




As a courtesy to others, please silence all electronic devices during the meeting.

1. Call to Order

2. Approval of Minutes

-  Minutes of the January 28, 2016 Board of Directors' Meeting Pg 5

3. Recognition

- 20 Years of Service: Clarissa Suarez, Bus Operator

4. Public Comments





- Citizens who would like to speak under Public Comments shall submit a request form to the Assistant Secretary prior to the meeting. Forms are available at the door.

5. Chief Executive Officer's Report


6. Executive Session

7. Consent Agenda



A. Award Contracts

-  Authorization to Award a Contract to American Janitorial, Inc. for Lawn Maintenance and Trash Removal Services and LYNX Bus Stops and Shelters Pg 19
-  Authorization to Award a Contract to Fleetwash, Inc. for Steam Cleaning and Maintenance of LYNX Bus Shelters and Bus Stops Pg 21
-  Authorization to Award a Contract to Akerman LLP for Federal Lobbying Services Pg 23
-  Authorization to Negotiate and Award Contract #16-C06 to Jacobs Engineering, Contract #16-C07 to Kimley-Horn and Associates, Inc., and Contract #16-C08 to WSP Parsons Brinckerhoff for Architecture and Engineering Consultant Services Pg 25

B. Extension of Contracts





-  Authorization to Exercise Second Option Year of Contract 12-C16 with Goodyear Tire and Rubber Company for Bus Tire Leasing Pg 28

C. Miscellaneous

-  Authorization to Issue a Purchase Order to Alliance Bus Group d/b/a First Class Coach Sales Under the Florida Department of Transportation's (FDOT) Florida Vehicle Procurement Program's (TRIPS) State Contract #TRIPS-11-CAFCCSC for Six (6) Paratransit Replacement Vehicles Pg 29
-  Re-adopt Resolution #16-001 Reappointing Donna Tefertiller to the Board of Trustees for the Amalgamated Transit Union (ATU) Local 1596 Pension Plan (Defined Benefit Plan) Pg 32




-Attachments



- iii.  Authorization to Purchase Nine (9) Wheelchair Accessible Vanpool Vehicles for Replacement and Expansion Pg 35
- iv.  Authorization to Write-off Assets Pursuant to the June 30, 2015 Physical Inventory Count and Reconciliation Pg 37
- v.  Authorization to Modify Contract #14-C26 with Balfour Beatty Construction for Parramore Bus Rapid Transit (BRT) LYMMO Expansion Project Pg 42
- vi.  Authorization to Amend the Joint Project Agreement (JPA) with Orlando Utilities Commission (OUC) for the Construction of the Parramore Bus Rapid Transit (BRT) Project Pg 45


-Attachments



- vii.  Authorization to Award a Task Order to AECOM under Contract #11-C12 for the Completion of Engineering and Design of the LYNX Orlando Trail Pg 53
- viii.  Authorization to Modify Contract #15-C07 with Regis Southern, Inc. for the Final Project Closeout of the Poinciana Bus Transfer Center Pg 55
- ix.  Authorization to Negotiate and Execute a Land Purchase Agreement with Central Florida Community Properties (d.b.a. Central Florida Urban League) for Property Located on Belco Drive, Pine Hills for the Pine Hills Transfer Center Pg 57







-Attachments





- x.  Authorization to Submit Grant Application to the Federal Transit Administration (FTA) for FY16 Competitive Funding Opportunity, Section 5339 Bus and Bus Facilities Program Pg 64
- xi.  Authorization to Auction Surplus Equipment & Obsolete Bus Parts Pg 66
- xii.  Authorization to Submit Grant Applications to the Federal Transit Administration for Fiscal Year 2016 Apportionments and to Sub-allocate FY 2016 Orlando Urbanized Area 5307 Funding to Lake County Transit Services and Florida Department of Transportation Pg 81
- xiii.  Authorization for LYNX Insurance Broker to Negotiate and Bind Coverage and Premium for Additional Leased Buses and Update Road Ranger Liability Policy Pg 85
- xiv.  Authorization to Transfer Three (3) VanPool Vehicles and Two (2) Revenue Vehicles to Life Concepts d/b/a Quest Pg 86
- xv.  Authorization to Dispose of Items Accumulated Through the Lost and Found Process Pg 88
- xvi.  Authorization to Amend the FY2016 Operating Budget for Sub-recipient Award to The Opportunity Center for Section 5317 New Freedom Program (NFP) Rural Transportation Services Pg 90
- xvii.  Authorization to Submit FY2016/2017 Service Development Grant Proposals to the Florida Department of Transportation (FDOT) and the Authority to Execute a Joint Participation Agreement (JPA) Upon Notification of Funding Pg 92

-Attachments





- A.  Amendment to LYNX' FY2016 Operating and Capital Budgets Pg 96
- *Attachments*

- B.  Acceptance of the Annual Financial Audit and Comprehensive Annual Financial Report (CAFR) Pg 112
- for the Fiscal Year Ending September 30, 2015
- *Attachments*

- C.  Authorization to Implement the April 24, 2016 Proposed Service Changes Pg 206
- D.  Status Report Regarding Matters Related to Pension Plan and Retirement Plan Pg 212

