deferred outflows of resources or deferred inflows of resources for certain items that were previously reported as assets or liabilities.

Beginning in July 2011, the Authority entered into several fuel hedging contracts with a counterparty to cover a significant portion of planned fuel purchases. The objective is to smooth out the fluctuation in fuel prices and to limit the extent to which the price paid for fuel could increase during the fiscal year. As of September 30, 2015 the maturity dates of the open contracts extend through September 2016. Because the fuel hedging contracts are considered effective hedges, the fair value of the open contracts is presented as a deferred outflow or inflow of resources, rather than as an activity. For additional information on the Authority's fuel hedging activities, see financial statement note 9, fuel hedge swap agreements.

Economic Factors and Next Year's Budget and Rates

The Authority's Board of Directors and Management considered many factors when setting the FY2015 budget and contract services hourly rates. These factors include the expected demand of the Authority's Funding Partners, which in turn consider such factors as anticipated population growth of the three counties and the economy of the region as a whole.

FINANCIAL STATEMENTS

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
STATEMENTS OF NET POSITION
SEPTEMBER 30, 2015 AND 2014

ASSETS	2015	2014
CURRENT ASSETS:		
Cash and cash equivalents	$ 42,316,042	$ 35,228,849
Receivables:		
Local, trade and operating assistance	2,425,803	2,702,530
Federal grants	5,157,421	6,158,952
State grants	6,367,562	6,574,304
Inventory	1,574,212	1,551,303
State fuel tax refund	136,981	145,673
Prepaid expenses and other assets	400,500	393,121
Total current assets	58,378,521	52,754,732
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	4,854,184	2,183,142
Total investment and restricted cash and cash equivalents	4,854,184	2,183,142
Property and equipment:		
Land	8,161,465	8,571,465
Buildings and shelters	91,534,127	96,541,410
Bus Rapid Transit Roadway Infrastructure	6,499,619	6,404,069
Revenue vehicles	149,297,865	144,010,351
Equipment	37,190,848	35,489,755
Leasehold improvements	110,109	46,173
Total property and equipment	292,794,033	291,063,223
Less accumulated depreciation	(157,492,539)	(148,312,855)
Construction in progress	11,767,526	8,824,351
Net property and equipment	147,069,020	151,574,719
Net pension asset	6,283,485	234,450
Total noncurrent assets	158,206,689	153,992,311
Total assets	216,585,210	206,747,043
DEFERRED OUTFLOW OF RESOURCES		
Deferrred outflows related to pensions	3,315,057	-
Accumulated decrease in fair value of fuel hedge insrument	821,949	828,151
Total deferred outflow of resources	$ 4,137,006	$ 828,151

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
STATEMENTS OF NET POSITION
SEPTEMBER 30, 2015 AND 2014

LIABILITIES AND NET POSITION	2015	2014
CURRENT LIABILITIES:		
Accounts payable	$ 10,744,752	$ 7,419,133
Accrued salaries and related taxes	1,678,146	1,306,416
Accrued compensated absences, current	4,170,615	3,967,050
Accrued self-insurance liability, current	2,097,048	2,103,397
Leases payable, current	330,123	-
Loans payable, current	797,282	781,649
Unearned operating revenue	548,996	954,497
Unearned capital	4,184,405	1,566,370
Derivative instrument - fuel hedge	821,949	828,151
Total current liabilities	25,373,316	18,926,663
NONCURRENT LIABILITIES:		
Leases payable, long-term	2,385,312	-
Loans payable, long-term	813,225	1,610,507
Net OPEB obligation	1,683,525	1,424,525
Accrued compensated absences, long-term	538,035	523,380
Accrued self-insurance liability, long-term	2,676,165	6,699,104
Total noncurrent liabilities	8,096,262	10,257,516
Total liabilities	33,469,578	29,184,179
DEFERRED INFLOW OF RESOURCES		
Deferrred inflows related to pensions	1,318,794	-
NET POSITION:		
Net Investment in capital assets	142,743,076	149,182,563
Unrestricted	43,190,768	29,208,452
Total net position	$ 185,933,844	$ 178,391,015

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

YEARS ENDED SEPTEMBER 30, 2015 AND 2014

	2015	2014
OPERATING REVENUES		
Customer fares	$ 28,225,093	$ 29,081,116
Contract services		
Local financial assistance	12,984,619	11,768,912
Other contractual services	4,611,053	8,568,980
Advertising	2,470,350	1,765,543
Other income	506,586	371,905
Total operating revenues	48,797,701	51,556,456
OPERATING EXPENSES		
Salaries and wages	43,131,812	41,350,461
Fringe benefits	22,066,803	21,951,183
Purchased transportation services	16,549,291	21,370,807
Fuel	14,114,982	16,889,968
Materials and supplies	6,820,332	6,994,113
Professional services	6,750,233	7,030,924
Lease and miscellaneous	951,764	809,151
Casualty and liability insurance	1,929,990	2,159,725
Utilities	1,388,312	1,439,781
Taxes and licenses	510,707	540,994
Total operating expenses before depreciation	114,214,226	120,537,107
OPERATING EXPENSES IN EXCESS OF OPERATING REVENUES BEFORE DEPRECIATION	**(65,416,525)**	**(68,980,651)**
DEPRECIATION	**(26,171,883)**	**(23,469,896)**
OPERATING LOSS	**(91,588,408)**	**(92,450,547)**
NONOPERATING REVENUES AND EXPENSES:		
Operating assistance grants		
Federal	-	741,000
State of Florida	10,103,284	9,843,318
Local	45,981,116	42,889,695
Planning and other assistance grants		
Federal	13,385,230	15,516,851
State of Florida	2,561,558	1,825,919
Interest expense	(32,724)	(72,079)
Interest income	29,344	32,427
Other income (expenses)	373,874	(34,661)
Total nonoperating revenues and expenses, net	72,401,682	70,742,470
LOSS BEFORE CAPITAL CONTRIBUTIONS	**(19,186,726)**	**(21,708,077)**
Capital contributions	19,670,180	35,357,613
Change in net position before accounting change	483,454	13,649,536
NET POSITION AT BEGINNING OF YEAR	178,391,015	164,741,479
Cumulative Effect of Change in Accounting Principle	7,059,375	-
RESTATED BEGINNING NET POSITION	185,450,390	164,741,479
NET POSITION AT END OF YEAR	**$ 185,933,844**	**$ 178,391,015**

See notes to financial statements

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
STATEMENTS OF CASH FLOWS
YEARS ENDED SEPTEMBER 30, 2015 AND 2014

	2015	2014
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers	$ 28,225,093	$ 29,081,116
Cash received for contract services	17,840,642	21,234,785
Cash paid to employees	(52,403,255)	(46,409,367)
Cash paid to suppliers	(65,160,744)	(75,221,945)
Cash received from advertising and miscellaneous	2,714,625	2,239,360
Net cash used in operating activities	(68,783,639)	(69,076,051)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Proceeds from assistance grants	71,837,213	80,747,756
Net cash provided by noncapital financing activities	71,837,213	80,747,756
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Construction and acquisition of property and equipment	(20,566,695)	(37,955,399)
Principal paid on loans	(781,649)	(6,244,112)
Interest paid on SIB loans	(32,724)	(72,079)
Proceeds from sale of fixed assets	3,624,959	159,501
Capital assistance grants	24,431,426	42,068,551
Net cash used in capital and related financing activities	6,675,317	(2,043,538)
CASH FLOWS FROM INVESTING ACTIVITIES:		
Interest income	29,344	32,427
Net cash provided by investing activities	29,344	32,427
NET CHANGE IN CASH AND CASH EQUIVALENTS	9,758,235	9,660,594
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	37,411,991	27,751,397
CASH AND CASH EQUIVALENTS, END OF YEAR	$ 47,170,226	$ 37,411,991
RECONCILIATION OF OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES:		
Operating Loss	$ (91,588,408)	$ (92,450,547)
Adjustments to reconcile operating loss to net cash used in operating activities:		
Depreciation and Amortization	26,171,883	23,469,896
Changes in operating assets and liabilities:		
Local, Trade, and Operating Assistance Receivable	276,727	998,805
Inventory	(22,909)	(17,445)
State fuel tax refund receivable	8,692	(49,754)
Prepaid expenses and other assets	(2,305,893)	(749,718)
Accounts payable	537,813	(1,352,193)
Accrued salaries and related taxes	630,730	452,426
Accrued compensated absences	218,220	239,517
Accrued self-insurance liability	(4,029,288)	382,962
Deferred inflows related to pensions	1,318,794	-
Net cash used in operating activities	$ (68,783,639)	$ (69,076,051)
NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES:		
Capital Bus Purchase	$ (2,715,435)	$ -
Debt related to Lease Bus	$ 2,715,435	$ -

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
NOTES TO FINANCIAL STATEMENTS
YEARS ENDED SEPTEMBER 30, 2015 AND 2014

1. SIGNIFICANT ACCOUNTING POLICIES

Organization - The Central Florida Regional Transportation Authority (the "Authority") was created in 1989 pursuant to Section 343.63, *Florida Statutes*. This same legislation was amended in 1993, allowing the Authority to assume the operations of the entity formerly known as Central Florida Commuter Rail Authority and providing an opportunity to merge with the local transportation provider, Orange-Seminole-Osceola Transportation Authority (OSOTA) d/b/a LYNX, thereby, creating a one-stop public transportation entity. The Authority continues to use LYNX as its doing business as name and serves as the focal point in developing all modes of public transportation in the Central Florida region. Through formal action by both the Authority and OSOTA Board of Directors, the merger of the two organizations was ratified March 1994 and became effective October 1, 1994. The Authority provides public transportation services to the general public in the Orlando, Florida metropolitan area--Orange County, Seminole County, and Osceola County.

Reporting Entity - The Authority is a stand-alone governmental unit.

Basis of Accounting – The Authority accounts for its activities through the use of an enterprise fund. Enterprise funds are used to account for activities similar to those found in the private sector, where the determination of a change in financial position is necessary or useful for sound financial administration (business-type activities). Because the Authority has only business-type activities, it is considered to be a special-purpose government for financial reporting under Governmental Accounting Standards Board (GASB) No. 34 *Basic Financial Statements-and Management's Discussion and Analysis-for State and Local Governments (GASB 34).* Accordingly, the Authority only presents fund financial statements as defined in GASB 34. The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Under the accrual basis, revenues are recognized when earned and expenses when incurred. The Authority's property and equipment acquisitions and operations are subsidized by the Federal Transit Administration, the Florida Department of Transportation, and local governments. Capital grants for the acquisition of property and equipment (reimbursement type grants) are recorded as grant receivables and credited to capital contributions when the related qualified expenditures are incurred. Unrestricted net position consists of state and local government operating subsidies received in excess of net expenses.

Cash and Cash Equivalents and Investments - For purposes of the statements of cash flows, the Authority considers all investments with a maturity of three months or less when purchased to be cash equivalents. All cash and cash equivalents are insured by the Federal Deposit Insurance Corporation or are considered insured by the State of Florida collateral pool. The State of Florida collateral pool is a multiple financial institution pool with the ability to assess its members for collateral shortfalls if a member institution fails.

The Authority' policy allows for investments in the Local Governmental Surplus Funds Investment Pool (the "Pool"), which is administered by the State Board of Administration of Florida. The Pool includes direct obligations of the United States government or its agencies and instrumentalities, interest bearing time deposits or saving accounts, mortgage-backed securities, collateralized mortgage obligations, bankers acceptance, commercial paper, repurchase agreements, and shares in common-law trust established under *Florida Statutes* Section 163.01. The Pool allocates investment earnings to participants monthly, based on a prorated dollar days participation of each account in the Pool.

The Authority held investments throughout fiscal years 2015 and 2014 in the Pool, which are considered cash and cash equivalents for financial reporting purposes. During fiscal year 2008 some securities were downgraded and the Pool was subdivided into Pool A and Pool B, with Pool B containing the downgraded securities. During fiscal year 2009, Pool A was renamed "Florida PRIME" by the SBA.

The Authority presents all investments at fair value as follows:

	September 30, 2015	September 30, 2014
Pool Investments -Florida PRIME	$ 669,780	$ 616,772
Bank Deposits	46,500,446	36,795,219
Total Cash and Cash Equivalents and Investments	$ 47,170,226	$ 37,411,991

Effective September 2014 the SBA transferred funds from Fund B to Florida PRIME, representing the final portion of original principal for all fund participants. These funds were transferred in proportion to participants' original adjusted Fund B balances. The remaining reserve amount will continue to be invested in an SEC-registered 2a-7 money market fund until the transfer back to Florida PRIME. The Fund B Trust Fund will continue to hold the remaining reserve until directed by the SBA Trustees to distribute to Florida Prime. The final amount to be transferred is uncertain.

Florida PRIME qualifies under GASB 31, *Accounting and Financial Reporting for Certain Investments and for External Investment Pools,* to be treated as a "2a-7 like pool" because it has a policy that it will, and does, operate in a manner consistent with Rule 2a-7 under the Investment Company Act of 1940. The current rating of Florida PRIME by Standard and Poors is AAAm and the weighted average days to maturity at September 30, 2015 was 29 days. The securities in Florida PRIME are presented at fair value based on $1 per share.

It is the policy of the Authority to diversify its investment portfolios so as to protect against issuer defaults, market price changes, technical complications leading to temporary lack of liquidity, or other risks resulting from an over concentration of assets in a specific maturity, a specific issuer, a specific geographical distribution, or a specific class of securities.

The Authority's investment policy objectives are preservation of the principal of funds within its portfolio, ensure that funds are available to meet reasonably anticipated cash flow requirements, and maximize return on investments, while meeting the established quality, safety and liquidity restrictions.

To limit credit risk, in addition to diversification, the Authority has established a list of authorized investments, of which the principal ones are:
(1) The Local Government Surplus Funds Trust Fund;
(2) United States Treasury and Agency securities;
(3) Interest-bearing time deposits or savings accounts in Qualified Public Depositories;
(4) Obligations of the Federal Farm Credit Banks and the Federal Home Loan Mortgage Corporation; and
(5) Deposits, federal funds or bankers acceptance of any domestic bank.

Receivables - Local, Trade, Operating Assistance – Includes receivables from customers, Local Funding Partners and Medicaid Assistance. As of September 30, 2015 and 2014, the Authority had receivables, net $10,771 and $14,250 of allowances, for each year respectively, as follows:

	September 30, 2015	September 30, 2014
Customers	$ 2,030,868	$ 1,313,857
Local Funding Partners	394,935	673,817
Medicaid Assistance	-	714,856
Total	$ 2,425,803	$ 2,702,530

Inventory - Inventory, consisting of minor repair parts and fuel, is valued at the lower of cost or market. Cost is determined using the first-in, first-out method.

State Fuel Tax Refund - Represents claims refundable from the State of Florida Department of Revenue for fuel tax.

Restricted Assets - When both restricted and unrestricted resources are available for use, the Authority's policy is to use restricted resources first, and then unrestricted resources, as they are needed. Restricted assets include $4,854,184 and $2,183,142 of cash and cash equivalents for the LYMMO expansion projects, planning projects, shelters, bus procurement and other enhancements, and various capital projects as of September 30, 2015 and 2014, respectively.

Property and Equipment - Property and equipment in the amount of $300 or more is recorded at historical cost and depreciated over the following estimated useful lives using the straight-line method:

	Years
Buildings and shelters	3 – 30
Revenue vehicles	5 - 9
Equipment	3 – 12
Leasehold improvements (shorter of useful lives or lease term)	5 – 10

The remaining construction work in progress primarily relates to design, engineering and construction costs of LYMMO BRT expansion projects, facilities improvements, bus shelters and transfer centers and other projects. Depreciation commences when projects are completed and the underlying fixed assets are available for use.

Accounts Payable - Accounts payable are recorded as expenses at the time services are rendered and the Authority receives items. As of September 30, 2015 and 2014, the Authority had accounts payable as follows:

	September 30, 2015	September 30, 2014
Trade	$ 3,507,888	$ 3,362,332
Commitments (Consultants/Construction)	2,019,398	1,327,271
Retainage	208,448	108,907
Other	5,009,018	2,620,623
Total	$ 10,744,752	$ 7,419,133

Accrued Compensated Absences - The Authority recognizes the accrual of compensated absences in accordance with GASB No. 16, *Accounting for Compensated Absences*, accruing vacation pay benefits as earned and sick pay benefits as vested by its employees.

	September 30, 2015	September 30, 2014
Accrued compensated absences liability, beginning of year	$ 4,490,430	$ 4,250,913
Obligations	3,850,800	4,206,567
Payments	(4,170,615)	(3,967,050)
Accrued compensated absences liability, end of year	$ 4,708,650	$ 4,490,430
Amount due within one year	$ 4,170,615	$ 3,967,050

Accrued Self-Insurance Liability - The Authority has a self-insurance program for public liability claims and workers compensation. Estimated claims are accrued in the year expenses are incurred to the extent payment is probable and subject to reasonable estimation.

Unearned Operating Revenue - Unearned operating revenue consists of revenue not yet recognized because services have not yet been rendered, although related cash has been received.

Unearned Capital – Unearned capital consists of contributed capital not yet recognized because it has not yet been expended on property or equipment, although the cash has been received.

Net Position - Net position represents the difference between all other elements in the statements of financial position and is displayed in three components – net investment in capital assets, restricted and unrestricted.

Use of Estimates - The preparation of financial statements in conformity with accounting principles generally accepted in the United States requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, the disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

Operating Revenues - Transactions reported as operating revenues are those that arise from the activities of primary ongoing operations. Those include: Customer Fares, Contract Services, Advertising and Other Operating Income. Customer fares are recorded as revenue at the time services are performed and revenues pass through the fare box. Contract services are recorded as revenue when services are provided, consisting primarily of bus services to area cities and counties that are funded based on hours of service and paratransit services funded through Medicaid, Transportation Disadvantage, and other means.