9. Work Session

- A.  Overview of the FY2017 Preliminary Operating Budget Pg 213
- *Attachments*


10. Information Items

- A.  Parramore BRT Project Update Pg 229
- B.  Notification of Settlement Agreement Pursuant to Administrative Rule 6 Pg 232

11. Monthly Reports

- A.  Monthly Financial Reports - February 29, 2016 Pg 234
- *Attachments*

- B.  Monthly Financial Reports - January 31, 2016 Pg 239
- *Attachments*

- C.  Ridership Report - November and December 2015 (Final) Pg 244
- D.  Planning and Development Report - March 2016 Pg 263
- E.  Communications Report: January - February, 2016 Pg 268
- F.  Business Development Report: January - February, 2016 Pg 281
- G.  Monthly Employee Travel - March 2016 Pg 283
- H.  Monthly Employee Travel - February 2016 Pg 284

12. Other Business

Section 286.0105, Florida Statutes states that if a person decides to appeal any decision made by a board, agency, or commission with respect to any matter considered at a meeting or hearing, he will need a record of the proceedings, and that, for such purposes, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

In accordance with the Americans With Disabilities Act of 1990, persons needing a special accommodation at this meeting because of a disability or physical impairment should contact Benjamin Gonzalez at 455 N. Garland Ave, Orlando, FL 32801 (407) 254-6038, not later than three business days prior to the meeting. If hearing impaired, contact LYNX at (407) 423-0787(TDD).

LYNX
Central Florida Regional Transportation Authority
Board of Directors Meeting Minutes

PLACE: LYNX Central Station
455 N. Garland Avenue
Board Room
Orlando, FL 32801

DATE: January 28, 2016

TIME: 1:00 p.m.

Members in Attendance:

Mayor Teresa Jacobs, Orange County, Chair
Commissioner Viviana Janer, Osceola County, Vice Chair
Secretary Noranne Downs, FDOT, Secretary
Mayor Buddy Dyer, City of Orlando
Commissioner Carlton Henley, Seminole County

Members not in Attendance:

1. Call to Order

The Chair, Mayor Teresa Jacobs, called the meeting to order at 1:00 p.m.

The Chair asked Commissioner Henley to lead the Pledge of Allegiance

2. Approval of Minutes

Motion was made and seconded to approve the Minutes of the November 12, 2015 Board of Director's meeting. The Motion passed unanimously.

3. Recognition

The Chair recognized Boy Scout Troop 101. Troop 101 is in the audience today because of their requirements is to attend a city, town or council meeting – in this case they have chosen LYNX – to earn their Merit Badge Series / Citizenship in the Community. Each Scout is to choose an item that the Board discuss with a difference of opinion. LYNX' Board of Directors thanked the Troop for advancing themselves and the high standards and principals that each Scout has pledged to live by and for recognizing the value that LYNX brings to the community.

The Chair recognized Donna Tefertiller, Director of Human Resources, to present LYNX' employee recognitions.

20 Years of Service:

Matthew (Mat) Bartlett, Bus Operator

John Serrano, Training & Development Coordinator

4. Public Comment

Antonio Holme addressed the Board opposing the termination of the FastLINK 17-92.

Mr. Holme shared his concern that budget cuts was the reason and that many passengers rely on it.

5. CEO Report

The Chair recognized Susan Black, Interim Chief Executive Officer.

Ms. Black stated that staff has been working on the four core values: safety, cleanliness, efficiency and courtesy.

Ms. Black highlighted a few notable happenings over the past couple of months:

- LYNX celebrated the opening of the expansion of the Poinciana SuperStop with Osceola partners and community.
- LYNX had the opportunity to leverage federal grant funds with private sector partnerships resulting in the addition of six new bus shelters complete with solar panels and solar powered trash compactors.
- LYNX staff and Orange County worked together to be awarded a federal highway grant to perform a transit roadway safety audit intended to improve pedestrian safety at and around transit facilities.
- LYNX staff is working with staff of Seminole County, Orange County and City of Orlando to initiate a corridor study on State Road 436 from I-4 in Altamonte Springs to Orlando International Airport.
- LYNX' Van Pool program currently has a record breaking 139 vans on the road with mid-year financial data shows increase in the program's profit which is up 450% over the same period last year.
- LYNX opened the newest LYMMO line beginning service on Sunday, January 24th. The Lime Line enjoyed a soft opening of phased service. Full service on the Lime Line is expected to begin late summer of 2016.
- LYNX rolled out 18 new buses powered by Compressed Natural Gas (CNG). The remaining 15 will be rolled out in the next few weeks.
- LYNX completed the year-end National Transit Database program requirements to maintain the eligibility for future Federal Transit Administration (FTA) funding.
- LYNX will undergo the FTA's triennial review process. The oversight review is conducted every 3 years with the goal of providing a forward looking risk assessment regarding the grantee's ability to manage and implement FTA programs. The review process began in late 2015 and will include a FTA 3 day site visit in March.
- LYNX will conduct the annual local Roadeo on February 20th. The Roadeo gives the transportation team the opportunity to showcase their skills.

- LYNX' FY2015 Annual Report is made available to the Board today. The document is also available on GoLYNX.com. Ms. Black recognized the LYNX Marketing Team for a job well done.
- LYNX will announce the annual Public Service Bus on March 15th. Additional information can be found on GoLYNX.com.
- LYNX staff participated in the Leadership Orlando Transportation Day.

6. Executive Session

The Chair recognized Susan Black, Interim Chief Executive Officer for a statement.

Ms. Black stated that she is requesting to consult with the Governing Board to discuss collective bargaining involving Amalgamated Transit Union Local 1596. The consultation will be limited to actual or impending collective bargaining. Chair, I would ask that you call a collective bargaining Executive Session in accordance with LYNX' Administrative Rules.

The Chair called an Executive Session to discuss collective bargaining matters. The duration of the Session shall be approximately 30 minutes. The persons attending the Session will be:

Susan Black, LYNX' Interim CEO
 Pat Christiansen, LYNX' General Counsel
 Jay Seegers, LYNX' Labor Counsel
 Carolyn Kershner, LYNX' Pension Counsel
 The Governing Board:
 Mayor Teresa Jacobs
 Commissioner Viviana Janer
 Secretary Noranne Downs
 Mayor Buddy Dyer
 Commissioner Carlton Henley

Meeting of the LYNX Board of Directors adjourned at 1:18 p.m.

The Chair announced the termination of the collective bargaining Executive Session and called the meeting of the Board of Directors to order at 1:56 p.m.

7. Consent Agenda

A. Request for Proposal (RFP)

- i. Authorization to Release a Request for Proposal (RFP) for a Third Party Administrator for Workers' Compensation, Tort and Public Liability and Claims Subrogation
- ii. Authorization to Release a Request for Proposal (RFP) for a Major Update to the Transit Development Plan (TDP)

B. Invitation for Bid (IFB)

- i. Authorization to Issue an Invitation for Bid (IFB) for LYNX Orlando Trail Construction

C. Miscellaneous

- i. Authorization to Enter into an Agreement with Orlando Utilities Commission (OUC) for Construction and Placement of a Functional Solar Sculpture at LYNX Central Station
- ii. Authorization to Increase the "Not to Exceed" Amount of Contract #14-C18 with HDR Engineering, Inc., #14-C17 with RS&H, Inc., #14-C16 with Parson Brickerhoff, and #14-C15 with VHB, Inc., in the Aggregate Amount of \$406,733 for General Transportation Planning & Consulting Services for FY2016
- iii. Authorization for LYNX Insurance Broker to Negotiate and Bind Coverage and Premium for One Year Renewal of the Property Insurance Program and Premises Environmental Liability Insurance Program
- iv. Authorization to Modify Contract #11-C18 with Diamond Investigations and Security, Inc. for Mandated Fringe Benefit Impact
- v. Authorization to Issue a Purchase Order in the Amount of \$271,920 to Tribridge for LYNX' Mobile Fare Payment System Program Support
- vi. Authorization to Transfer One (1) Retired Revenue Vehicle & Forty-nine (49) Radios to the Lakeland Area Mass Transit System
- vii. Authorization to Amend the City of Kissimmee Lease Agreement for the Osceola Satellite Facility (OSF)
- viii. Authorization to Modify Contract #BDV 03 with Amendment #2 by the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program
- ix. Adoption of Resolution #16-001 to Reappoint Donna Tefertiller to the Board of Trustees for the Amalgamated Transit Union (ATU) Local 1596 Pension Plan (Defined Benefit Plan)

The Chair recognized Osceola County Commissioner, Viviana Janer.

Commissioner Janer asked to make a comment on Item 7.C.ii. Within the content of the item, an amount of \$135,000 requested for a BRT study. She stated that at the meeting of the Oversight Committee, she asked the 1-92 study to be removed from the Item

Motion was made and seconded to approve the Consent Agenda Items 7.A.i through 7.C.ix. The Motion passed unanimously.

8. Action Agenda

A. Authorization to Finalize Negotiations on NoPetro Financing

The Chair recognized Blanche Sherman, Director of Finance, to make the presentation.

Ms. Sherman provided that LYNX is final negotiations with NoPetro to amend the Fuel Purchase Agreement (FPA) with regards to their financing with Peoples Gas System, a Division of Tampa Electric Company ("TECO").

Ms. Sherman stated that Pat Christiansen, LYNX” General Counsel will provide an overview.

Mr. Christiansen noted that in January 2015, LYNX entered into two contracts with NoPetro. One was related to the purchase of fuel for the Compressed Natural Gas (CNG) station and the other contract was with a NoPetro affiliate to make modification to the LYNX Operation Center.

In late November, 2015, NoPetro approached LYNX requesting LYNX to sign a particular agreement that NoPetro was pursuing with TECO. Basically, NoPetro was going to enter into an agreement with TECO where TECO would provide (through a purchase/sale arrangement) all the equipment needed to complete the CNG Station. This particular agreement provided that TECO would own the equipment and that NoPetro would make annual payments to TECO. NoPetro could, after the fifth year, purchase the equipment, along with a payment of penalty amounts. The initial agreement that TECO wanted LYNX to sign would subordinate the FPA to the TECO arrangement. Under those preliminary documents, if TECO was not paid its annual fee, it could remove the CNG equipment. Significant discussions ensued among the various parties and TECO subsequently agreed to a variety of matters including the following: (i) in the event NoPetro defaulted under the FPA, TECO would be obligated to come in and provide the Fuel to LYNX and operate the Station, (ii) if there was not sufficient monies remaining after paying operating costs to pay the amounts owed to TECO under its agreement, TECO would bear that loss and not remove the equipment, (iii) TECO would bear the risk of maintenance and repair of the equipment, and (iv) LYNX would retain its right to take over operation of the Station (but TECO would only let LYNX have a right to purchase the equipment at the end of the five-year period).