Nonoperating Revenues - Transactions reported in the nonoperating revenue category include government subsidies that are not contingent on service hours or other designated criteria, including Federal, State and Local Operating, Planning, and other grant assistance, as well as interest income and gains on the sales of capital assets, if applicable.

Operating Expenses - Transactions reported as operating expenses are those that arise from the activities of primary ongoing operations. Those include: Salaries and Wages, Fringe Benefits, Purchased Transportation Services, Fuel, Materials and Supplies, Professional Services, Leases and Miscellaneous, Casualty and Liability Insurance, Utilities, Taxes and Licenses.

Nonoperating Expenses - Transactions reported in the nonoperating expense category include those that do not arise from the activities of primary ongoing operations. These include interest expense for leases and loans as well as losses on the sales of capital assets, if applicable.

Change in Accounting Principle – During fiscal year 2015, the Authority adopted **GASB Statement No. 68**, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27 ("Statement No. 68")* and **GASB Statement No. 71**, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68 ("Statement No. 71").* The provisions of Statement No. 68 and Statement No. 71 (the "standards") relevant to the Authority relate to changes in the accounting and financial reporting of pensions that are provided through pension plans administered as trusts or equivalent arrangements that meet certain criteria. The standards require government employers to recognize as a liability, for the first time, their long-term obligation for these pension benefits. The employer liability is measured as the difference between the present value of projected benefit payments to be provided through the pension plan for past periods of service less the amount of pension plan's fiduciary net position. The standards also require more immediate recognition of annual service cost, interest and changes in benefits for pension expense, require deferred outflows be presented for employer contributions made subsequent to the measurement date of the net pension liability, specify requirements for discount rates and actuarial methods, and provide changes to disclosure requirements. The cumulative effect of adoption of the standards is presented as an adjustment to beginning fiscal year 2015 net position since information is not available to determine the impact on expense and net position in fiscal year 2014.

Reclassifications – On the statement of net position at September 30, 2014, $1,567,835 previously classified as unrestricted net position has been reclassified net investment in capital assets; the reallocation had no effect on total net position. On the statement of cash flows for fiscal 2014, cash used for construction and acquisition of property and equipment increased by $13,409,070, cash received from capital assistance grants increased by $7,325,093, proceeds from assistance grants increased by $689,687, cash paid to suppliers decreased by $5,234,789, and proceeds from the sale of property and equipment increased by $159,501. These reclassifications were provided to more accurately reflect allocations of fiscal 2014 net position and cash flows.

2. CAPITAL ASSETS

Capital asset activity for the year ended September 30, 2015 was as follows:

Property and Equipment:	Beginning Balance	Additions	Reclass/ Disposals	Ending Balance
Depreciable Assets				
Buildings and Shelters	$ 96,541,410	$ 1,396,480	$ (6,403,765)	$ 91,534,125
Revenue Vehicles:				
Buses	135,998,675	15,197,803	(9,388,248)	141,808,230
Other Support Vehicles	8,011,676	541,300	(1,063,340)	7,489,636
Furniture, Fixtures & Equipment	35,489,755	3,028,513	(1,327,419)	37,190,849
Leasehold Improvements	46,173	63,936	-	110,109
BRT Roadway Improvements	6,404,069	99,165	(3,615)	6,499,619
Non-Depreciable Assets				
Land	8,571,465	-	(410,000)	8,161,465
Construction in Progress	8,824 351	4,759,075	(1,815,900)	11,767,526
Totals at Historical Cost	$ 299,887,574	$ 25,086,272	$ (20,412,287)	$ 304,561,559
Less accumulated depreciation for:				
Buildings and Shelters	$ (40,289,203)	$ (5,912,681)	$ 5,329,994	$ (40,871,890)
Revenue Vehicles:				
Buses	(81,052,412)	(14,522,652)	9,312,180	(86,262,884)
Other Support Vehicles	(4,805,987)	(1,087,390)	1,061,471	(4,831,906)
Furniture, Fixtures & Equipment	(21,999,504)	(3,977,979)	1,288,554	(24,688,929)
Leasehold Improvements	(19,868)	(24,858)	-	(44,726)
BRT Roadway Improvements	(145,881)	(646,323)	-	(792,204)
Total Accumulated Depreciation	(148,312,855)	(26,171,883)	16,992,199	(157,492,539)
Capital Assets, net	$ 151,574,719	$ (1,085,611)	$ (3,420,088)	$ 147,069,020

Capital asset activity for the year ended September 30, 2014 was as follows:

Property and Equipment:	Beginning Balance	Additions	Reclass/ Disposals	Ending Balance
Depreciable Assets				
Buildings and Shelters	$ 93,782,442	$ 3,132,055	$ (373,087)	$ 96,541,410
Revenue Vehicles:				
Buses	118,421,395	20,056,389	(2,479,109)	135,998,675
Other Support Vehicles	6,602,163	2,176,291	(766,778)	8,011,676
Furniture, Fixtures & Equipment	29,662,337	6,513,769	(686,351)	35,489,755
Leasehold Improvements	38,699	7,474	-	46,173
BRT Roadway Improvements	-	6,404,069	-	6,404,069
Non-Depreciable Assets				
Land	8,571,465	-	-	8,571,465
Construction in Progress	14,035,732	7,091,522	(12,302,903)	8,824,351
Totals at Historical Cost	$ 271,114,233	$ 45,381,569	$ (16,608,228)	$ 299,887,574
Less accumulated depreciation for:				
Buildings and Shelters	$ (34,533,248)	$ (6,040,438)	$ 284,483	$ (40,289,203)
Revenue Vehicles:				
Buses	(70,418,140)	(13,034,611)	2,400,339	(81,052,412)
Other Support Vehicles	(4,760,842)	(789,133)	743,988	(4,805,987)
Furniture, Fixtures & Equipment	(19,235,634)	(3,439,965)	676,095	(21,999,504)
Leasehold Improvements	-	(19,868)	-	(19,868)
BRT Roadway Improvements	-	(145,881)	-	(145,881)
Total Accumulated Depreciation	(128,947,864)	(23,469,896)	4,104,905	(148,312,855)
Capital Assets, net	$ 142,166,369	$ 21,911,673	$ (12,503,323)	$ 151,574,719

3. CAPITAL LEASES

The Authority entered into a capital lease agreement for 10 buses in September 2015, of which 5 buses were received by September 30, 2015. The lease agreement will commence in October 2015 and covers a term of 5 years, with a final payment to be made in October 2020. As of September 30, 2015, the five buses were included in property and equipment at a cost of $2,820,625 and the related lease obligation was $2,715,435.

The lease that expired in fiscal 2014 included 21 buses that were received in July 2007. The lease agreement had commenced August 2007 and covered a term of seven years, with the final lease payment made August 2014. The Authority subsequently exercised its option to purchase these buses at a cost of $1,488,750. Leases payable activity for the years ended September 30, 2015 and 2014 was as follows:

Leases Payable
September 30, 2015

Leases Payable	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
Lease # 5	$ -	$ 2,715,435	$ -	$ 2,715,435	$ 660,245
Total	$ -	$ 2,715,435	$ -	$ 2,715,435	$ 660,245

Leases Payable
September 30, 2014

Leases Payable	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
Lease # 4	$1,222,768	$ -	$1,222,768	$ -	$ -
Total	$1,222,768	$ -	$1,222,768	$ -	$ -

Future minimum payments and the present value of the minimum payments applicable to capital leases are as follows for the years ending after September 30, 2015:

Year	Present Value of Minimum Lease Payments	Amount Representing Interest	Total Minimum Lease Payments
2016	330,123	44,877	375,000
2017	449,075	50,925	500,000
2018	459,477	40,523	500,000
2019	470,118	29,882	500,000
2020	481,007	18,993	500,000
2021	525,635	3,016	528,651
Total	$2,715,435	$188,216	$2,903,651

The above do not represent borrowings but are considered capital leases under generally accepted accounting principles due to the length of respective lease terms as compared to estimated useful lives of assets leased.

4. LOANS PAYABLE

On August 16, 2001, the Authority entered into a State Infrastructure Bank Loan Agreement (SIB #1), allowing draws of up to $7,958,991 for the construction of the LYNX Central Station; the loan matured in 2011. On June 9, 2004, the Authority entered into another SIB Loan (SIB #2), allowing draws of up to $7,600,000 for the construction of the New Operating Base Facility. This loan matures in 2016, was non-interest bearing until October 1, 2007, and bears an interest rate of 2%, thereafter. On August 14, 2006, the Authority entered into another SIB Loan (SIB #3), allowing draws of up to $7,140,000 for the acquisition of rolling stock, including paratransit vehicles. The allowable amount, $7,140,000, of SIB #3 was executed in FY2006. This was non-interest bearing until October 1, 2008, and had an interest rate of 1% thereafter and was paid in full October 1, 2013. Loans payable activity during the fiscal years ending September 30, 2015 and 2014 was as follows:

Loans Payable
September 30, 2015

	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
SIB #2	$ 2,392,156	$ -	$ 781,649	$ 1,610,507	$ 797,282
Total	$ 2,392,156	$ -	$ 781,649	$ 1,610,507	$ 797,282

Loans Payable
September 30, 2014

	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
SIB #2	$ 3,158,478	$ -	$ 766,322	$ 2,392,156	$ 781,649
SIB #3	4,255,022	-	4,255,022	-	-
Total	$ 7,413,500	$ -	$ 5,021,344	$ 2,392,156	$ 781,649

Pursuant to the State Infrastructure Bank Loan Agreement, the Authority committed to use its Federal Transit Administration 5307 grant funds as the source to fund the payment obligations of the loan SIB#2, provided such funds are available after funding capital expenditures. The amount of pledged revenues was $27,889,437 and $27,495,769 for fiscal years 2015 and 2014, respectively. Fiscal year 2015 principal and interest payments were $781,649 and $47,843 respectively, and fiscal year 2014 principal and interest payments were $5,021,344 and $105,720, respectively.

Repayments to be made in fiscal years 2016 and 2017 are as follows:

Fiscal Year	Principal	Interest	Total
2016	$ 797,282	$ 32,210	$ 829,492
2017	813,225	16,265	829,490
Totals	$ 1,610,507	$ 48,475	$ 1,658,982

5. ACCRUED SELF-INSURANCE LIABILITY

The Authority has been self-insured since 1986 for personal injury coverage related to its transit coaches and since 1991 for workers compensation coverage; all other risks of loss are covered through the purchase of commercial insurance. The Authority has sovereign immunity with respect to personal injury claims, which limits its liability to $100,000 for each claim and $200,000 for each accident. Settled claims have not exceeded commercial coverage in any of the past three fiscal years.

The amounts recorded as accrued self-insurance liability at September 30, 2015 and 2014, the current portion of which represents an estimate of payments required in the next fiscal year, are at present value based on estimates derived through actuarial determinations discounted at 4% for the fiscal years 2015 and 2014. Such estimates are subject to change based on circumstances surrounding each claim. Changes in the balances of accrued self-insurance liability, including incurred but not reported claims (IBNR), were as follows during the years ended:

	September 30	
	2015	2014
Accrued self-insurance liability, beginning of year	$ 8,802,501	$ 8,419,539
Insured claims (including IBNR's)	1,929,990	2,159,725
Claim payments	(5,959,278)	(1,776,763)
Accrued self-insurance liability, end of year	$ 4,773,213	$ 8,802,501

The estimated amounts due in one year are $2,097,048 and $2,103,397 at September 30, 2015 and 2014, respectively.

6. PENSION PLANS

Union Defined Benefit Plan

Plan Description

Substantially all Union employees of the Authority are participants in the Amalgamated Transit Union Local 1596 Pension Plan (the "Union Defined Benefit Plan"), a defined benefit, single-employer public employee retirement system, formed April 22, 1986 by agreement between the Authority and the Union. All Authority Union employees are eligible to participate in the Union Defined Benefit Plan as of their hire date. Employees who have reached the age of 62 are entitled to a retirement union benefit, payable monthly for life, equal to 2.13% of their average compensation for each unit of benefit credit. Average compensation is the average of the highest sixty consecutive calendar months preceding retirement or termination. Participants are credited with units of benefit credit for hours of service worked in a plan year. Benefits fully vest upon reaching 10 years of vested service. Vested employees who retire on or after age 62 will receive full benefits. Participants who have reached age 58 and have 20 years of service are entitled to an unreduced pension benefit. The monthly payment is reduced by 0.56% for each month for the first three years the early retirement date precedes the unreduced early retirement date for participants with 20 or more years of services. In addition, the monthly payment is reduced by 0.56% for each month up to a maximum of 60 months the early retirement date precedes the normal retirement date for participants with less than 20 years of service. Participants' benefits are established by the Trustees of the Union Defined Benefit Plan.

Plan Membership

Participants consisted of the following at October 1, 2014, the date of the latest actuarial valuation:

Retirees and beneficiaries curretly receiving benefirs and DROP	330
Terminated employees entitled to but not yet receiving benefits	66
Active plan participants	762
Total	1,158

The Authority, as of March 1, 2014, closed the Union Defined Benefit Plan to all new union hires, and adopted a single–employer, defined contribution plan pension plan, Central Florida Regional Transportation Authority Money Purchase Plan ("the Union Defined Contribution Plan"), administered by Hartford Life Insurance Company for new employees. All full time Authority Union employees hired after July 1, 2013 are eligible to participate in the Union Defined Contribution Plan.

The Union Defined Benefit Plan's fiduciary net position has been determined on the same basis used by the pension plan, which is in accordance with the accrual method of accounting, includes investments at fair value and recognizes benefits and refunds when due and payables in accordance with terms of the Union Defined Benefit Plan. Available historical information about the Union Defined Benefit Plan's financial statement elements may be obtained by writing The Amalgamated Transit Union Local 1596 Pension Plan c/o Resource Centers LLC, 4360 Northlake Boulevard, Suite 206, Palm Beach Gardens, FL 33410.

Funding Policy

The Authority and Union employees are obligated to contribute to the Union Defined Benefit Plan in accordance with requirements of the Union Collective Bargaining Agreement; regular contribution rates are actuarially determined. Union Defined Benefit Plan members are required to contribute 5.25% of earnings; the Authority is required to contribute 9.75% of Union Defined Benefit Plan members' earnings. The amount by which the required contribution rate exceeds the regular contribution rate in the contract is shared on the same bases as the contribution rate – 65% employer and 35% employee. Employees may elect to enhance their future benefits by up to .25% and .50% by contributing an additional 2.5% and 5.0% of earnings, respectively. Shared contributions are the amount by which the required contribution rate exceeds the regular contribution rates, which is shared as 35% employee and 65% employer in the subsequent year.

Changes in Net Pension Asset

The net pension asset at September 30, 2015 is based on October 1, 2013 actuarial valuation rolled forward to October 1, 2014 and September 30, 2014 measurement date. Changes in the Authority's Union Defined Benefit Plan net pension asset during the year ended at September 30, 2015 are as follows:

Total pension liability		**2015**
Service cost	$	4,900,835
Interest		8,240,224
Benefit changes		-
Difference between actual & expected experience		(5,835)
Assumption changes		-
Benefit payments		(4,079,731)
Refunds		(269,399)
Net change in total pension liability		8,786,094
Total pension liability - beginning		107,143,379
Total pension liability		115,929,473
Plan fiduciary net position		
Contributions - Employer	$	2,337,699
Contributions - Member		2,310,106
Net investment income		10,052,069
Benefit payments		(4,079,731)
Refunds		(269,399)
Administrative expense		(237,291)
Net changes in Plan fiduciary net position		10,113,453
Total Plan fiduciary net position - beginning		112,099,505
Total Plan fiduciary net position - ending		122,212,958
Net pension asset - ending	$	6,283,485

The total plan fiduciary net position - beginning, net of the total pension liability - beginning shown above represents $4,956,126 of the $7,059,375 cumulative effect of change in accounting principle for fiscal 2015. The remainder of the cumulative effect of change in accounting principal consists of the elimination of the net pension asset at September 30, 2014 of $234,450 and recording of the beginning balance of deferred outflows for pension contributions subsequent to the measurement date of $3,283,677.

Pension Expense and Deferred Outflows and Inflows of Resources Related to Pensions

For the year ended September 30, 2015, the Authority recognizes pension expense of $3,389,494. At September 30, 2015, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflow of Resources	Deferred Inflow of Resources
Differences betweeen expected and actual experiences	$ -	$ 4,951
Changes in Assumptions	-	-
Authority contributions made subsequent to the measurement date of September 30, 2014	3,315,057	-
Net difference between projected and actual earning on pension plan investment		1,313,843
	$ 3,315,057	$ 1,318,794

Deferred outflows of resources related to Authority contributions subsequent to the measurement date of September 30, 2014 will be recognized as an increase of the net pension asset in the year ended September 30, 2016. Other amounts reported as deferred inflows of the resources related to pensions will be recognized in the pension expense as follow:

Year Ended September 30	Deferred Inflows of Resources
2016	$ (329,345)
2017	(329,345)
2018	(329,345)
2019	(329,345)
2020	(884)
Thereafter	(530)
Total	**$ (1,318,794)**

The annual required contribution for fiscal year 2015 was determined as part of the October 1, 2014 actuarial valuation using the entry age actuarial cost method. The actuarial assumptions included (a) 7.5% investment rate of return (net of administrative expenses) and (b) projected salary increases ranging from 4.00% to 13.13% per year, dependent on years of service. Both (a) and (b) included an inflation component of 3.5%. The assumptions did not include post-retirement benefit increases, which are funded by the Authority when granted. Such assumptions are subject to future changes due to certain market conditions. The actuarial value of assets was determined using techniques that smooth the effects of short-term volatility in the market value of investments over a five-year period.