Mr. Christiansen provided that the matter was discussed at the January 7th, Finance and Audit Committee meeting and the Committee recommended approval. Additionally, it was discussed at the Oversight Committee meeting today and the Committee recommended approval.

Motion was made and seconded to approve the finalization of negotiations on NoPetro Financing. The Motion passed unanimously.

B. Authorization to Adopt Resolution #16-002 Directing Staff to Develop Transit Integration Framework; and Encouraging Engagement of Appropriate Local Community Partners to Include Evaluation and Recommendations for Governance Structure

The Chair recognized Osceola County Commissioner Viviana Janer.

Commissioner Janer requested the item be pulled from the Action Agenda and postpone discussion until a future meeting of the Board.

The Chair stated that it was noted in the Resolution’s language and may be inconsistent with the Central Florida Commuter Rail Commission discussions, related to the approach to go forward. She recommended that a better approach is to request the LYNX staff and SunRail staff to work together on modification to the language and

bring it back at a later meeting. The Chair encouraged a formal vote of the LYNX Board of Directors for the evaluation. Having this in the Minutes would be beneficial to the LYNX Board.

The Chair recognized Orlando Mayor Buddy Dyer.

Mayor Dyer suggested that the ultimate authority resides with the SunRail Board. He agreed that after study, the two agencies should be merged; however, the SunRail Board should take a vote first. The SunRail Board should hear that LYNX would like to work with them to determine the steps forward. He noted that LYNX Board of Directors do not have the authority to take over SunRail rather SunRail needs to state that.

The Chair clarified that it was not the intention that LYNX state that it wants to take over SunRail rather a Resolution be provided that states that the two agencies should be working together to look at how an integration might take place.

Mayor Dyer stated that procedurally, he would like to be taken up by SunRail first. Mayor Jacobs agreed.

The Chair noted that it does not necessarily require a Resolution but for the LYNX Board Minutes reflect that it is the desire of both Boards to move forward in deliberations about an integrated approach.

Mayor Dyer recommended a Joint Resolution of the SunRail Board and LYNX Board. Again, Mayor Jacobs agreed.

Motion was made and seconded to remove Action Item 8.B, Authorization to Adopt Resolution #16-002 Directing Staff to Develop Transit Integration Framework; and Encouraging Engagement of Appropriate Local Community Partners to Include Evaluation and Recommendations for Governance Structure, from the Agenda. The Motion passed unanimously.

9. Work Session

A. SunRail Update

The Chair recognized Secretary Noranne Downs, FDOT District 5, and CEO of SunRail, to make the presentation.

The Secretary introduced Tawney Olore, Project Management and Oversight, who will assist with the presentation.

- Presentation Review
 - SunRail History
 - Agreement Summaries

- Contract Summaries
- Project Update
- Project History
 - 1992
 - Central Florida Commuter Rail Authority Project Feasibility Study
 - 2002 – 2004
 - Central Florida North / South Commuter Rail Alternatives Analysis
 - 2004
 - CSX Negotiations began
 - Local funding partners agree to pay for CRT environmental studies
 - 2005
 - Regional LRT plans name Central Florida Commuter Rail Transit Number One transportation funding priority
 - August 2006
 - Reached agreement in principle with CSXT
 - July / August 2007
 - Unanimous local government approval of intetelocal agreements for funding, operations, and governance
 - 2008 – 2009
 - Legislative deliberation
 - July 2010
 - FDOT commits to pay for rail corridor, locals relieved of debt for fixed guideway bonds
 - December 2010
 - Signed contractual services agreements with Amtrak
 - July 18, 2011
 - Phase 1 Full Funding Grant Agreement (FFGA) signed at Florida Hospital ceremonies
 - \$357.4 million
 - November 3, 2011
 - FDOT purchased the Central Florida Rail Corridor from CSXT
 - January 27, 2012
 - Groundbreaking Ceremonies held
 - Construction activities began
 - July 29, 2013
 - FDOT took over dispatch operations on the Central Florida Corridor from CSXT
 - May 2, 2014
 - SunRail Phase 1 started operations
 - On budget; on time
 - September 28, 2015
 - FFGA signed for Phase 2 South
 - ✓ Four additional stations
 - ✓ 17 miles
 - ✓ \$187 million