Mortality rates were based on the RP-2000 Combined Healthy Participant Mortality Table for males and females using projection Scale AA to anticipate future mortality improvements, set back five years for disabled lives. Assumption for inflation was 3.0%, assumption for salary increases was 4.00% to 13.13%, depending on service.

A comprehensive experience study was performed in 2010. Following the experience study the Plan updated mortality rates to RP-2000 Combined Health Mortality Table for males and females, using projection scale AA to provide for future mortality improvements after the year 2000, lowered expected salary increased by 1%, and updated rates of Retirement, Disability, and Termination.

A single discount rate of 7.50% was used to measure the total pension asset. This single discount rate was based on the expected rate of return on pension plan investments of 7.50%. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between the total actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan improvements (7.50%) was applied to all periods of projected benefit payments to determine the total pension asset.

The assumed asset allocation of the Union Plan portfolio and the expected rate of return presented on an arithmetic basis is as follows:

Asset Class	Target Allocation	Long-Term Expected Rate of Return
Domestic equity	37%	10.62%
Convertible - passive	10%	9.02%
International equity	15%	5.15%
Master Limited Partnerships	5%	12.86%
Real estate	4%	9.60%
TIPS	2%	5.73%
Fixed Income (bonds)	27%	7.03%
	100%	

Sensitivity of net pension asset to changes in the discount rate – The following presents the net pension asset of the Authority, calculated using the discount rate of 7.50%, as well as what the Authority's net pension (liability)/asset would be if were calculated using a discount rate that is 1-percentage point lower (6.50%) or 1-percentage point higher (8.50%) than the current rate:

1% Decrease	Current Single Discount Rate Assumption	1% Increase
6.50%	**7.50%**	**8.50%**
($9,215,710)	$6,283,485	$16,877,196

Union - 401(a) Defined Contribution Pension Plan

The Authority maintains a single-employer, defined contribution pension plan, Central Florida Regional Transportation Authority Money Purchase Plan (the "Union Defined Contribution Plan"), administered by Hartford Life Insurance Company for new employees represented by the union. The Union Defined Contribution Plan is a tax-qualified plan pursuant to Section 401(a) of the Internal Revenue Code. All full-time Authority Union employees hired after July 1, 2013 are eligible to participate in the Union Defined Contribution Plan.

The Union Defined Contribution Plan provisions provide for the Authority to contribute 6% of employee earnings; employees are not required to make contributions. All plan amendments are administered and authorized by the Union Defined Contribution Plan's trustees. At the Union Defined Contribution Plan's inception, employees are 100% vested after five years of employment with the Authority or other public service or transportation agencies. All employees may withdraw vested balances upon the normal retirement age of 65. The Union Defined Contribution Plan permits withdrawals for retirement, termination, and disability but does not allow participants to borrow against their accounts.

The Authority's contribution to the plan for the years ended September 30, 2015 and 2014 amounted to $143,673 and $20,272 respectively, representing 6% of covered payroll less forfeitures.

Employee 401(a) Pension Plan - The Authority maintains a single-employer, defined contribution pension plan, Central Florida Regional Transportation Authority Money Purchase Plan (the "Plan"), administered by Mass Mutual Financial Group for employees who are not represented by the Union, effective October 1, 1994. The Plan is a tax-qualified plan pursuant to section 401(a) of the Internal Revenue Code. All full-time administrative employees not represented by the Union are eligible for participation in the plan, with the exception of employees hired before October 1, 1994 who opted to stay in the FRS and supervisors represented by Union 1749.

The Plan provisions provide for the Authority to contribute 12% or 6% of employee earnings; employees are not required to make contributions. On October 1, 2013, Authority contribution changed from 12% to 6% for new employees. All plan amendments are administered and authorized by the Plan's trustees. At the Plan's inception, employees who switched from the FRS were automatically 100% vested and all other employees are 100% vested after five years of employment with the Authority or other public service or transportation agencies. All employees may withdraw vested balances upon the normal retirement age of 65. The Plan permits withdrawals for retirement, termination, and disability but does not allow participants to borrow against their accounts.

The payroll for Authority employees covered by the plan for the years ended September 30, 2015 and 2014 was $10,119,637 and $9,699,702 respectively. The Authority's contribution to the plan for the years ended September 30, 2015 and 2014 amounted to $1,226,951 and $1,231,432 respectively, representing 12% or 6% of covered payroll less forfeitures.

7. POSTEMPLOYMENT BENEFITS OTHER THAN PENSION BENEFITS

In addition to the pension benefits described in Note 6, effective October 1, 1999, the Authority entered into a contractual agreement with Local 1596 of the Amalgamated Transit Union to provide postemployment health care benefits for those employees who, in accordance with Article 28 of the Amalgamated Transit Union Local 1596 Pension Plan, have at least ten (10) years vesting and retire between the ages of 62 and 67 or until they are eligible for Medicare benefits (whichever occurs first). Benefit provisions and contribution obligations have been established by the Authority's Board. Eligibility for retirement health care benefits will be determined by the years of credited services.

In order to comply with the requirements of GASB 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other than Pensions*, the Authority contracted with a certified actuarial firm to provide an actuarial valuation of postemployment benefits. The postemployment health insurance benefits will continue to be offered on a pay-as-you-go basis a percentage of the cost of the Consumer Driven Health Plan (CDHP, Employee Only) in accordance with the following schedule:

Years of Service	Contribution Rate
10-14	60% of CDHP, Employee Only
15-19	75% of CDHP, Employee Only
20+	100% of CDHP, Employee Only

Employees who elect to continue their health care coverage upon retirement are responsible for the employee and employer share over and above the previously stated contributions. Dependent coverage is available at the retiree's expense provided the retiree elects to continue health care coverage. As required by the State of Florida Statute 112.08011, the claims experience of the retirees is co-mingled with active employees in determining the health plan cost. In accordance with GASB 45, the co-mingling of claims requirements equates to an implicit subsidy to retirees that creates another postemployment benefit (OPEB) liability on the part of the Authority. Therefore, the Authority will incur a liability at the beginning of this fiscal year for the implicit rate subsidy as the Authority implements GASB 45. The Authority does not intend to fund the actuarial accrued liability.

The Authority's annual OPEB cost is calculated based on the annual required contribution (ARC) of the employer, an amount actuarially determined in accordance with the parameters of GASB 45. In the year of implementation, the net OPEB Obligation and the ARC are the same amount. The following table shows the components of the Authority's OPEB cost for the year, the amount contributed to the plan, and changes in the Authority's net OPEB obligation at September 30, 2015, 2014 and 2013, as follows:

	September 30		
	2015	2014	2013
Annual required contribution	$ 389,000	$ 426,000	$ 402,000
Interest on net OPEB obligation	57,000	48,000	39,000
Adjustment to annual required contribution	(66,000)	(53,000)	(42,000)
Annual OPEB cost	380,000	421,000	399,000
Contributions made	(121,000)	(186,000)	(172,000)
Increase in net OPEB obligation	259,000	235,000	227,000
Net OPEB obligation, beginning of year	1,424,525	1,189,525	962,525
Net OPEB obligation, end of year	$ 1,683,525	$ 1,424,525	$ 1,189,525

As of the October 1, 2015 actuarial valuation date, the unfunded actuarial accrued liability (UAAL) was $2,536,000. The covered payroll (annual payroll of active employees covered by the OPEB Plan) was $43,131,812 and the ratio of the UAAL to the covered payroll was 5.9%. The Authority's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for the year are as follows:

Year Ending	Annual OPEB Cost	Percentage of OPEB Cost Contributed	Net OPEB Obligation
September 30, 2015	$380,000	31.8%	$1,683,525
September 30, 2014	$421,000	44.2%	$1,424,525
September 30, 2013	$399,000	43.1%	$1,189,525

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits. (As an unfunded plan, there are no plan assets to report.)

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short term volatility in actuarial accrued liabilities and the actuarial value of assets consistent with the long-term perspective of the calculations. The information presented in the required supplementary schedule was determined as a part of the actuarial valuation at the date indicated:

Valuation date	October 1, 2014
Actuarial cost method	Projected unit credit
Amortization method	Level dollar/open
Remaining amortization period	30 years
Asset valuation method	Pay as you go
Actuarial assumptions:	
Projected salary increases	2.50%
Investment rate	4.0% per year
Healthcare cost trend (including 2.80% inflation)	4.7% initially and 5.21% ultimately, in 2050

8. COMMITMENTS

Operating Lease - Total lease expense amounted to $346,495 and $231,530 during the years ended September 30, 2015 and 2014, respectively.

9. FUEL HEDGE SWAP AGREEMENTS

The Authority first entered into fuel hedge swap agreements (“swaps”) during fiscal year 2011 in order to smooth out the fluctuation in diesel fuel cost and to set predetermined upper limits with respect to the cost of fuel. Twenty swaps have occurred to date through September 30, 2015 as follows:

Trade Date	Effective Period	Total Quantity - Gallons	Fixed Price Per Gallon
05/03/2011	05/01/11 – 10/31/11	720,000	$3.3160
05/06/2011	05/06/11 – 10/31/11	360,000	$3.0050
05/06/2011	11/01/11 – 09/30/12	1,430,000	$3.0420
09/23/2011	11/01/11 – 09/30/12	770,000	$2.8900
05/15/2012	10/01/12 – 09/30/13	840,000	$3.0125
05/17/2012	10/01/12 – 09/30/13	840,000	$2.9400
06/29/2012	10/01/12 – 09/30/13	756,000	$2.3800
06/29/2012	10/01/12 – 09/30/13	1,104,000	$2.7300
04/05/2013	10/01/13 – 09/30/14	840,000	$2.9500
04/05/2013	10/01/13 – 09/30/14	264,000	$2.6050
04/15/2013	10/01/13 – 09/30/14	840,000	$2.8900
04/15/2013	10/01/13 – 09/30/14	264,000	$2.5700
04/16/2013	10/01/13 – 09/30/14	840,000	$2.8650
04/16/2013	10/01/13 – 09/30/14	264,000	$2.5200
04/23/2014	10/01/14 – 09/30/15	1,430,000	$3.0420
04/23/2014	10/01/14 – 09/30/15	396,000	$2.6025
04/28/2014	10/01/14 – 09/30/15	204,000	$2.5990
04/28/2014	10/01/14 – 09/30/15	1,680,000	$2.8950
01/14/2015	10/01/15 – 09/30/16	2,520,000	$1,8080
01/14/2015	10/01/15 – 09/30/16	450,000	$1,5425

Settlements with the counterparty are made monthly based on the difference between the number of gallons hedged at the fixed price and the number of gallons hedged at the average price per gallon based on the U.S. Gulf Coast Pipeline Ultra Low Sulfur Diesel Platts Index and the U.S. Gulf Coast Pipeline Gasoline Unleaded 87 Platts Index (“Platts”). If the Platts price is higher than the fixed price the counterparty pays the Authority a settlement amount and if the fixed price is higher than the Platts price the Authority pays the counterparty. The Authority is exposed to basis risk on the swaps if the index on which fuel is purchased differs from the Platts index specified in the related fuel hedge agreements. During fiscal year 2015, the Authority purchased all diesel fuel from vendors using the Platts index.

The Authority is also exposed to rollover risk on the swaps to the extent that the maturities of fuel hedges differ from the timing of fuel purchases. To the extent there are timing differences, the Authority is re-exposed to the fuel price risks being hedged.

The swaps are considered effective hedges at September 30, 2015 under the dollar-offset method, which compares the changes in expected cash flows of the hedging instruments to the cash flows of the diesel fuel subjected to hedge. Accordingly, the swaps are presented at estimated fair value on the statement of net position, with $821,949 as a deferred outflow of resources and derivative financial instrument on the statement of net position at September 30, 2015. The estimated fair value of the swaps is determined based on contracted strike prices and applicable futures prices at September 30, 2015, and these values represent the change in fair value of the swaps during the fiscal year.

The fixed price per gallon has declined significantly from hedged prices subsequent to September 30, 2015. Deferred outflows arising from such declines are recognized as fuel expense throughout the effective period of the hedge.

10. LITIGATION

The Authority is contingently liable with respect to lawsuits and other claims incidental to the ordinary course of its operation, most of which are covered by the self-insurance program discussed in Note 5. In the opinion of management, any adjustments that would result from the settlement of lawsuits and other claims would not be significant.

Statistical Section

LYNX
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

REQUIRED SUPPLEMENTARY INFORMATION
UNION PENSION PLAN SCHEDULE OF CHANGES IN NET PENSION ASSET AND RELATED RATIOS

Total pension liability		**2015** *
Service cost	$	4,900,835
Interest		8,240,224
Benefit changes		-
Difference between actual & expected experience		(5,835)
Assumption changes		-
Benefit payments		(4,079,731)
Refunds		(269,399)
Net change in total pension liability		8,786,094
Total pension liability - beginning		107,143,379
Total pension liability		115,929,473
Plan fiduciary net position		
Contributions - Employer	$	2,337,699
Contributions - Member		2,310,106
Net investment income		10,052,069
Benefit payments		(4,079,731)
Refunds		(269,399)
Administrative expense		(237,291)
Net changes in Plan fiduciary net position		10,113,453
Total Plan fiduciary net position - beginning		112,099,505
Total Plan fiduciary net position - ending		122,212,958
Net pension asset - ending	$	6,283,485
Plan fiduciary net position as a percentage of the total pension liability		105.42%
Covered employee payroll	$	34,962,723
Net pension asset as a percentage of covered payroll		17.97%

Notes to Schedule:

*Since the measurement date is one year prior to fiscal year end, the amounts presented were determined as of the prior fiscal year ending September 30. Additional years will be displayed as the information becomes available.

REQUIRED SUPPLEMENTARY INFORMATION
UNION PENSION PLAN SCHEDULE OF CONTRIBUTIONS, NET PENSION ASSET AND MONEY-WEIGHTED RATE OF RETURN

SCHEDULE OF CONTRIBUTIONS

FY Ending September 30,	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Payroll	Contribution as a % of Covered Payroll
2015	$ 3,283,667	$ 3,315,057	$ (31,390)	$ 33,064,237	10.03%
2014	$ 3,521,356	$ 2,337,699	$ 1,183,657	$ 34,962,723	6.69%
2013	$ 3,422,542	$ 3,568,777	$ (146,235)	$ 32,821,564	10.87%
2012	$ 3,543,980	$ 3,638,572	$ (94,592)	$ 34,369,299	10.59%
2011	$ 3,416,323	$ 3,660,066	$ (243,743)	$ 35,059,922	10.44%
2010	$ 3,893,395	$ 3,867,861	$ 25,534	$ 35,815,773	10.80%
2009	$ 4,312,447	$ 3,628,006	$ 684,441	$ 35,830,640	10.13%
2008	$ 3,465,817	$ 4,034,811	$ (568,994)	$ 33,258,187	12.13%
2007	$ 3,326,744	$ 3,404,843	$ (78,099)	$ 29,889,028	11.39%
2006	$ 3,003,196	$ 3,109,656	$ (106,460)	$ 27,436,034	11.33%

SCHEDULE OF THE EMPLOYER’S NET PENSION ASSET *

FY Ending September 30,	Total Pension Liability	Plan Net Position	Net Pension Asset	Plan Net Position as a % of Total Pension Liability	Covered Payroll	Net Pension Asset as a % of Covered Payroll
2015	$ 115,929,473	$ 122,212,958	$ 6,283,485	105.42%	$ 34,962,723	17.97%

SCHEDULE OF MONEY-WEIGHTED RATE OF RETURN *

	2015
Annual money-weighted rate of return net of investment expense	8.7%

*Since the measurement date is one year prior to fiscal year end, the amounts presented were determined as of the prior fiscal year ending September 30. Additional year will be displayed as the information becomes available.

REQUIRED SUPPLEMENTAL INFORMATION
UNION PENISON PLAN NOTES TO REQUIRED SUPPLEMENTAL INFORMATION

Valuation Date: 10/1/2013 (for FYE 9/30/15)
Measurement Date: September 30, 2014

Note: Actuarially determined contributions are calculated as of the October 1 which is one year prior to the end of the fiscal year in which contributions are reported.

<u>Methods and Assumptions Used to Determine Contribution Rates:</u>

Actuarial Cost Method	Entry Age Normal
Amortization Method	Level Dollar Closed
Expenses	Average of actual administrative plus investment expenses for the two most recent years is added to the Normal Cost.
Remaining Amortization Period	30 years
Asset Valuation Method	5-year smoothed market
Inflation	3.0%
Salary Increases	4.0% to 13.13% depending on service
Investment Rate of Return	7.5%
Retirement Age	15% to 100% depending on age
Mortality	RP-2000 Combined Healthy Participant Mortality Table for males and females using protection Scale AA to anticipate future mortality improvements, set back 5 years for disabled lives.

Benefit changes enacted during the fiscal year ended September 30, 2015:

There were no benefit changes enacted during the year.