- ✓ Anticipated opening late 2017 / early 2018
- In Progress
 - Phase 2 North to DeLand
 - ✓ Design progressing
 - ✓ Identifying federal funding sources
- Agreement Summaries
 - Railroad Agreements
 - Central Florida Operating and Management Agreement – November 30, 2007
 - Transition Agreement – November 30, 2007
 - Contract for Sale and Purchase – November 3, 2011
 - FCEN
 - Operating Agreement – July 11, 2011
 - In effect for 5 years, and continues unless terminated with 12 months advance notification
 - Amtrak
 - Operating Agreement – July 11, 2011
 - In effect for 10 years, and continues unless terminated with 12 months advance notification
- Interlocal Agreements
 - Interlocal Governance Agreement
 - Between local funding partners
 - Creates local governance structure
 - Establishes Central Florida Commuter Rail Commission, Technical Advisory and Customer Advisory Committees
 - Establishes operating, insurance and capital plan contributions for base service operations
 - Interlocal Funding Agreement
 - Between FDOT and local funding partners
 - Details financing responsibilities and cost thresholds for FDOT and local governments
 - Intetlocal Agreements
 - Interlocal Operating Agreement
 - ✓ Between FDOT and the Central Florida Commuter Rail Commission
 - ✓ Details base service requirements, fare structure, maintenance, security, marketing, staffing, administrative functions, funding obligations, reporting requirements, budgets, roles and responsibilities of FDOT and local government funding partners
 - Joint Use Agreements
 - ✓ Details corridor, security and maintenance responsibilities between FDOT and local funding partners
 - LYNX and Votran
 - Agreement reached in November 2007 to provide feeder bus service to SunRail stations
 - Agreements included funding for additional capital, operations and maintenance expenses

- Ownership / Management
 - FDOT solely responsible for development, design, engineering, reconstruction, construction, installation, procurement, operation, dispatch and maintenance for first 7 years
 - CFCRC acts in advisory capacity to FDOT
 - Technical Advisory Committee serves in an advisory capacity to the CFCRC and FDOT
 - Customer Advisory Committee acts in an advisory capacity to the CFCRC and FDOT
 - After 7 years (May 1, 2021), the Central Florida Commuter Rail Commission assumes all responsibility for the system
 - FDOT retains ownership of the corridor; provides easement to CFCRC
 - Property purchased with federal or state funds subject to federal/state review regarding disposition of property

- Stations
 - JUAs detailing station, housekeeping, maintenance and security are assigned to CFCRC after 7 years
 - Local governments have development rights at each station – even during FDOT funding period
 - Ownership of real estate outside of the rail corridor is transferred to the CFCRC after FDOT funding period
 - FDOT may allow local governments to engage in revenue producing activities on platforms on a case-by-case basis
 - Local governments may engage in revenue producing activities off platforms, as long as it does not restrict vehicular or pedestrian access to stations and parking areas
 - No parking fees may be assessed within station parking areas during FDOT funding period

- Operations and Maintenance
 - During FDOT funding period, service level adjustments must be agreed to by local governments, including a decision on cost allocations
 - Following FDOT funding period, local operations and maintenance costs are based on average boardings at stations
 - Costs adjusted annually, with a credit for farebox revenue collected at each station
 - Local governments can use funds from the FDOT work program in their geographic area to cover any increases over the System Operating Deficits specified in Governance Agreement
 - Local government funding partners may enter into separate funding / maintenance agreements with individual municipalities

- Partner Investment
 - Central Florida Commuter Rail System
 - \$615 million in Capital Costs (Interlocal Agreements)
 - ✓ Federal - \$307.5 million

- ✓ State - \$153.75 million
 - ✓ Local - \$153.75 million
- System Operations and Maintenance
 - State pays operations and maintenance costs for the first 7 years of operation
 - ✓ \$34.4 million (FY2015)
 - Local governments in year 8 (May 1, 2021) and beyond
- Contracts
 - Operations and Maintenance
 - Bombardier
 - Contract length: 10 years
 - Transferable to CFCRC
 - Responsible for all Operations and Maintenance activities along the 61.5 mile Central Florida Rail Corridor
 - Maintenance Services
 - Inspect, maintain and repair all property
 - Rail inspection and maintenance
 - Ties and timber inspection and maintenance
 - Track structure inspection and maintenance
 - Ballast and roadbed maintenance
 - Highway grade crossing maintenance
 - Drainage maintenance
 - Fencing maintenance
 - Building and facility maintenance
 - Switch machine maintenance
 - Bridge inspection and maintenance
 - Signal inspection and maintenance
 - Materials management
 - Flag protection
 - Cleaning (Vehicles, platforms, ROW)
 - Maintenance of HVAC systems
 - Disposal of hazardous materials
 - Operation of movable bridge
 - Environmental services
 - Training and qualification of O&M personnel
 - Transportation Services
 - Staff trains with locomotive engineers and conductors
 - Provide dispatch services for the entire corridor (24 hours per day / 7 days per week)
 - Provide bridge tender services (24 hours per day / 7 days per week)
 - Provide required training to transportation personnel
 - Provide Lost and Found Services
 - Provide Customer Service services
 - Provide IT support for all systems
 - Signal Maintenance of Way
 - Herzog
 - Contract Length: 7 years