Changes in assumptions:

There were no changes in assumptions or methods since the previous actuarial valuation.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Other Postemployment Benefits (OPEB)
For the Years Ended September 30, 2015, 2014 and 2013

Schedule of Funding Progress

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (normal cost) Entry Age (b)	Unfunded Actuarial Accrued Liability (UAAL) (b-a)	Funded Ratio (a/b)	Annual Covered Payroll (c)	UAAL as a % of Covered Payroll ((b-a)/c)
October 1, 2015	$ -	$2,536,000	$2,536,000	0.0%	$43,131,812	5.9%
October 1, 2014	$ -	$2,995,000	$2,995,000	0.0%	$41,350,461	7.2%
October 1, 2013	$ -	$2,793,000	$2,793,000	0.0%	$39,371,561	7.1%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
SUPPLEMENTAL SCHEDULE OF REVENUES AND EXPENSES
BUDGET VS ACTUAL (BUDGET BASIS)
YEAR ENDED SEPTEMBER 30, 2015

	Budget	Actual	Variance Favorable/ (Unfavorable)
OPERATING REVENUES			
Customer fares	$ 29,530,908	$ 28,225,093	$ (1,305,815)
Contract services:			
Local financial assistance	13,292,229	12,984,619	(307,610)
Other contractual services	4,806,364	4,611,053	(195,311)
Advertising -on Buses	1,905,000	2,470,350	565,350
Other income	367,000	506,586	139,586
Total operating revenues	49,901,501	48,797,701	(1,103,800)
OPERATING EXPENSES:			
Transportation	44,466,227	41,994,700	2,471,527
Maintenance and operations	66,476,157	57,396,878	9,079,279
General and administrative	16,364,553	14,822,648	1,541,905
Total operating expenses before depreciation	127,306,937	114,214,226	13,092,711
OPERATING LOSS	(77,405,436)	(65,416,525)	11,988,911
NONOPERATING REVENUES/(EXPENSES):			
Federal	16,513,369	13,385,230	(3,128,139)
State of Florida	13,403,175	12,664,842	(738,333)
Local	45,821,448	45,981,116	159,668
Interest income	50,000	29,344	(20,656)
Interest expense	(47,842)	(32,724)	15,118
Total nonoperating revenues/(expenses), net	75,740,150	72,027,808	(3,712,342)
Increase/(decrease) in net position	$ (1,665,286)	6,611,283	$ 8,276,569
BASIS DIFFERENCES:			
Depreciation		(26,171,883)	
Other income (expenses)		373,874	
Cumulative effect of change in accounting principle		7,059,375	
Capital contribution		19,670,180	
Increase in net position - GAAP basis		$ 7,542,829	

STATISTICAL INFORMATION

This section contains statistical tables reflecting various supplemental financial data concerning the Authority's operations. Where applicable, a 10-year history has been depicted to disclose trends in financial operations and other finance-related matters. These tables have been included as a part of this report for information purposes only, and, therefore, have not been subjected to audit by the Authority's independent auditors. Below is a summary of the components and purpose for the tables provided here-in.

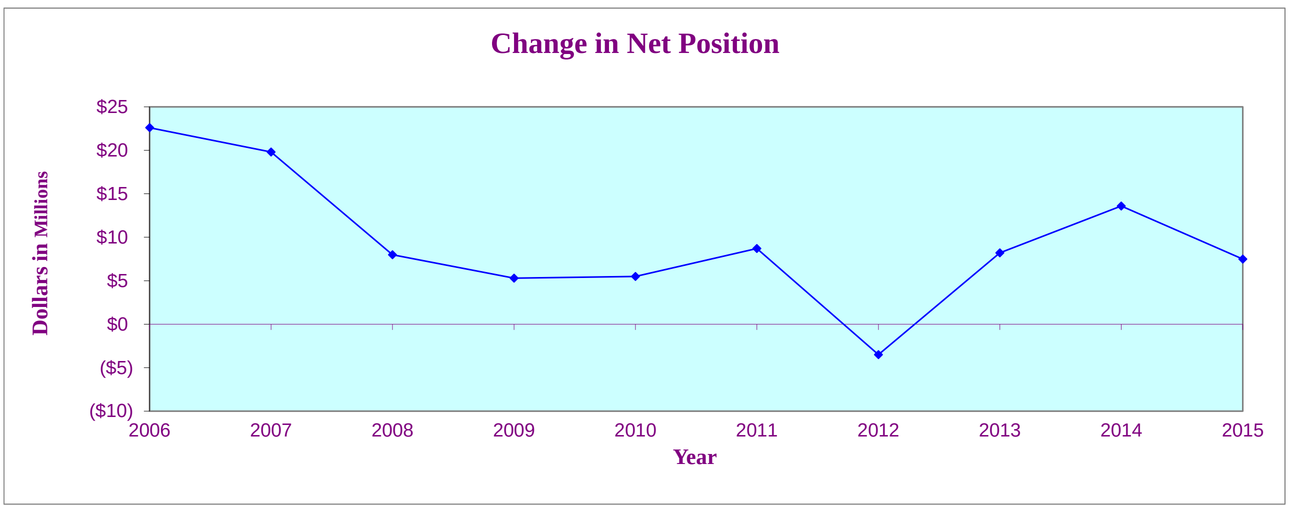
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
LYNX
Miscellaneous Statistics
Year End September 30, 2015
(Unaudited)

Form of Government	Local Government (Independent Special District)
Number of Directors	Five (5) Voting
Area Population	2,003,626
Counties Served	Orange, Seminole and Osceola
Number of Service Routes	76
Peak Vehicle Requirement	255
Hours of Operation	4:00 a.m. to 3:10 a.m.
Average Weekday Passengers	88,600
Vehicle Miles Operated	16,470,661
Vehicle Hours Operated	1,163,956

Sources: Metro Orlando Economic Development Commission
National Transit Database Report

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX
Revenue, Expenses, and Change in Net Position
Last Ten Years
Dollars in Millions
(Unaudited)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Operating Revenue:										
Customer Fares	$ 18.9	$ 19.1	$ 21.7	$ 21.5	$ 22.4	$ 26.1	$ 28.6	$ 29.4	$ 29.1	$ 28.2
Other	17.1	21.0	20.1	20.8	20.8	20.6	18.0	20.0	22.5	20.6
Total Operating Revenue	36.0	40.1	41.8	42.3	43.2	46.7	46.6	49.4	51.6	48.8
Operating Expenses:										
Administration, Transportation, and Maintenance	89.1	97.8	110.7	106.6	106.7	110.6	112.0	119.8	120.5	114.2
Depreciation	9.2	10.1	15.2	16.7	17.0	18.2	19.1	19.9	23.5	26.2
Write-off of Assets (Note 1)	-	-	-	-	-	-	-	-	-	-
Total Operating Expenses	98.3	107.9	125.9	123.3	123.7	128.8	131.1	139.7	144.0	140.4
Operating Loss	(62.3)	(67.8)	(84.1)	(81.0)	(80.5)	(82.1)	(84.5)	(90.3)	(92.4)	(91.6)
Non-Operating Revenue (Expenses):										
Operating Assistance	38.9	53.1	50.1	54.3	48.9	46.4	47.8	49.0	53.4	56.1
Planning and Other Income (Expenses)	16.0	14.1	14.0	14.9	18.5	20.2	20.3	19.3	17.3	16.3
Capital Contributions	30.0	20.4	28.0	17.1	18.6	24.2	12.9	30.2	35.3	19.7
Total Non-Operating Revenue (Expenses)	84.9	87.6	92.1	86.3	86.0	90.8	81.0	98.5	106.0	92.1
Change in Net Position Before Accounting Change	22.6	19.8	8.0	5.3	5.5	8.7	(3.5)	8.2	13.6	0.5
Change in Accounting Principle	-	-	-	-	-	-	-	-	-	7.0
Change in Net Position After Accounting Change	$ 22.6	$ 19.8	$ 8.0	$ 5.3	$ 5.5	$ 8.7	$ (3.5)	$ 8.2	$ 13.6	$ 7.5



For the past 10 years the chart shows the change in net position each year versus the immediately preceding year. Net position peaked in fiscal year 2007 at $22.6 million due to the design, development and construction of the new LYNX Central Station (LCS) and LYNX Operations Center (LOC) , as well as the acquisition of rolling stock and other capital assets.

Source: Financial Statements

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

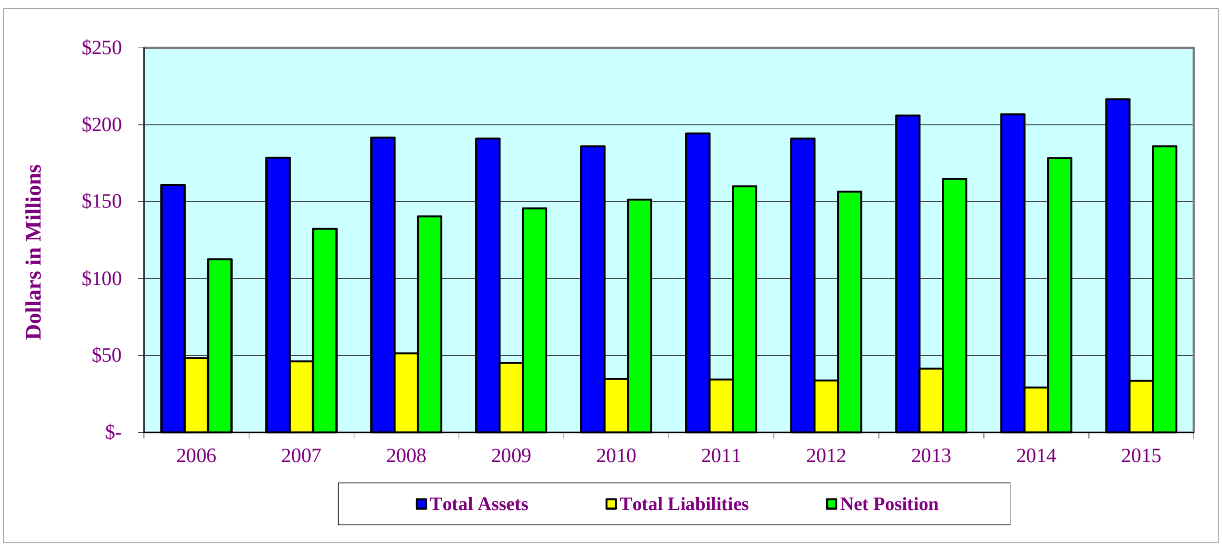
Condensed Summary of Net Position

Last Ten Years

Dollars in Millions

(Unaudited)

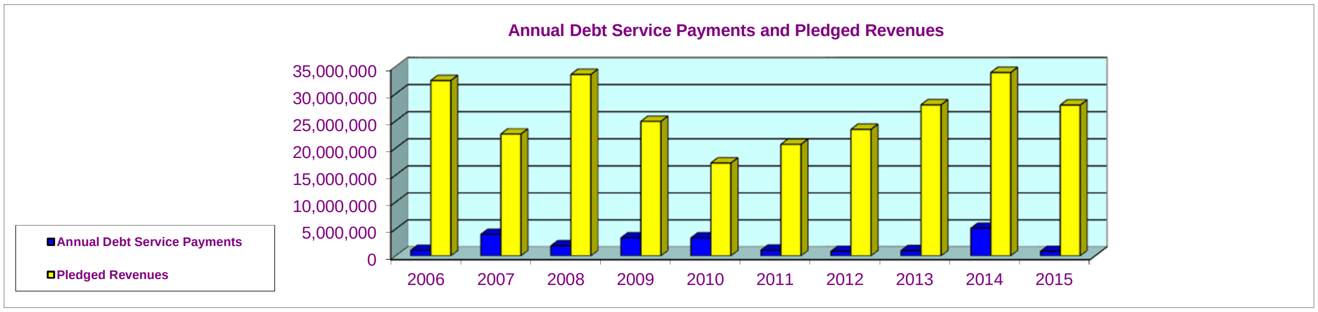
Year	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total Assets	$160.9	$178.5	$191.7	$190.9	$185.9	$194.3	$191.0	$206.0	$206.7	$216.6
Deferred Outflow of Resources	$0.0	$0.0	$0.0	$0.0	$0.0	$0.6	$0.0	$0.1	$0.8	$4.1
Deferred Inflow of Resources	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.7	$0.0	$0.0	$1.3
Total Liabilities	$48.3	$46.1	$51.3	$45.2	$34.7	$34.4	$33.8	$41.4	$29.2	$33.5
Ending Net Position	$112.6	$132.4	$140.4	$145.7	$151.2	$159.9	$156.5	$164.7	$178.3	$185.9
Net investment in capital assets	$98.0	$110.2	$123.7	$123.5	$125.1	$131.1	$124.9	$135.6	$149.2	$142.7
Restricted	$3.1	$1.3	$0.5	$0.5	$0.5	$0.5	$0.5	$0.1	$0.0	$0.0
Unrestricted	$11.5	$20.9	$16.2	$21.7	$25.6	$28.3	$31.1	$29.0	$29.1	$43.2
Ending Net Position	$112.6	$132.4	$140.4	$145.7	$151.2	$159.9	$156.5	$164.7	$178.3	$185.9

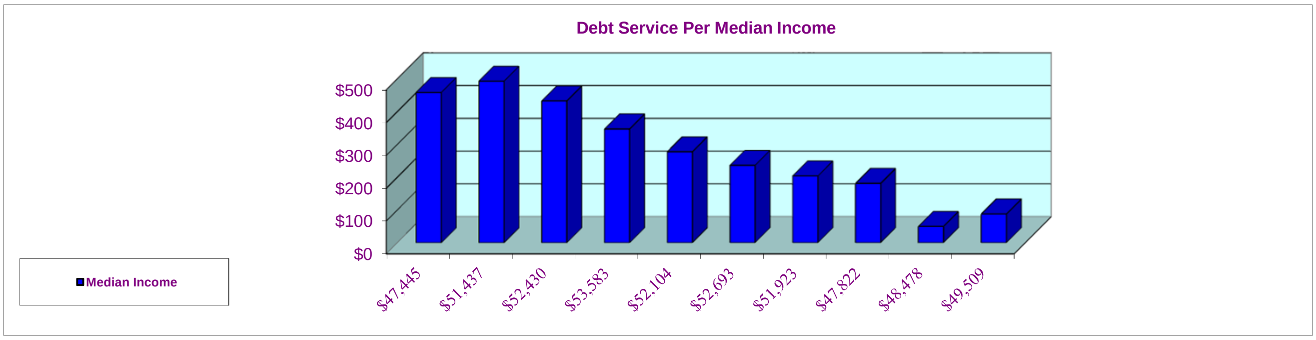


This chart compares Total Assets, Total Liabilities, and Net Position values over the last 10 years. Total Assets increased 34.62% during this period as the Authority expanded service, acquired new rolling stock, developed land, and constructed the LYNX Central Station and LYNX Operations Center. Total Liabilities at the end of fiscal year 2015 are 30.6% lower than at the end of fiscal year 2006. The decrease is due mainly to repayment of State Infrastructure Bank loans taken in fiscal year 2006, and a 2007 a lease agreement. Net Position increased every year, except for fiscal year 2012; at $185.9 million as of this fiscal year end it is 65.09% greater than fiscal year 2006.

CENTRAL FLORIDA REGIONAL TRANSPORATION AUTHORITY d/b/a
LYNX
Total Debt
Last Ten Years
(Unaudited)

Year	Total Debt	SIB Loans	Capital Leases	Annual Debt Service Payments	Pledged Revenues	Debt Service Coverage	Median Income	Debt per Median Income
2006	$21,722,909	$21,677,898	$45,011	$1,021,093	$32,413,802	-	$47,445	$457.85
2007	$25,331,967	$17,698,991	$7,632,976	$3,978,907	$22,551,897	5.67	$51,437	$492.49
2008	$22,662,882	$15,996,355	$6,666,527	$1,850,585	$33,529,785	18.12	$52,430	$432.25
2009	$18,576,071	$12,914,638	$5,661,433	$3,321,419	$24,881,390	7.49	$53,583	$346.68
2010	$14,446,041	$9,829,891	$4,616,150	$3,321,420	$17,211,000	5.18	$52,104	$277.25
2011	$12,430,432	$8,901,362	$3,529,070	$1,046,219	$20,649,873	19.74	$52,693	$235.90
2012	$10,563,319	$8,164,797	$2,398,522	$829,492	$23,411,900	28.22	$51,923	$203.44
2013	$8,636,268	$7,413,500	$1,222,768	$958,423	$27,936,006	29.15	$47,822	$180.59
2014	$2,392,156	$2,392,156	$0	$5,127,064	$33,892,077	6.61	$48,478	$49.35
2015	$4,325,942	$1,610,507	$2,715,435	$829,492	$27,889,437	33.62	$49,509	$87.38





Source: Financial Statements, NTD Report, and Orlando Economic Development Commission.

Note: Total debt consists of State Infrastructure Bank loans and capital lease obligations but annual debt service payments consist only of payments on State Infrastructure Bank loans. Available pledged revenues are for capital expenditures and debt service payments.

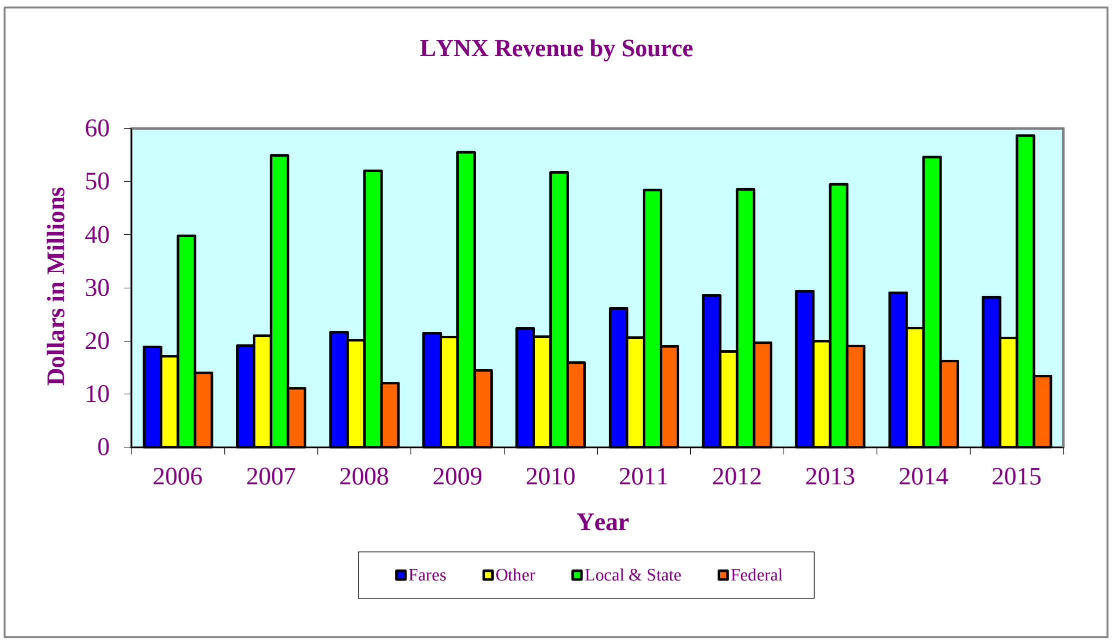
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Revenue by Source
Last Ten Years

Dollars in Millions

(Unaudited)

	OPERATING AND OTHER MISCELLANEOUS REVENUE			OPERATING ASSISTANCE			
Fiscal Year	**Fares**	**Other**	**Total**	**Local & State**	**Federal**	**Total**	**Total Revenue**
2006	$18.869	$17.134	$36.003	$39.757	$14.006	$53.763	$89.766
2007	$19.127	$21.003	$40.130	$54.914	$11.103	$66.017	$106.147
2008	$21.661	$20.179	$41.840	$51.997	$12.077	$64.074	$105.914
2009	$21.454	$20.790	$42.244	$55.466	$14.509	$69.975	$112.219
2010	$22.363	$20.800	$43.163	$51.684	$15.917	$67.601	$110.764
2011	$26.098	$20.661	$46.759	$48.370	$19.031	$67.401	$114.160
2012	$28.620	$18.047	$46.667	$48.521	$19.678	$68.199	$114.866
2013	$29.394	$19.985	$49.379	$49.433	$19.060	$68.493	$117.872
2014	$29.081	$22.475	$51.556	$54.558	$16.257	$70.815	$122.371
2015	$28.225	$20.572	$48.797	$58.646	$13.385	$72.031	$120.828



The table and graph show the primary sources of revenues, the amount received from each source over the last ten years and, consequently, the Authority's relative dependency on each of the revenue sources. Local and state governments have consistently been the biggest providers of operating funds. Fares decreased in 2015 and was down 2.9% compared to 2014. The increase of local & state revenues offset the decrease in federal assistanace from 2014. Total revenue was lower due to the decrease in fares and other revenue. In 2015 federal revenue decreased amounting to 11.08% of LYNX's total revenue versus 13.3% in 2014.

Source: Financial statements and schedules included in the Comprehensive Annual Financial Reports

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Revenues by Source

Last Ten Years

(Unaudited)

	OPERATING AND OTHER MISCELLANEOUS REVENUE			OPERATING ASSISTANCE			
FISCAL YEAR	FARES	OTHER	TOTAL	LOCAL & STATE	FEDERAL	TOTAL	TOTAL REVENUE
INDUSTRY							
2006	33.2%	7.0%	40.2%	52.1%	7.7%	59.8%	100.0%
2007	31.4%	6.5%	37.9%	54.6%	7.5%	62.1%	100.0%
2008	31.3%	6.4%	37.7%	55.3%	7.0%	62.3%	100.0%
2009	31.5%	5.8%	37.3%	54.4%	8.2%	62.6%	99.9%
2010	32.1%	5.4%	37.5%	53.1%	9.4%	62.5%	100.0%
2011	32.8%	4.9%	37.7%	52.5%	9.8%	62.3%	100.0%
2012	32.5%	4.6%	37.1%	54.0%	8.9%	62.9%	100.0%
2013	32.5%	3.8%	36.3%	54.8%	8.9%	63.7%	100.0%
2014	*	*	0.0%	*	*	0.0%	0.0%
2015	*	*	0.0%	*	*	0.0%	0.0%
LYNX							
2006	21.0%	19.1%	40.1%	47.8%	12.1%	59.9%	100.0%
2007	18.0%	19.8%	37.8%	51.7%	10.5%	62.2%	100.0%
2008	20.4%	19.1%	39.5%	49.1%	11.4%	60.5%	100.0%
2009	19.1%	18.5%	37.6%	49.5%	12.9%	62.4%	100.0%
2010	20.2%	18.8%	39.0%	46.6%	14.4%	61.0%	100.0%
2011	22.9%	18.1%	41.0%	42.4%	16.6%	59.0%	100.0%
2012	24.9%	15.7%	40.6%	42.3%	17.1%	59.4%	100.0%
2013	24.9%	17.0%	41.9%	41.9%	16.2%	58.1%	100.0%
2014	23.8%	18.4%	42.2%	44.6%	13.2%	57.8%	100.0%
2015	23.4%	17.0%	40.4%	48.5%	11.1%	59.6%	100.0%

Source: Financial Statements

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* Not available

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Fare Structure

Year Ended September 30, 2015

(Unaudited)

Cash Fare/Single Ride	$ 2.00
Transfer	Free
Elderly and Disabled/Single Ride	$ 1.00
Youth	$ 1.00
Daily Pass	$ 4.50
Elderly and Disabled Daily Pass	$ 2.25
Youth Daily Pass	$ 2.25
Express 208 Daily Pass	6.50
Express 208 Daily Pass (Students, Elderly and Disabled)	3.25
Children (6 years and under with an adult)	Free
TICKETS	
Express Single Ride	$ 3.50
Lake County Link 204 Daily	$ 7.00
Lake County Link 204 Daily (Students, Elderly and Disabled)	$ 3.50
Express Seniors/Students	$ 1.75
Polk County Link 416 & 427 Single Ride	$ 1.50
Polk County Link 416 & 427 Students	$ 1.25
Polk County Link 416 & 427 Seniors / Disabled	$ 0.80
PASSES	
7 Day Pass	$ 16.00
Discounted 7 Day Pass (Students, Elderly and Disabled)	$ 8.00
Express 7 Day Pass	$ 23.00
Express Discounted 7 Day Pass (Students, Elderly and Disabled)	$ 11.50
Youth Pass 7 Day	$ 8.00
30 Day	$ 50.00
AdvantAge Pass 30 Day (Elderly and Disabled)	$ 25.00
Youth Pass 30 Day	$ 25.00
Express 30 Day	$ 70.00
Express AdvantAge Pass 30 Day (Elderly and Disabled)	$ 35.00
Express Youth Pass 30 Day	$ 35.00
Lake County 204 30 Day Pass	$ 140.00
Lake County 204 30 Day Pass (Students, Elderly and Disabled)	$ 70.00

SOURCE: LYNX Fare Structure Policy

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

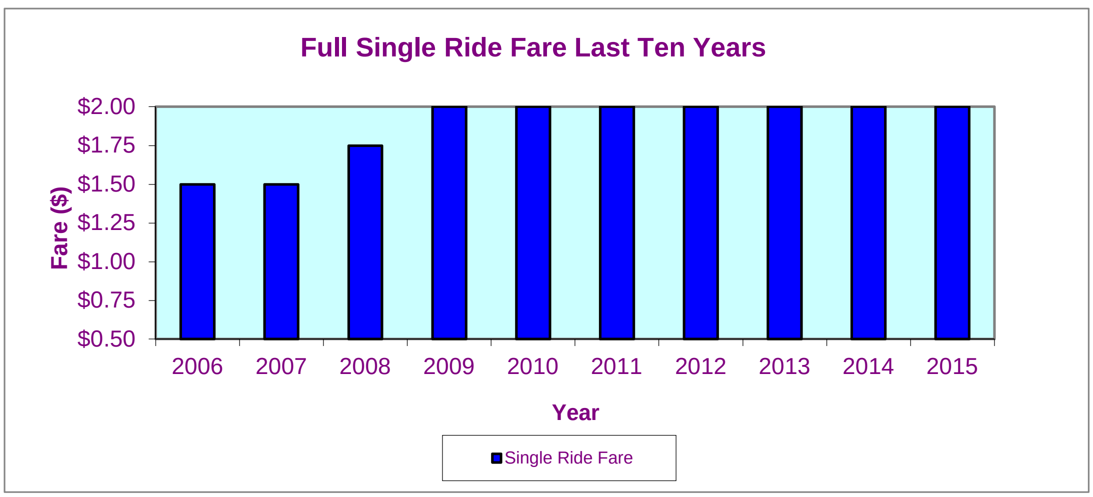
Fare Trends
Last Ten Years

(Unaudited)

	CASH FARES				PASSES			
Fiscal Year	Single Fare	Discount Single	1 Day Fare	Discount 1 Day	7 Day Pass	Discount 7 Day	30 Day Pass	Discount 30 Day
2006	$1.50	$0.75	$3.50	$1.75	$12.00	$6.00	$38.00	$18.00
2007	$1.50	$0.75	$3.50	$1.75	$12.00	$6.00	$38.00	$18.00
2008	$1.75	$0.85	$4.00	$2.00	$14.00	$7.00	$44.00	$22.00
2009	$2.00	$1.00	$4.50	$2.25	$16.00	$8.00	$50.00	$25.00
2010	$2.00	$1.00	$4.50	$2.25	$16.00	$8.00	$50.00	$25.00
2011	$2.00	$1.00	$4.50	$2.25	$16.00	$8.00	$50.00	$25.00
2012	$2.00	$1.00	$4.50	$2.25	$16.00	$8.00	$50.00	$25.00
2013	$2.00	$1.00	$4.50	$2.25	$16.00	$8.00	$50.00	$25.00
2014	$2.00	$1.00	$4.50	$2.25	$16.00	$8.00	$50.00	$25.00
2015	$2.00	$1.00	$4.50	$2.25	$16.00	$8.00	$50.00	$25.00

Discounted Fares Include:
- Students
- Elderly and Handicapped
- Does Not Include Xpress Link 208
- Does Not Include Lake County 204
- Does Not Include Polk County 416 & 427

Discounted Passes Include:
- Youth
- Advantage
- IQ

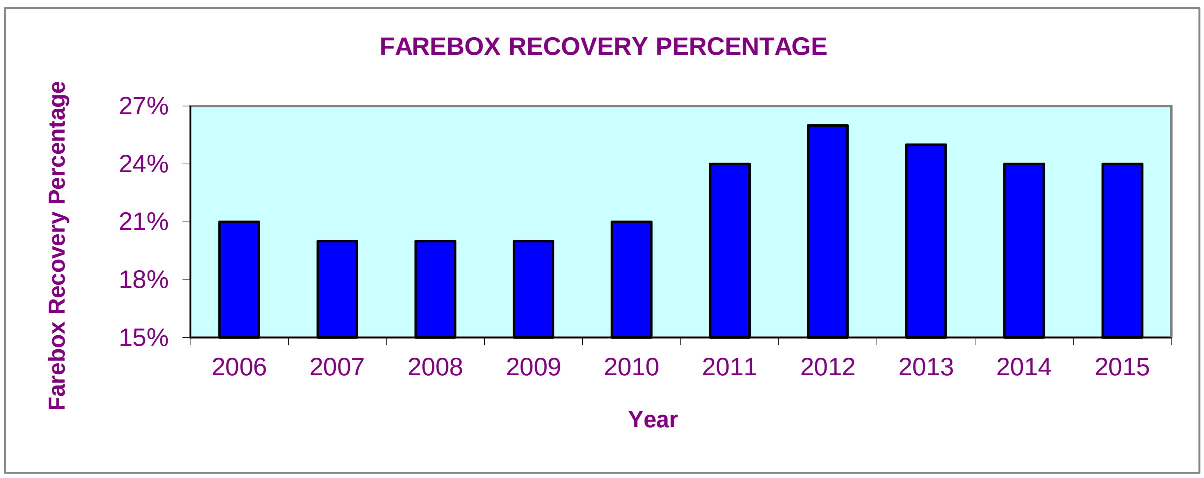


The table and graph show the amount of each standard fixed-route fare type by year. In keeping with the Authority's commitment to keep fares as low as fiscally feasible and to make relatively small rate increases periodically, no fare rate increases were made in 2015. In 2015 customer fares were approximately 57.8% of operating revenues and 25.0% of total revenues. The last increase was implemented in January 2009.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Farebox Recovery Percentage
Last Ten Years
(Unaudited)

Fiscal Year	Percentage
2006	21%
2007	20%
2008	20%
2009	20%
2010	21%
2011	24%
2012	26%
2013	25%
2014	24%
2015	25%



Farebox Recovery Percentage is the percentage of the total operating cost that is funded by customer fares. It is calculated by dividing total customer fares by total operating cost before depreciation. Beginning with 2006 the recovery rate has remained fairly constant varying by approximately 1% from year to year.

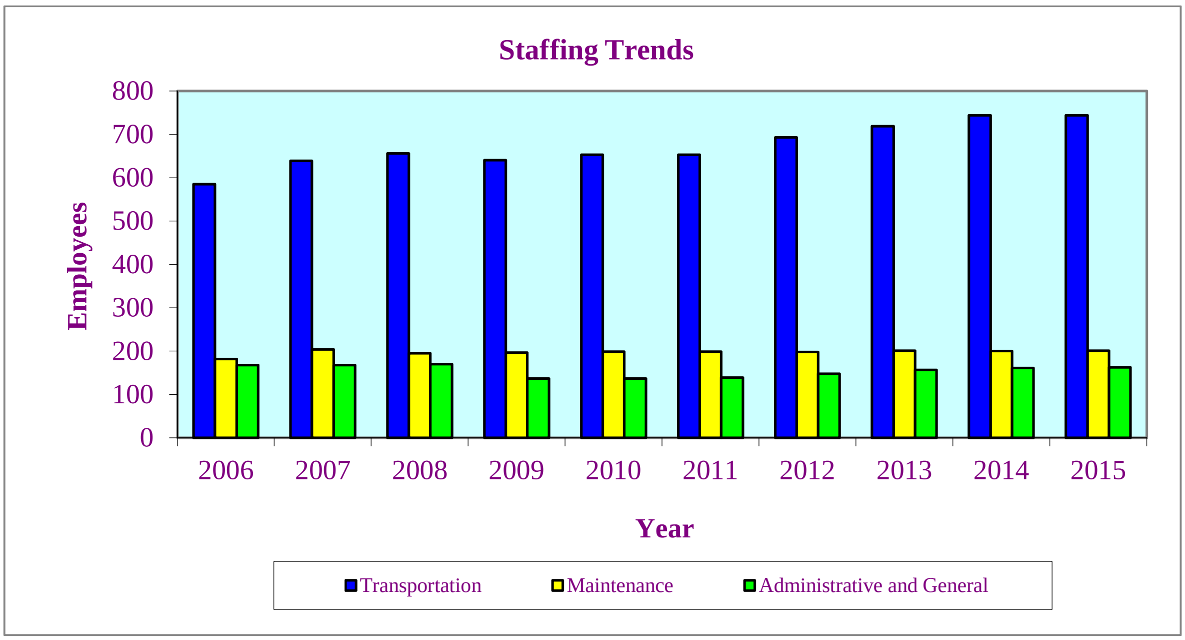
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Budgeted Staffing Trends

Last Ten Years

(Unaudited)

Year	Transportation	Maintenance	Administrative and General	Total
2006	585	182	168	935
2007	639	204	168	1,011
2008	656	195	170	1,021
2009	641	197	137	975
2010	653	199	137	989
2011	653	199	139	991
2012	693	198	148	1,039
2013	719	201	157	1,077
2014	744	200	161	1,105
2015	744	201	163	1,108



The greatest fluctuation during the 10-year period was in the Transportation area with 2015 staffing approximately 27.18% above the low level of the 10-year period shown above. Staffing level increased as a result of increase in service demand. Despite the Transportation staff increase, the organization wide total from year to year varied less than 18.5% with an overall increasing trend.