- Transferable to CFRC
 - Maintain signal systems along the 61.5 mile CFRC
 - Marketing / Business Development
 - Data Transfer Solutions
 - Contract length: 12 years
 - Transferable to CFCRC
 - Responsible for community outreach, marketing and advertising activities, business development, safety outreach support, website development and maintenance, videography, branding, Ambassador management, special events and ridership growth strategies
 - Vehicle Heavy Maintenance
 - Amtrak
 - Contractual Services Agreement
 - Contract length: 7 years
 - Transferable to CFCRC
 - Responsible for heavy maintenance of SunRail locomotives and cab cars at Amtrak Auto-Train facility in Sanford
 - Program management
 - Operations Oversight
 - CH2M Hill (FDOT General Engineering Contract)
 - Contract length: 10 years
 - Transferable to CFCRC
 - Acts as an agency extension, overseeing contract compliance, construction operations, maintenance, and all aspects of the project, including expansion plans
- Project Update
- SunRail celebrates one year of service
 - Opened May 1, 2014 – on time and on budget
 - May 1, 2015 “Thank You” to the 1 million passengers who used SunRail in its inaugural year of operations
 - On board giveaways; manager rides; station celebrations
- Phase 1
- 12 SunRail stations
 - 32 miles
 - Free parking at suburban stations
 - Platforms with canopies
 - Passenger/emergency phones
 - Security cameras
 - Variable message signs
 - Audio announcements
 - Bike racks
 - ADA-compliant ramps
 - Drinking fountains
 - Free transfers to LYNX and Votran

- Commuter Train
 - Operates Monday – Friday
- Peak Service
 - Every 30 minutes
 - 5:30 – 8:30 am and 3:00 – 6:30 pm
- Off-Peak Service
 - Approximately every 1 ½ - 2 hours
- Expansion
 - Phase 2 South (Q4-2017 / Q1-2018)
 - 4 Stations
 - ✓ Meadow Woods
 - ✓ Tupperware Station (at Osceola Parkway)
 - ✓ Kissimmee / Amtrak
 - ✓ Poinciana
 - Phase 2 North
 - ✓ DeLand
 - Phase 3 to OIA
 - 5.5 mile extension with planned connection at OIA Intermodal Facility
 - Ongoing coordination with City of Orlando, GOAA and OUC
 - Moving Forward with:
 - ✓ Preliminary Concepts
 - ✓ Operating Plans
 - ✓ Preliminary Ridership information (passenger and employee surveys)
 - NEPA Evaluation – underway
 - ✓ Develop Public Involvement Program
 - ✓ Obtain permits and access agreements with property owners to initiate field reviews
 - ✓ Data collection efforts
 - ✓ Analysis of existing conditions

B. Chief Executive Officer Search Update

The Chair recognized Pat Christiansen, LYNX’ General Counsel, to make the presentation.

Mr. Christiansen provided that the Chief Executive Officer search is underway. It became in earnest in January 2016. Due to the Holidays, we did experience some delays. It is anticipated that within 30 – 45 days, some candidates names will be processed that will result in a “short list” for those individuals to come to Orlando to meet with the Board members. Afterward, a Special meeting of the Board of Directors to conduct the final interview and the selection. The process mirrors what has been done previously.

C. Risk Management Safety and Security Presentation

The Chair recognized David Dees, Director of Risk Management, Safety and Security, to make the presentation.

Mr. Dees provided a presentation pertaining to the events of September 30, 2015 regarding a suspicious package left in the platform area of LYNX Central Station.

- After Action Objectives
 - Identify what was done right, document it so that it can be repeated.
 - Identify opportunities to do better the next time
 - Identify appropriate subject matter experts to research and provide guidance and documentation
 - Document a thorough After Action Report
 - Amend / Enhance Procedures for:
 - Overall emergency response, safety and communications with LYNX staff
 - Operation response specific to Transportation Department needs
 - Amend the LYNX Building Evacuation Plan to an all-encompassing All Hazards Plan
 - Train Our Staff – Practice, Practice, Practice

- Initial Response
 - 2:51 PM Alert Bus Operator notifies LYNX Security Officers of the suspicious package
 - Security Officer notifies the CCTV room Operation
 - 3:21 PM 911 Called
 - 3:33 PM Orlando Fire Department (OFD) Arrives
 - 3:35 PM Orlando Police Department (OPD) Arrives
 - Begin bus and traffic diversion at the direction of OFD
 - 3:43 PM OFD establishes an incident command
 - OPD / OFD bomb square arrives on scene
 - 3:44 PM Champs Café evacuated
 - Terminal Lobby evacuated
 - OFD directs that SunRail operations be suspended in the area
 - 3:46 PM All affected areas are clear of passengers, buses and employees. Decision is made by OFD and Bomb Squad personnel that the LYNX Administration employees in the building are not in a threat zone. OFD Command advises that there is not a safety concern that would require a building evacuation
 - 4:05 PM OPD / OFD Bomb technician makes first entry
 - 4:10 PM Bomb technician set up X-ray equipment and begins x-raying
 - 4:30 PM Bomb technician makes second entry x-rays second side view
 - 4:40 PM Bomb technician makes third entry
 - 4:59 PM Bomb technician calls for inspection of briefcase
 - 5:03 PM Bomb technician visually inspects the open briefcase
 - Station given the all clear to reopen
 - 5:15 PM Passengers begin to return to the Terminal
 - 5:30 PM Buses reenter the terminal and begin normal operations

- Conclusion – Identify what was done right,, and document so it can be repeated

- Continuous communication between OFD and LYNX Emergency Management
 - Safety of passengers and LYNX employees was clearly established as Priority One
 - Scene turned over to OPD and OFD Control
 - Evacuation of possible threat areas to include the Terminal Building, Café and Platform Area was timely and efficient without panic
 - Continuity of LYNX Services was maintained by establishing a transfer point at the CentroPlex Garage
- Conclusion – Identify opportunities to do better the next time
- Initial assessment and call to 9-1-1
 - Enhance internal communications to our employees

10. Information Items

The Chair noted that Information Items are contained in the member's packet and no action is required.

11. Monthly Reports

The Chair noted that Monthly Reports are contained in the member's packet for review purposes and no action is required.

12. Other Business

The Chair asked if there was other business to bring before the Board.

Hearing none, the Chair recognized a member of the Public for Comment.

Joanne Counelis addressed the Board in support of 24 hour service 7 days a week including holidays and weekends.

Meeting adjourned at 2:45 p.m.

Consent Agenda Item #7.A. i

To: LYNX Board of Directors

From: Tangee Mobley
DIR OF TRANSPORTATION & MAINT
Steven Walczak
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Award Contracts
Authorization to Award a Contract to American Janitorial, Inc. for Lawn Maintenance and Trash Removal Services and LYNX Bus Stops and Shelters

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to award a three (3) year contract with two (2) one-year renewal options to American Janitorial, Inc. for lawn maintenance and trash removal services at LYNX bus stops and shelters in an annual not-to-exceed amount of \$550,000.

BACKGROUND:

LYNX operates a public transportation system that serves approximately 2,500 square miles located within the boundaries of Orange, Osceola, Seminole, Southeastern Lake, and Northern Polk Counties. The fixed route bus service operates approximately 23 hours each weekday and provides more than 22.5 million unlinked passenger trips each year. Bus stops are the primary point of customer access to LYNX fixed route bus service. Shelters provide an enhanced experience for customers by providing shelter from the elements. These stops and shelters are highly visible to the community and provide a clean, safe area for customers to wait, to board, and to alight LYNX buses.

LYNX has three separate contracts for bus stops and shelters including lawn maintenance, trash removal, shelter cleaning, and shelter maintenance. This contract is for trash pickup at over approximately 1,525 different bus stops and includes trash receptacles that will be serviced twice a week as well as lawn maintenance which includes grass cutting and picking up of trash around approximately 2,446 locations in the area.

At the November 2015 Board meeting, the Board of Directors authorized the release of a Request for Proposal (RFP) for Lawn Maintenance and Trash Removal Services at LYNX Bus stops and shelters. This action extended the existing contract until April 1, 2016.

The RFP was released on January 26, 2016 and proposals were due back to LYNX on February 26, 2016 by 2:00 pm. A formal Source Evaluation Committee (SEC) meeting was held at 1 p.m. on March 16, 2016, where the submitted Pricing Proposals were publicly opened and the results recorded on the SEC Scoring Sheet. LYNX received six (6) proposals. The term of this contract is a flat fee for three (3) years with two (2) one-year renewal options.

Description	Year 1	Year 2	Year 3	Year 4	Year 5
Lawn maintenance of bus stops and shelters	1.04	1.09	1.15	1.20	1.25
Trash removal from bus stops, shelters and super stops	2.49	2.59	2.70	2.80	2.90
Multiple trash (can) removal from bus stops, shelters and super stops	2.49	2.59	2.70	2.80	2.90
Emergency service call for trash removal	10.00	12.00	13.00	14.00	15.00

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

There is no DBE requirement for this contract, as Federal funds are not being utilized.

FISCAL IMPACT:

LYNX staff included \$630,000 in the FY2016 Adopted Operating Budget for lawn maintenance and trash removal services at LYNX bus stops and shelters. The actual FY2015 expenses were \$471,420. The FY2017 Preliminary Operating Budget includes \$550,000 for these services.

Consent Agenda Item #7.A. ii

To: LYNX Board of Directors

From: Tangee Mobley
DIR OF TRANSPORTATION & MAINT
Steven Walczak
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Award Contracts
Authorization to Award a Contract to Fleetwash, Inc. for Steam Cleaning
and Maintenance of LYNX Bus Shelters and Bus Stops

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to award a one (1) year contract with four (4) one-year renewal options to Fleetwash, Inc. for steam cleaning and maintenance of LYNX bus shelters and bus stops in an annual not-to-exceed amount of \$170,000.

BACKGROUND:

LYNX operates a public transportation system that serves approximately 2,500 square miles located within the boundaries of Orange, Osceola, Seminole, Southeastern Lake, and Northern Polk Counties. The fixed route bus service operates approximately 23 hours each weekday and provides more than 22.5 million unlinked passenger trips each year. Bus Stops are the primary point of customer access to LYNX fixed route bus service. Shelters provide an enhanced experience for customers by providing shelter from the elements. These stops and shelters are highly visible to the community and provide a clean, safe area for customers to wait, to board, and alight LYNX buses.

LYNX has a contract for the pressure cleaning of shelters. The cleaning is required once per month and includes the following services:

- Pressure cleaning of concrete pads
- Pressure cleaning of the exterior and interior of the shelter
- Removal of graffiti and stains
- Cleaning/picking up trash in a 15-foot radius
- Cleaning of the solar panel, bus stop pole and blades

LYNX Board Agenda

LYNX currently has approximately 1,096 bus shelters located throughout the service area with the anticipation of growing the Shelters Program by 20 – 40 additional shelters per year. In addition, there are approximately 1,231 hard surface bus stops throughout Orange, Osceola, Seminole, Southeastern Lake, and Northern Polk Counties to be serviced.