Source: Annual Budgets

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Top Ten Employers
Service Area Employers
Current Year and Nine Years Ago

(Unaudited)

	2015			2006		
Company	Number of Full Time Employees	Rank	Percentage of Total Employment	Number of Full Time Employees	Rank	Percentage of Total Employment
Walt Disney World Company	74,000	1	6.01%	56,800	1	5.30%
Orange County Public Schools	22,347	2	1.81%	22,807	2	2.13%
Universal Studios Florida	20,000	3	1.62%	12,500	6	1.17%
Florida Hospital	19,304	4	1.57%	19,270	3	1.80%
Orlando Regional Healthcare	15,132	5	1.23%	11,093	7	1.04%
University of Central Florida	11,074	6	0.90%	8946	8	0.84%
Seminole County Public Schools	7,829	7	0.64%	N/A	N/A	N/A
Orange County Government	7,658	8	0.62%	7,426	10	0.69%
Lockheed Martin	7,000	9	0.57%	N/A	N/A	N/A
Westgate Resorts	6,500	10	0.53%	N/A	N/A	N/A
Walmart	N/A	N/A	N/A	16,757	4	1.56%
Publix Supermarkets, Inc	N/A	N/A	N/A	15,606	5	1.46%
Central Florida Investments	N/A	N/A	N/A	8,300	9	0.78%
Other Employers	1,040,823		84.50%	891,234		83.23%
Region Total	1,231,667		100.00%	1,070,739		100.00%

Notes:
N/A = Not Available
Sources:
Metro Orlando Economic Development Commission
Orange County Public Schools
Orlando Health
University of Central Florida Office of Institutional Research
Seminole County Public Schools
Orange County Government, Florida

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Employment Percentage by Industry
Service Region
Last Ten Years

(Unaudited)

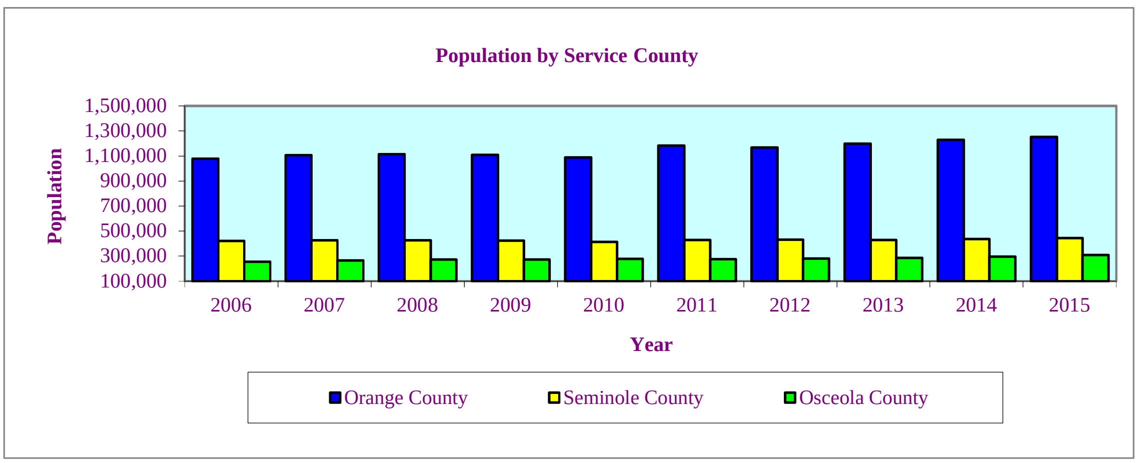
Year	Manufacturing	Construction	Transportation	Finance	Government	Retail Trade	Service	Total
2006	4.1%	8.0%	4.9%	6.2%	10.6%	20.3%	45.9%	100.0%
2007	4.0%	7.8%	4.9%	5.9%	11.0%	20.6%	45.8%	100.0%
2008	3.8%	6.6%	3.9%	6.2%	11.0%	15.3%	53.2%	100.0%
2009	3.9%	6.0%	3.1%	6.4%	11.7%	11.1%	57.8%	100.0%
2010	3.7%	4.8%	3.0%	6.0%	11.7%	11.4%	59.4%	100.0%
2011	3.6%	4.6%	3.1%	6.1%	11.5%	11.8%	59.3%	100.0%
2012	3.6%	4.2%	3.0%	6.2%	11.3%	12.3%	59.4%	100.0%
2013	3.5%	4.5%	2.9%	6.4%	11.0%	12.2%	59.5%	100.0%
2014	3.5%	5.1%	2.9%	6.2%	10.7%	12.7%	58.9%	100.0%
2015	3.5%	5.2%	3.0%	6.3%	10.4%	12.7%	58.9%	100.0%

Source: Metro Orlando Economic Development Commission

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Population by Service County
Last Ten Years
(Unaudited)

Year	Orange County	Seminole County	Osceola County	Region Total
2006	1,079,524	420,667	255,903	1,756,094
2007	1,105,603	425,698	266,123	1,797,424
2008	1,114,979	426,413	273,709	1,815,101
2009	1,108,882	423,759	272,788	1,805,429
2010	1,087,971	412,660	278,153	1,778,784
2011	1,183,903	429,169	275,010	1,888,082
2012	1,166,730	430,738	281,294	1,878,762
2013	1,199,801	427,977	286,001	1,913,779
2014	1,227,995	437,086	295,553	1,960,634
2015	1,252,396	442,903	308,327	2,003,626



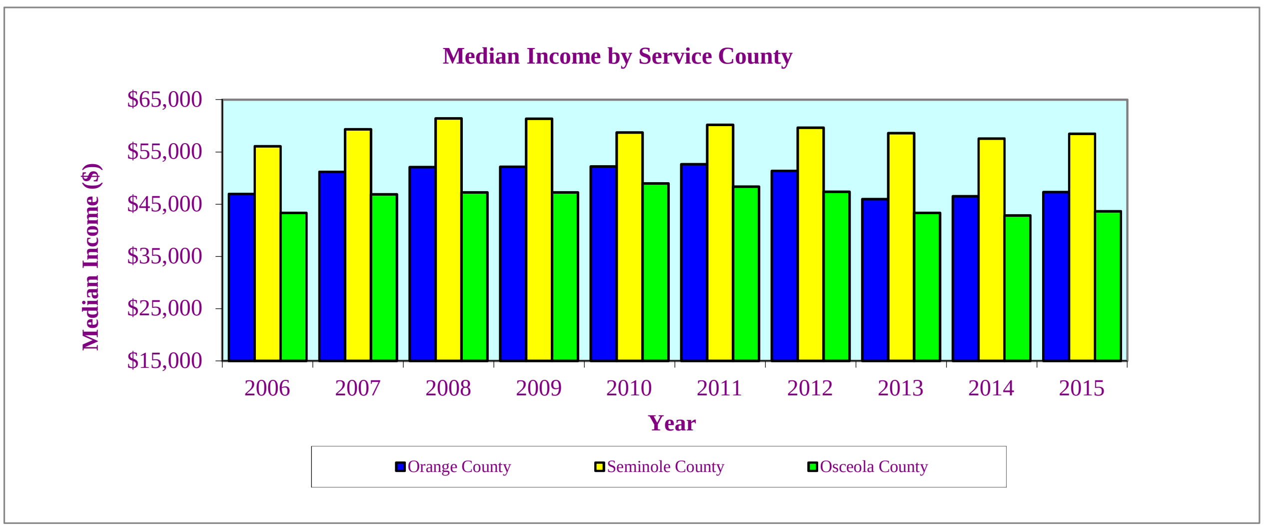
The population of the tri-county area, as a whole, increased approximately 2.2% from 2014. There was an increase every year except for 2009, 2010 and 2012. The greatest growth was in Osceola County, where the population grew approximately 4.32% compared to the previous year.

Source: Metro Orlando Economic Development Commission

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Median Household Income by Service County
Last Ten Years
(Unaudited)

Year	Orange County	Seminole County	Osceola County
2006	$46,963	$56,072	$43,336
2007	$51,188	$59,354	$46,890
2008	$52,062	$61,378	$47,228
2009	$52,130	$61,374	$47,244
2010	$52,232	$58,703	$48,942
2011	$52,624	$60,210	$48,367
2012	$51,338	$59,609	$47,386
2013	$45,968	$58,573	$43,332
2014	$46,507	$57,538	$42,838
2015	$47,295	$58,481	$43,620



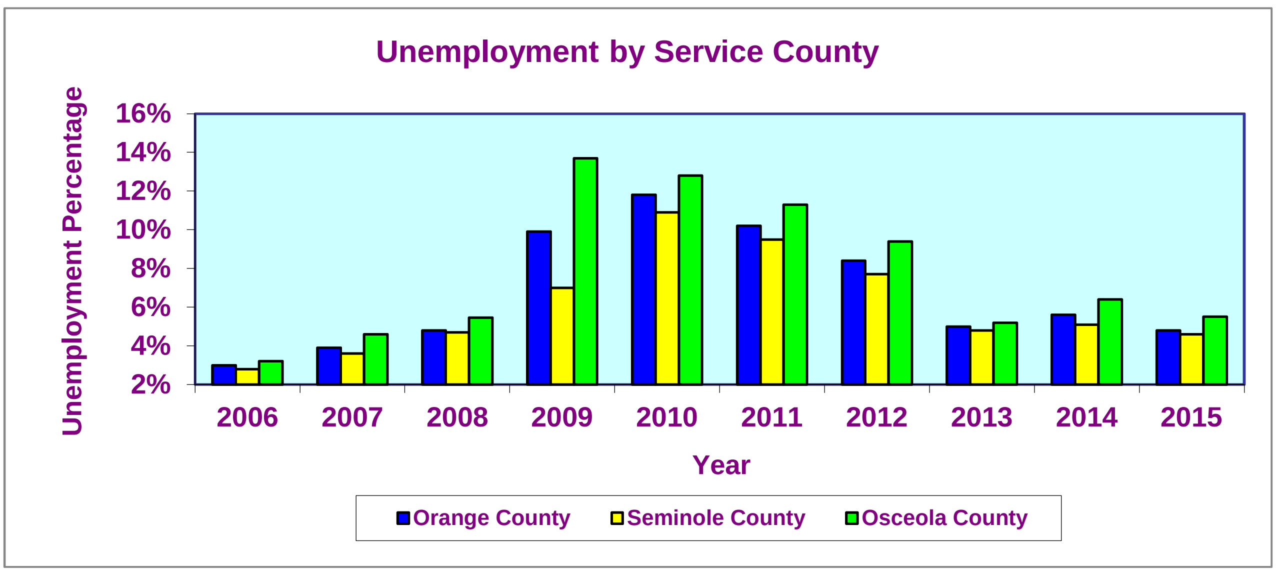
Median household income is useful in public transportation planning because it is one determinant of the need for, and probability of use, of public transportation. The lower the median income the greater, in most cases, will be the need for, and use of, public transportation. Overall the tri-county area median income increased from 2014.

Source: Metro Orlando Economic Development Commission

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Unemployment by Service County
Last Ten Years
(Unaudited)

Year	Orange County	Seminole County	Osceola County	Region Average
2006	3.0%	2.8%	3.2%	3.1%
2007	3.9%	3.6%	4.6%	3.3%
2008	4.8%	4.7%	5.5%	5.0%
2009	9.9%	7.0%	13.7%	10.2%
2010	11.8%	10.9%	12.8%	11.8%
2011	10.2%	9.5%	11.3%	10.3%
2012	8.4%	7.7%	9.4%	8.4%
2013	5.0%	4.8%	5.2%	4.9%
2014	5.6%	5.1%	6.4%	5.7%
2015	4.8%	4.6%	5.5%	5.0%



Employment and Unemployment trends are useful in the analysis of the economic vitality of a local economy. The availability of public transportation removes transportation barriers to employment, a factor which contributes to the continued need for public transportation. The yearly percentages by county are annual averages, non-seasonal based. The tri-county average for fiscal year 2015 was 5.0%, with Osceola at 5.5% having the highest unemployment. Each service county posted a increase in unemployment compared to 2014.

Source: Metro Orlando Economic Development Commission

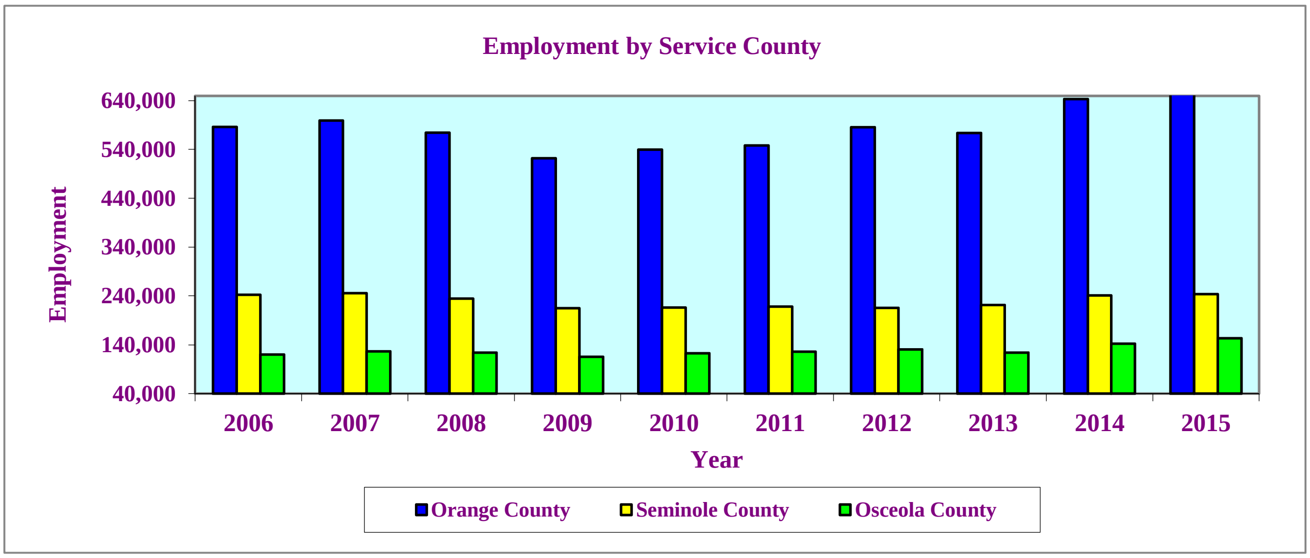
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Employment by Service County

Last Ten Years

(Unaudited)

Year	Orange County	Seminole County	Osceola County	Region Total
2006	586,102	242,061	120,684	948,847
2007	599,487	245,764	126,783	972,034
2008	574,090	234,275	124,406	932,771
2009	521,623	215,016	115,643	852,282
2010	539,404	216,202	122,843	878,449
2011	547,816	218,049	126,431	892,296
2012	585,472	215,521	131,146	932,139
2013	573,570	221,385	124,539	919,494
2014	643,006	241,166	142,437	1,026,609
2015	692,813	243,253	154,029	1,090,095



The tri-county area has experienced growth in employment every year except 2008, 2009 & 2013 due to the recession. 2015 was 6.18% above the 2014 level. The largest increase was Osceola County, where employment in 2015 was 8.13% above the 2014 level.

Source: Metro Orlando Economic Development Commission

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

General Statistical Trends

Last TenYears

(Unaudited)

FISCAL YEAR	RIDERSHIP	NUMBER OF PEAK VEHICLES	ACTUAL VEHICLE MILES	ACTUAL VEHICLE HOURS
2006	24,570,957	240	14,726,834	1,033,796
2007	26,078,255	240	15,475,289	1,058,929
2008	26,427,067	238	16,739,475	1,162,852
2009	23,747,795	234	16,225,409	1,108,783
2010	24,780,704	223	16,570,711	1,111,073
2011	26,996,158	225	16,503,043	1,108,489
2012	28,184,740	225	17,258,824	1,125,323
2013	28,801,896	232	16,058,513	1,126,466
2014	28,868,418	248	16,040,104	1,132,713
2015	28,327,951	255	16,470,661	1,163,956

SOURCES: NTD report (MotorBus)

Number of vehicles exclude vehicles not in service at the end of the fiscal year.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

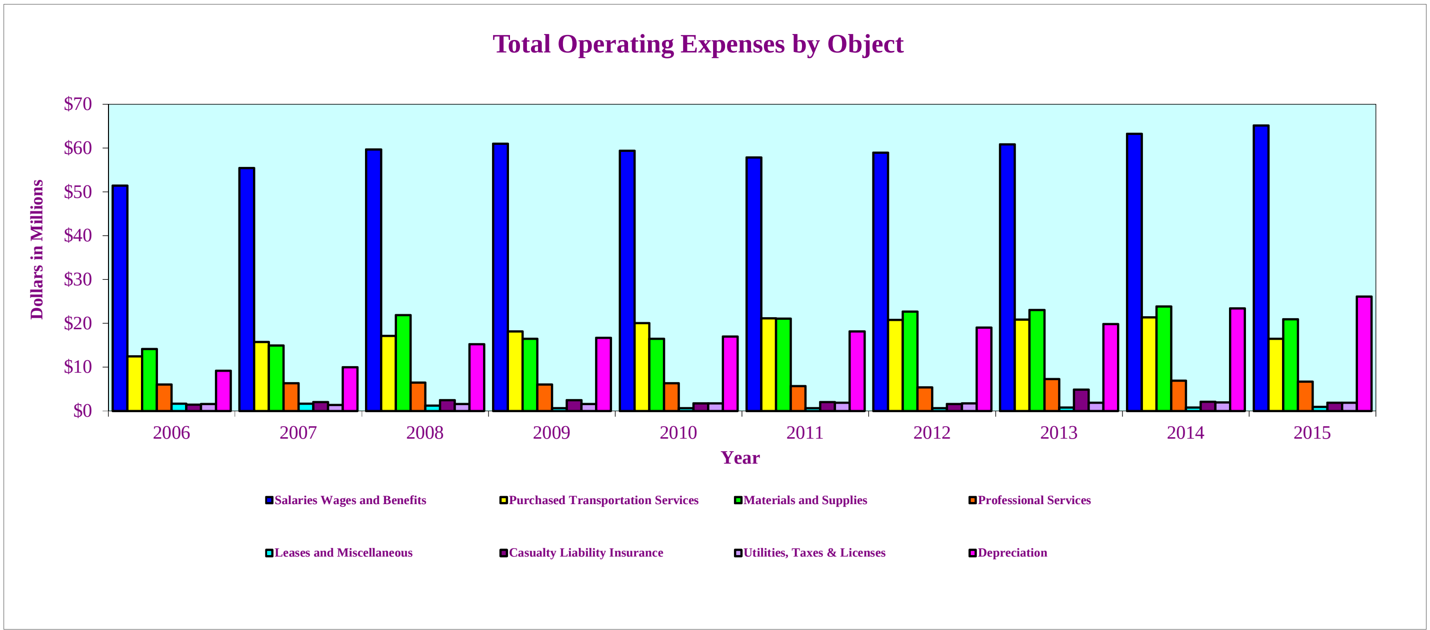
Operating Expenses by Object

Last Ten Years

Dollars in Millions

(Unaudited)

Fiscal Year	Salaries Wages and Benefits	Purchased Transportation Services	Materials and Supplies	Professional Services	Leases and Miscellaneous	Casualty Liability Insurance	Utilities, Taxes & Licenses	Depreciation	Total Operating Expenses
2006	$51.5	$12.5	$14.2	$6.1	$1.7	$1.5	$1.6	$9.2	$98.3
2007	$55.5	$15.8	$15.0	$6.4	$1.7	$2.1	$1.4	$10.0	$107.9
2008	$59.7	$17.2	$21.9	$6.5	$1.3	$2.5	$1.6	$15.3	$126.0
2009	$61.0	$18.2	$16.5	$6.1	$0.7	$2.5	$1.6	$16.7	$123.3
2010	$59.4	$20.1	$16.5	$6.4	$0.7	$1.8	$1.8	$17.0	$123.7
2011	$57.9	$21.2	$21.1	$5.7	$0.7	$2.1	$1.9	$18.2	$128.8
2012	$59.0	$20.8	$22.7	$5.4	$0.7	$1.6	$1.8	$19.1	$131.1
2013	$60.9	$20.9	$23.1	$7.3	$0.8	$4.9	$1.9	$19.9	$139.7
2014	$63.3	$21.4	$23.9	$7.0	$0.8	$2.2	$2.0	$23.5	$144.0
2015	$65.2	$16.5	$20.9	$6.8	$1.0	$1.9	$1.9	$26.2	$140.4



The table and graph show the annual amount for each of the 8 primary object classifications of operating expenses during the last ten years. Total operating expenses for fiscal year 2015 reflects a 42.82% increase from fiscal year 2006. At 46.43% of total operating expenses in fiscal year 2015, the Salaries, Wages and Benefits object is the largest object and has increased by 3.00% as compared to fiscal year 2014 due to increases in scheduled services to meet ridership demand.

Source: Financial Statements

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

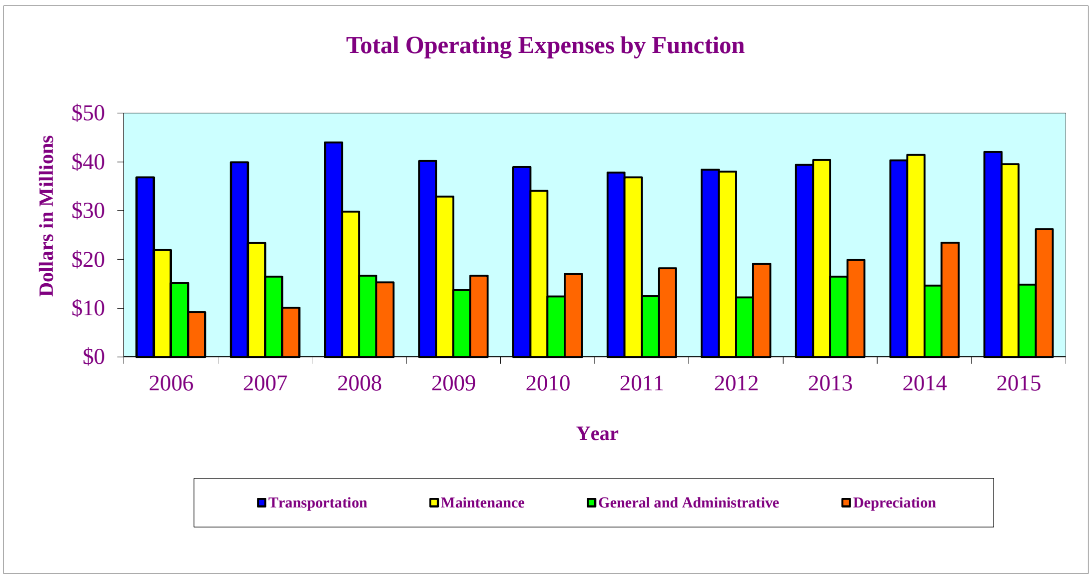
Operating Expenses by Function

Last Ten Years

Dollars in Millions

(Unaudited)

Fiscal Year	Transportation	Maintenance	Paratransit	General and Administrative	Depreciation	Total Operating Expenses
2006	$36.8	$21.9	$15.2	$15.2	$9.2	$98.3
2007	$39.9	$23.4	$18.0	$16.5	$10.1	$107.9
2008	$44.0	$29.8	$20.2	$16.7	$15.3	$126.0
2009	$40.2	$32.9	$19.8	$13.7	$16.7	$123.3
2010	$38.9	$34.1	$21.3	$12.4	$17.0	$123.7
2011	$37.8	$36.8	$23.5	$12.5	$18.2	$128.8
2012	$38.4	$38.0	$23.4	$12.2	$19.1	$131.1
2013	$39.4	$40.4	$23.5	$16.5	$19.9	$139.7
2014	$40.3	$41.4	$24.1	$14.7	$23.5	$144.0
2015	$42.0	$39.5	$17.9	$14.8	$26.2	$140.4



This table and graph show operating expenses by function for the last ten years. Total operating expenses for 2015 are 42.82% greater than 2006. Maintenance expenses in 2015 are 80.36% over the 2006 level; the greatest increase is due to increased demand for maintenance services resulting from an expanded revenue vehicles fleet and completion of office and maintenance facilities during the last 10-year period. Depreciation costs rose 184.78% over the same period due to acquisition of new vehicles and completion of new office and maintenance buildings in 2007 and 2008. Transportation expenses increased each year through 2008 due mainly to expanded service routes. Efficiencies resulting mainly from route elimination and rearrangement lead to a decrease in the transportation cost beginning 2009. General and Administrative costs have fluctuated during the period reaching a peak in 2008 and decreasing from 2009 through 2012 due to reduction in staffing level.

Source: Financial Statements

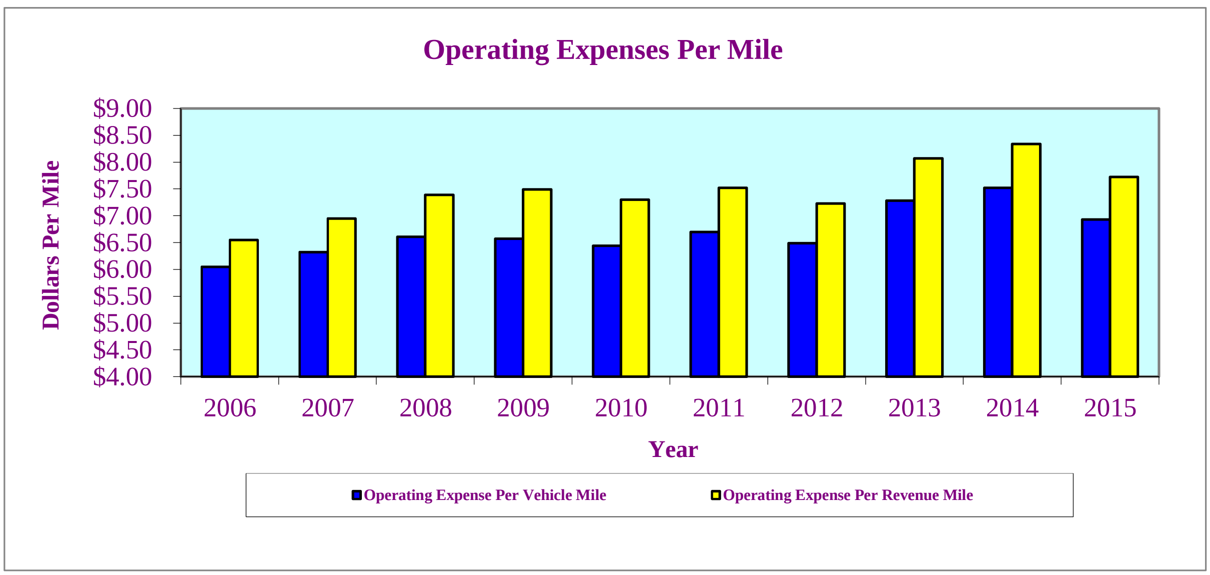
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

Operating Expenses Per Mile

Last Ten Years

(Unaudited)

Fiscal Year	Vehicle Miles	Revenue Miles	Operating Expense Per Vehicle Mile	Operating Expense Per Revenue Mile
2006	14,726,834	13,593,266	$6.05	$6.55
2007	15,475,289	14,072,186	$6.32	$6.95
2008	16,739,475	14,985,672	$6.61	$7.39
2009	16,215,911	14,230,128	$6.57	$7.49
2010	16,570,711	14,612,279	$6.44	$7.30
2011	16,503,043	14,714,555	$6.70	$7.52
2012	17,258,824	15,487,372	$6.49	$7.23
2013	16,058,513	14,468,719	$7.28	$8.07
2014	16,040,104	14,464,800	$7.52	$8.34
2015	16,470,661	14,791,484	$6.93	$7.72



The table and graph show total miles and operating expenses per mile by year for the past ten years. These provide, directly and indirectly, some key operational indicators such as efficiency in use of operating assistance funding and the quality of the maintenance program. There was a steady increase in Revenue Miles and Vehicles Miles until 2009 when service was reduced due to budgetary constraints. In 2015 the decrease in Operating Expense Per Vehicle Mile and Revenue Mile is due to decreases in labor and maintenance and costs. The ratio of Revenue Miles versus Vehicle Miles represents the level of service miles delivered to patrons versus the total level of miles required to service all routes.

Source: Financial Statements
National Transit Database report

CENTRAL FLORIDA REGIONAL TRANSPORTATION d/b/a
LYNX
Risk Management
Insurance Policies - Fiscal Year 2015
(Unaudited)

Insurance Company	Policy	Premium	Limits	Deductible/SIR	Commission/Fee
Zurich American Insurance Co.	Property	$178,856	$76,960,831	$10,000 per occurrence, except FLAT Named Windstorm	0%
	Named Windstorm	Included	$1,950,000	Per Occurrence	
	Flood	Included	$10,000,000	$100,000	
	Ordinance & Law	Included	Included		
	Debris Removal	Included	Included		
	Boiler & Machinery	Included	Included		
	Sub-total	**$178,856**			
PGIT (Preferred Governmental Insurance Trust)	**Crime**	$1,175			0%
	Forgery & Alteration	Included	$250,000	$1,000	
	TDD	Included	$250,000	$1,000	
	Employee Dishonesty	Included	$250,000	$1,000	
	Computer Fraud	Included	$250,000	$1,000	
	Sub-total	**$1,175**			
	General Liability				0%
	General Liability	$26,019	$1,000,000	$200,000	
	EBL	Included	$1,000,000	$200,000	
	Sub-total	**$26,019**			
	Public Officials/EPLI				0%
	Public Officials	$76,386	$2,000,000	$100,000	
	EPLI	Included	$2,000,000	$100,000	
	Sub-total	**$76,386**			
	Automobile				0%
	Auto Liability/UM/MedPay	Rejected	N/A	N/A	
	Auto Physical Damage	$109,451	Symbol 10	$1,000 / $10,000	
	Sub-total	**$109,451**			
	Total Premium This Page	**$391,887**			

CENTRAL FLORIDA REGIONAL TRANSPORTATION d/b/a
LYNX
Risk Management
Insurance Policies - Fiscal Year 2014
(Unaudited)

Insurance Company	Policy	Premium	Limits	Deductible/SIR	Commission/Fee
LYNX Self-Insured	**Workers Compensation**		Rejected	N/A	
PGIT (Preferred Governmental Insurance Trust)	**Automobile (Road Rangers)**				0%
	Auto Liability	$37,228	$300,000	$0	
	PIP	Included	Statutory	$0	
	UM/UIM	Included	$50,000		
	Auto Physical Damage	$10,608	Symbol 10		
	Sub-total	**$47,836**			
Travelers Indemnity Co. (through August 2014)	**Automobile**				0%
	Auto Liability	$66,179	$3,000,000	$200,000	
	UM/UIM	Rejected			
	Auto Physical Damage	Not Covered			
	Sub-total	**$66,179**			
U.S. Specialty	**Fiduciary**	**$5,171**	$2,000,000	$5,000	0%
Great American E&S Insurance	**Environmental**	**$26,532**	$1,000,000/$3,000,000	$25,000 / $50,000	0%
Arthur J. Gallagher	**Brokerage Fee**	**$50,000**			$50,000
	Total Premium This Page	**$195,718**			
Grand Total Premiums		**$587,605**			

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LYNX
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Single Audit Section

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CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED SEPTEMBER 30, 2015

FEDERAL GRANT OR/PROGRAM TITLE	Federal CFDA Number	Project Number	Program or Award Amount	September 30, 2014 Receivable	Receipts	Expenditures	September 30, 2015 Receivable
Department of Transportation Federal Highway Administration Highway Planning and Construction							
Capital assistance	20.205	FL15-X005	200,000	26,986	(26,986)	-	-
			200,000	26,986	(26,986)	-	-
Department of Transportation Federal Transit Cluster							
Passed through the City of Orlando	20.500	FL03-0126	11,144,100	20,265	-	(20,265)	-
Capital assistance	20.500	FL03-0340	7,920,000	330,140	(367,183)	73,487	36,444
Capital assistance	20.500	FL04-0052	5,903,200	10,686	(7,133)	(3,553)	-
Capital assistance	20.500	FL04-0112	1,149,050	-	-	405,010	405,010
Capital assistance	20.500	FL04-0147	1,233,132	650	(65,670)	141,402	76,382
Capital assistance	20.500	FL04-0161	2,050,000	-	(30,995)	49,609	18,614
Capital assistance	20.500	FL04-0163	2,000,000	271	(635)	364	-
Capital assistance	20.500	FL04-0172	1,056,800	9,405	(28,894)	37,519	18,030
Capital assistance	20.500	FL04-0179	3,360,000	77,303	(1,341,459)	1,264,156	-
Capital assistance	20.500	FL04-0185	8,390,860	-	-	-	-
Capital assistance	20.500	FL05-0113	722,205	2,958	(2,958)	16,085	16,085
			44,929,347	451,678	(1,844,927)	1,963,814	570,565
Capital assistance	20.507	FL90-X688	22,317,593	45,539	(44,439)	(498)	602
Capital assistance	20.507	FL90-X726	22,243,009	150,573	(579,564)	431,071	2,080
Capital assistance	20.507	FL90-X757	1,274,422	38,922	(226,044)	187,692	570
Capital assistance	20.507	FL90-X773	20,549,869	119,645	(266,333)	187,406	40,718
Capital assistance	20.507	FL90-X789	20,903,149	23,599	(231,676)	382,743	174,666
Capital assistance	20.507	FL90-X826	23,509,503	2,231,616	(7,454,739)	5,710,255	487,132
Capital assistance	20.507	FL90-X858	25,317,482	1,949,739	(12,256,552)	11,199,124	892,311
Capital assistance	20.507	FL90-X885	10,630,000	-	-	1,542,616	1,542,616
Capital assistance	20.507	FL95-X054	6,025,050	13,933	(37,288)	35,578	12,223
Capital assistance	20.507	FL95-X060	8,767,706	86,412	(2,065,387)	1,985,812	6,837
Capital assistance	20.507	FL95-X068	6,297,975	42,294	(48,757)	31,116	24,653
Capital assistance	20.507	FL95-X071	7,685,383	5,244	(5,961,770)	5,956,526	-
Capital assistance	20.507	FL95-X101	7,850,500	-	(83,016)	239,996	156,980
Capital assistance	20.507	FL96-X003 ARRA	29,574,615	285,098	(1,003,597)	718,499	-
			212,946,256	4,992,614	(30,259,162)	28,607,936	3,341,388
Federal Transit - State of Good Repair Formula Grant							
Capital assistance	20.525	FL54-0002	426,112	13,770	(64,712)	60,421	9,479
			426,112	13,770	(64,712)	60,421	9,479
Total Federal Transit Cluster			258,301,715	5,458,062	(32,168,801)	30,632,171	3,921,432
Federal Transit: National Infrastructure Investments							
Capital assistance	20.933	FL79-0001	13,000,000	45,442	(566,293)	1,287,577	766,726
			13,000,000	45,442	(566,293)	1,287,577	766,726

(Continued)

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED SEPTEMBER 30, 2015

FEDERAL GRANTOR/PROGRAM TITLE	Federal CFDA Number	Project Number	Program or Award Amount	September 30, 2014 Receivable	Receipts	Expenditures	September 30, 2015 Receivable
Federal Transit: Metropolitan Transportation Planning							
Passed through the Metroplan Orlando							
	20.505	FL80-X023	262,531	86,965	(108,254)	30,332	9,043
	20.505	FL80-X024	287,162	-	(123,713)	129,364	5,651
			549,693	86,965	(231,967)	159,696	14,694
Federal Transit: Formula Grants for Rural Areas							
Passed through Florida Department of Transportation							
Capital Assistance	20.509	AQU34	1,338,034	165,428	(352,558)	374,260	187,130
			1,338,034	165,428	(352,558)	374,260	187,130
Federal Transit: Job Access Reverse Commute							
	20.516	AQN92	587,775	38,401	(147,083)	127,408	18,726
	20.516	AR064	1,421,955	102,562	(102,562)		-
	20.516	FL37-X062	1,440,377	-	(93,856)	93,856	-
	20.516	FL37-X076	1,412,661	8,248	(73,088)	64,840	-
			4,862,768	149,211	(416,589)	286,104	18,726
Federal Transit: Enhanced Mobility of Seniors and Individuals with Disabilities							
	20.513	FL16-X019	2,560,222	-	(191,870)	305,874	114,004
	20.513	G0327	169,915	-	-	3,540	3,540
			2,730,137	-	(191,870)	309,414	117,544
Federal Transit: New Freedom Program							
	20.521	AQN91	859,729	18,719	(73,679)	73,763	18,803
	20.521	FL57-X034	866,759	14,641	(79,506)	77,864	12,999
	20.521	FL57-X042	868,092	51,710	(160,268)	121,306	12,748
			2,594,580	85,070	(313,453)	272,933	44,550
Total Transit Services Program Cluster			10,187,485	234,281	(921,912)	868,451	180,820
Federal Transit - Alternatives Analysis Planning Assistance							
	20.522	FL39-0013	1,200,000	141,788	(304,241)	249,070	86,617
			1,200,000	141,788	(304,241)	249,070	86,617
Federal Transit - Bus and Bus Facilities Formula Program							
	20.526	FL34-0031	5,443,294	-	-	-	-
			5,443,294	-	-	-	-
TOTAL EXPENDITURES OF FEDERAL AWARDS			$ 290,220,221	6,158,952	$ (34,572,758)	33,571,225	5,157,419
Total Receivable				$ 6,158,952			$ 5,157,419
NONOPERATING REVENUE PORTION						13,385,230	
CONTRIBUTED CAPITAL						$ 20,185,995	

See Notes to Schedules of Expenditures of Federal Awards and Local and State Financial Assistance

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
SCHEDULE OF LOCAL FINANCIAL ASSISTANCE
YEAR ENDED SEPTEMBER 30, 2015

GRANT NUMBER/ SOURCE	Program or Award Amount	September 30, 2014 Unearned (Receivable)	Transfers/ Receipts	Expenditures	September 30, 2015 Unearned (Receivable)
LOCAL MATCHING GRANTS:					
N/A, AQN91	$ 859,729	$ -	$ 73,763	$ 73,763	$ -
N/A, AQN92	587,775	-	127,408	127,408	-
N/A, AQU34	495,304	-	374,260	374,260	-
N/A, AQV49	10,103,284	-	10,103,284	10,103,284	-
N/A, AR12	355,389	-	19,277	19,277	-
N/A, AR13	281,621	-	16,640	16,640	-
N/A, ARC29	449,724	-	303,036	303,036	-
N/A, ARG21	3,728,407	-	310,701	310,701	-
N/A, ARP60	39,059	-	20,997	20,997	-
N/A, FL-37-X062	1,440,377	-	93,856	93,856	-
N/A, FL-37-X076	1,412,661	-	60,128	60,128	-
N/A, FL-39-0013	1,200,000	-	62,268	62,268	-
N/A, FL-57-X034	866,759	-	75,734	75,734	-
N/A, FL-57-X042	868,092	-	102,159	102,159	-
N/A, FL-90-X757	1,274,422	-	182,032	182,032	-
N/A, G0180	3,728,050	-	103,630	103,630	-
N/A, G0327	169,915	-	3,540	3,540	-
Private Partners (Shelters and Vans)	-	111,244	20,428	25,662	106,010
City of Orlando (LYNX-Orlando Trail)	1,541,415	307,656	-	35,351	272,305
City of Orlando (LYMMO East-West)	9,920,000	209,600	-	209,600	-
City of Orlando (LYMMO Parramore)	16,250,000	554,000	-	554,000	-
City of Orlando (Mills District Shelters)	70,000	47,755		11,609	36,146
City of Orlando (Parramore Environmental)	662,581	(47,582)	47,582	-	-
City of Orlando (LYMMO CEI)	896,000	-	147,444	147,444	-
Orange County (Pine Hills Super Stop)	1,250,000	250,000	-	-	250,000
Orange County Capital	1,687,947	-	1,687,947	5,190	1,682,757
Osceola County Capital	193,753	-	211,165	-	211,165
Seminole County Capital	216,984	-	225,537	-	225,537
Other Local Capital	-	86,115	-	-	86,115
Total matching grants	$ 60,549,248	$ 1,518,788	$ 14,372,816	13,021,569	$ 2,870,035
Customer fares and operating assistance				12,032,713	
Contributed capital portion				$ 988,856	
LOCAL GRANTS AND CONTRACT SERVICES:					
Operating assistance:					
Orange County		$ -	$ 39,372,128	$ 39,372,128	$ -
City of Orlando		-	3,891,148	3,891,148	-
Seminole County		-	1,489,396	1,489,396	-
Osceola County		-	1,228,444	1,228,444	-
Total nonoperating revenue portion		$ -	$ 45,981,116	$ 45,981,116	$ -
Contract services:					
Seminole County		$ -	$ 4,455,039	$ 4,455,039	$ -
Osceola County		-	4,123,976	4,123,976	-
City of Orlando (LYMMO)		(312,534)	2,061,297	1,932,726	(183,963)
City of Altamonte Springs		-	120,900	120,900	-
City of St. Cloud		-	161,999	161,999	-
City of Sanford		-	359,265	359,265	-
Walt Disney World		200,947	-	200,947	-
University of Central Florida		(26,352)	125,139	123,477	(24,690)
Shingle Creek		(8,435)	94,122	102,902	(17,215)
Polk County		(86,747)	837,035	907,708	(157,420)
State Farm		(84,501)	338,001	253,500	-
Lake County		-	242,180	242,180	-
Total local contract services		(317,622)	12,918,953	12,984,619	(383,288)
Other Contractual Services					
Local - Shuttles		-	244,576	249,520	(4,944)
State - Transportation Disadvantage		(932,103)	4,039,881	3,728,974	(621,196)
State - Medicaid		(132,333)	753,971	621,638	-
Other Contractual Services		-	8,935	10,921	(1,986)
Total other contract services		(1,064,436)	5,047,363	4,611,053	(628,126)
Total contract services		$ (1,382,058)	$ 17,966,316	$ 17,595,672	$ (1,011,414)

See notes to Schedules of Expenditures of Federal Awards and Local and State Financial Assistance.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
SCHEDULE OF STATE FINANCIAL ASSISTANCE
YEAR ENDED SEPTEMBER 30, 2015

STATE GRANTOR PROGRAM TITLE, CONTRACT NO., WPI NO., JOB NO.	CSFA Number	Program or Award Amount	September 30, 2014 Receivable	Receipts/ Adjustments	Expenditures	September 30, 2015 Receivable
Florida Department of Transportation						
N/A, AQV49	55.010	29,296,272	4,921,659	(9,973,301)	10,103,284	5,051,642
		29,296,272	4,921,659	(9,973,301)	10,103,284	5,051,642
N/A, ARA12	55.012	355,389	-	-	19,277	19,277
N/A, ARA13	55.012	281,621	-	-	16,640	16,640
N/A, ARC29	55.012	449,724	45,752	(296,431)	303,036	52,357
N/A, ARD60	55.012	2,339,368	465,625	(1,237,843)	1,027,634	255,416
N/A, ARP60	55.012	39,059	-	(13,963)	20,997	7,034
		3,465,161	511,377	(1,548,237)	1,387,584	350,724
Total Florida Department of Transportation		32,761,433	5,433,036	(11,521,538)	11,490,868	5,402,366
Florida Transportation Disadvantaged Commission						
N/A, ARG21	55.001	3,728,407	932,103	(3,728,408)	2,796,305	-
N/A, G0180	55.001	3,728,050	-	(311,473)	932,669	621,196
		7,456,457	932,103	(4,039,881)	3,728,974	621,196
TOTAL STATE FINANCIAL ASSISTANCE		$ 40,217,890	$ 6,365,139	$ (15,561,419)	$ 15,219,842	$ 6,023,562
Other State Contracts						
N/A, BDV03	N/A	1,285,250	209,165	(1,150,416)	1,285,250	343,999
		1,285,250	209,165	(1,150,416)	1,285,250	343,999
TOTAL STATE FINANCIAL ASSISTANCE AND OTHER STATE CONTRACTS			$ 6,574,304	$ (16,711,835)	16,505,092	$ 6,367,561
CONTRACT SERVICES PORTION					3,728,974	
NONOPERATING REVENUE PORTION					12,664,842	
CONTRIBUTED CAPITAL PORTION					$ 111,276	

See notes to Schedules of Expenditures of Federal Awards and Local and State Financial Assistance.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

NOTES TO SCHEDULES OF EXPENDITURES OF FEDERAL AWARDS AND LOCAL AND STATE FINANCIAL ASSISTANCE YEAR ENDED SEPTEMBER 30, 2015

1. The Schedules of Expenditures of Federal Awards and Local and State Financial Assistance are prepared on the accrual basis of accounting.

2. All grants subject to the Florida Single Audit Act are included in the Schedule of State Financial Assistance.

3. The Authority utilized state toll revenue credits received from the Florida Department of Transportation under the following awards to satisfy federal and state matching requirements:

Grant	Award Amount	Toll Revenue Credits Applied during Fiscal 2015
FL-04-0112	1,149,050	101,253
FL-04-0161	2,050,000	12,402
FL-04-0172	1,056,800	9,380
FL-04-0179	3,360,000	316,039
FL-05-0113	722,205	4,021
FL-54-0002	426,112	15,105
FL-90-X726	22,243,009	103,732
FL-90-X773	20,549,869	44,886
FL-90-X826	23,509,503	1,427,564
FL-90-X858	25,317,482	2,799,781
FL-90-X885	10,630,000	385,654
FL-95-X054	6,025,050	8,895
FL-95-X060	8,767,706	496,453
FL-95-X068	6,297,975	7,779
FL-95-X071	7,685,383	1,489,132
FL-95-X101	7,850,500	59,999
Total	**$ 147,640,644**	**$ 7,282,075**

Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Auditor on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

To the Board of Directors of
Central Florida Regional Transportation Authority:

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the statements of net position of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") as of September 30, 2015, and the related statements of revenues, expenses and changes in net position, and cash flows for the year then ended, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated March 17, 2016.

Internal Control over Financial Reporting

In planning and performing our audit, we considered the Authority's internal control over financial reporting ("internal control") as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designated to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audits, and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cherry Bekaert LLP

Orlando, Florida
March 17, 2016

Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Auditor on Compliance for Each Major Program and State Financial Assistance Project and on Internal Control Over Compliance Required by OMB Circular A-133 and Chapter 10.550, Rules of the Auditor General

To the Board of Directors
Central Florida Regional Transportation Authority:

Report on Compliance for Each Major Federal Program and State Financial Assistance Project

We have audited Central Florida Regional Transportation Authority d/b/a LYNX's (the "Authority") compliance with the types of compliance requirements described in the U.S. Office of Management and Budget ("OMB") Circular A-133 *Compliance Supplement,* and the requirements described in the State of Florida Department of Financial Services' State Projects Compliance Supplement, that could have a direct and material effect on each of the Authority's major federal programs and state financial assistance projects for the year ended September 30, 2015. The Authority's major federal programs and state financial assistance projects are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal programs and state financial assistance projects.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs and state financial assistance projects based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States, and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations,* and Chapter 10.550, Rules of the Auditor General. Those standards, OMB Circular A-133 and Chapter 10.550, Rules of the Auditor General, require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program or state financial assistance project occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program and state financial assistance project. However, our audit does not provide a legal determination of the Authority's compliance.

Unmodified Opinion on Each Major Federal Program and State Financial Assistance Project

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs and state financial assistance projects for the year ended September 30, 2015.

Report on Internal Control over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with requirements that could have a direct and material effect on a major federal program or state financial assistance project to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and state financial assistance project and to test and report on internal control over compliance in accordance with OMB Circular A-133 and Chapter 10.550, Rules of the Auditor General, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program or state financial assistance project on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program or state financial assistance project will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program or state financial assistance project that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133 and Chapter 10.550, Rules of the Auditor General. Accordingly, this report is not suitable for any other purpose.

Cherry Bekaert LLP

Orlando, Florida
March 17, 2016

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

SCHEDULE OF FINDINGS AND QUESTIONED COSTS -
FEDERAL AWARDS PROGRAMS AND STATE FINANCIAL ASSISTANCE PROJECTS

FOR THE YEAR ENDED SEPTEMBER 30, 2015

Part I - Summary of Auditor's Results

Financial Statement Section

Type of auditor's report issued:	Unmodified			
Internal control over financial reporting:				
Material weakness(es) identified?		yes	x	no
Significant deficiency(ies) identified?		yes	x	none reported
Noncompliance material to financial statements noted?		yes	x	no

Federal Awards and State Projects Section

Internal control over major programs:				
Material weakness(es) identified?		yes	x	no
Significant deficiency(ies) identified?		yes	x	none reported
Type of auditor's report on compliance for major federal programs and state projects:	Unmodified			
Any audit findings disclosed that are required to be reported in accordance with Circular A-133 for federal awards?		yes	x	no
Any audit findings disclosed that are required to be reported in accordance with Chapter 10.550 for state projects?		yes	x	no

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

SCHEDULE OF FINDINGS AND QUESTIONED COSTS -
FEDERAL AWARDS PROGRAMS AND STATE FINANCIAL ASSISTANCE PROJECTS

FOR THE YEAR ENDED SEPTEMBER 30, 2015

Part I - Summary of Auditor's Results (continued)

Federal Awards and State Projects Section (continued)

Identification of major federal programs and state projects:

Federal Programs:

Name of Program or Cluster	CFDA Number
U.S. Department of Transportation:	
Federal Transit Cluster	20.500/20.507/20.525

State Projects:

Name of Project	CSFA Number
State of Florida Department of Transportation:	
Commission for the Transportation Disadvantaged Trip and Equipment Grant	55.001
Public Transit Block Grant	55.010
Public Transit Service Development Program	55.012

Dollar threshold used to determine Type A programs:

Federal	$ 1,007,137
State	$ 456,595

Auditee qualified as low-risk auditee for federal purposes? x yes ____ no

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

SCHEDULE OF FINDINGS AND QUESTIONED COSTS -
FEDERAL AWARDS PROGRAMS AND STATE FINANCIAL ASSISTANCE PROJECTS

FOR THE YEAR ENDED SEPTEMBER 30, 2015

Part II - Schedule of Financial Statement Findings

This section identifies the significant deficiencies, material weaknesses, fraud, illegal acts, violations of provisions of contracts and grant agreements, and abuse related to the financial statements that are required to be reported in accordance with *Government Auditing Standards.*

There were no findings required to be reported in accordance with *Government Auditing Standards.*

Part III - Federal Award Findings and Questioned Costs

This section identifies the significant deficiencies, material weaknesses, and material instances of noncompliance, including questioned costs, as well as any material abuse findings, related to the audit of major federal programs, as required to be reported by Section 510(a) of OMB Circular A-133.

There were no findings required to be reported by Section 510(a) of OMB Circular A-133.

Part IV - State Project Findings and Questioned Costs

This section identifies the significant deficiencies, material weaknesses, and material instances of noncompliance, including questioned costs, as well as any material abuse findings, related to the audit of major state projects, as required to be reported by Chapter 10.550, *Rules of the Auditor General - Local Governmental Entity Audits*.

There were no findings required to be reported by Chapter 10.550, *Rules of the Auditor General - Local Governmental Entity Audits*.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

SCHEDULE OF PRIOR AUDIT FINDINGS AND CORRECTIVE ACTION PLAN
FEDERAL AWARDS PROGRAMS AND STATE FINANCIAL ASSISTANCE PROJECTS

FOR THE YEAR ENDED SEPTEMBER 30, 2015

Prior Year Audit Finding:

There were no audit findings in the prior year that required corrective action.

Current Year Audit Findings:

There were no audit findings in the current year that required corrective action.

Cherry Bekaert LLP
CPAs & Advisors

Independent Auditor's Management Letter

To the Board of Directors
Central Florida Regional Transportation Authority:

Report on the Financial Statements

We have audited the financial statements of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") as of and for the year ended September 30, 2015, and have issued our report thereon dated March 17, 2016.

Auditor's Responsibility

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations;* and Chapter 10.550, Rules of the Auditor General.

Other Reports and Schedule

We have issued our Report of Independent Auditor on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*; Report of Independent Auditor on Compliance for Each Major Federal Program and State Financial Assistance Project and on Internal Control Over Compliance Required by OMB Circular A-133 and Chapter 10.550, *Rules of the Auditor General*; Schedule of Findings and Questioned Costs – Federal Awards Programs and State Financial Assistance Projects; and Report of Independent Accountant on Compliance with Local Government Investment Policies regarding compliance requirements in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated March 17, 2016, should be considered in conjunction with this management letter.

Prior Audit Findings

Section 10.554(1)(i)1., Rules of the Auditor General, requires that we determine whether or not corrective actions have been taken to address significant findings and recommendations made in the preceding annual financial audit report. Corrective actions have been taken to address findings and recommendations made in the preceding annual financial audit report.

Official Title and Legal Authority

Section 10.554(1)(i)4., Rules of the Auditor General, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in the management letter, unless disclosed in the notes to the financial statements. Such disclosure is included in the notes to the financial statements.

Financial Condition

Section 10.554(1)(i)5.a. and 10.556(7), Rules of the Auditor General, requires that we report the results of our determination as to whether or not the Authority has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and identification of the specific condition(s) met. In connection with our audit, the results of our tests did not indicate the Authority met any of the specified conditions of a financial emergency contained in Section 218.503(1), Florida Statutes. However, our audit does not provide a legal determination on the Authority's compliance with this requirement.

Pursuant to Sections 10.554(1)(i)5.c. and 10.556(8), Rules of the Auditor General, we applied financial condition assessment procedures. It is management's responsibility to monitor the Authority's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information provided by same.

Annual Financial Report

Section 10.554(1)(i)5.b. and 10.556(7), Rules of the Auditor General, requires that we determine whether the annual financial report for the Authority for the fiscal year ended September 30, 2015, filed with the Florida Department of Financial Services pursuant to Section 218.32(1)(a), Florida Statutes, is in agreement with the annual financial audit report for the fiscal year ended September 30, 2015. Our comparison of these two reports resulted in no material differences.

Other Matters

Section 10.554(1)(i)2., Rules of the Auditor General, requires that we address in the management letter any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

Section 10.554(1)(i)3., Rules of the Auditor General, requires that we address noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material but which warrants the attention of those charged with governance. In connection with our audit, we did not have any such findings.

Purpose of this Letter

The purpose of this management letter is to communicate certain matters prescribed by Chapter 10.550, Rules of the Auditor General. Accordingly, this management letter is not suitable for any other purpose.

Cherry Bekaert LLP

Orlando, Florida
March 17, 2016

Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Accountant on Compliance with Local Government Investment Policies

To the Board of Directors
Central Florida Regional Transportation Authority:

Report on Compliance

We have examined the Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") compliance with the local government investment policy requirements of Section 218.415, Florida Statutes, for the year ended September 30, 2015. Management is responsible for the Authority's compliance with those requirements. Our responsibility is to express an opinion on the Authority's compliance based on our examination.

Scope

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants and, accordingly, included examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our examination provides a reasonable basis for our opinion. Our examination does not provide a legal determination on the Authority's compliance with specified requirements.

Opinion

In our opinion, the Authority complied, in all material respects, with the aforementioned requirements for the year ended September 30, 2015.

Cherry Bekaert LLP

Orlando, Florida
March 17, 2016