At the November 2015 Board meeting, the Board of Directors authorized the release of a Request for Proposal (RFP) for steam cleaning services of LYNX Central Station and LYNX transfer stations. The description for steam cleaning services of LYNX Central Station and LYNX transfer stations was inadvertently used on the Board agenda item, however, the description was corrected and properly advertised in the RFP for the steam cleaning and maintenance of LYNX bus shelters and bus stops. This Board action extended the existing contract until April 1, 2016.

The RFP was released on January 29, 2016 and proposals were due back to LYNX on February 29, 2016 by 2:00 p.m. A formal Source Evaluation Committee (SEC) meeting was held at 10 a.m. on March 17, 2016, where the submitted Pricing Proposals were publicly opened and the results recorded on the SEC Scoring Sheet. LYNX received nine (9) proposals. The term of this contract is for one (1) year with four (4) one-year renewal options.

Description	Year 1	Year 2	Year 3	Year 4	Year 5
Steam cleaning of LYNX bus shelters and bus stops, once per month	8.49	10.19	12.22	14.66	14.66
Steam cleaning of LYNX bus shelters and bus stops, emergency basis	8.49	10.19	12.22	14.66	14.66

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

There is no DBE requirement for this contract, as Federal funds are not being utilized.

FISCAL IMPACT:

LYNX staff included \$170,000 in the FY2016 Adopted Operating Budget for pressure cleaning services of LYNX bus stops and shelters. The actual FY2015 expenses were \$107,201. The FY2017 Preliminary Operating Budget includes \$170,000 for these services.

Consent Agenda Item #7.A. iii

To: LYNX Board of Directors

From: Tiffany Homler
DIRECTOR OF GOVT AFFAIRS
Tiffany Homler
(Technical Contact)

Phone: 407.841.2279 ext: 6064

Item Name: Award Contracts
Authorization to Award a Contract to Akerman LLP for Federal Lobbying Services

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to award a three (3) year contract with two (2) one-year renewal options to Akerman LLP for Federal Lobbying Services in an amount not-to-exceed \$100,000 annually.

BACKGROUND:

At the September 11, 2015 Board of Directors meeting, staff received authorization to release a Request for Proposal (RFP) for federal lobbying services.

The RFP was released January 25, 2016 and proposals were due to LYNX by 2:00 p.m. EST on February 25, 2016.

Three responses were received from the following firms:

- Akerman LLP
- Capital Counsel, LLC
- McDonald Hopkins

The Source Evaluation Committee (SEC) consisted of the following personnel:

- David Dees, Director of Risk Management
- Carleen Flynn, Manager of Connectivity and Customer Experience
- Matthew Friedman, Director of Marketing and Communications

The proposals were evaluated on the following criteria in descending order of importance:

LYNX Board Agenda

1. Staff Experience and Knowledge of Firm (35)
2. Methodology/Approach – (30)
3. Qualifications of Firm (25)
4. Pricing Proposal – (10)

The SEC met at 10:00 A.M. on Monday, March 14, 2016 to discuss the three responses. The meeting was publicly noticed and each firm was notified of the date and time of the meeting.

The scoring of the proposals submitted is as follows on possible score of 300 points based upon the evaluation criteria and the ordinal ranking of each firm.

Vendor	Score	Ordinal Ranking
Akerman LLP	269.60	1
Capital Counsel, LLC	202.00	3
McDonald Hopkins	240.60	2

Following the discussions on March 14, 2016 the SEC recommended the award be made to Akerman LLP.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

This procurement is not funded with DOT assisted dollars, therefore, no goal for DBE participation was assessed on this contract. LYNX encourages prime contractors to provide contract opportunities to small businesses firms.

FISCAL IMPACT:

LYNX staff included \$100,000 in the FY2016 Adopted Operating Budget for federal lobbying services. The actual FY2015 expenses were \$100,000. The FY2017 Preliminary Operating Budget includes \$110,000 for these services.

Consent Agenda Item #7.A. iv

To: LYNX Board of Directors

From: Andrea Ostrodka
DIRECTOR OF PLAN & DEVELOP
Kenneth Jamison
(Technical Contact)
Douglas Robinson
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Award Contracts
Authorization to Negotiate and Award Contract #16-C06 to Jacobs Engineering, Contract #16-C07 to Kimley-Horn and Associates, Inc., and Contract #16-C08 to WSP Parsons Brinckerhoff for Architecture and Engineering Consultant Services

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to negotiate and award Contract #16-C06 to Jacobs Engineering, Contract #16-C07 to Kimley-Horn and Associates, Inc., and Contract #16-C08 to WSP Parsons Brinckerhoff each for Architectural and Engineering Consultant Services. Task orders will be negotiated and issued for work to be performed. The term of each of the three contracts shall be for three (3) years with two one (1) year renewal options with an annual not-to-exceed in the amount of \$1,200,000.

BACKGROUND:

Contract #11-C12 was issued to AECOM Technical Services for Architectural and Engineering of transit projects and facilities on January 27, 2011 after a competitive selection process. The initial contract was for three years (3) with two one (1) year renewal options. Both one (1) year renewal options have been awarded, and through extensions, expired on April 26, 2016.

Contract #12-C25 was issued to AECOM Technical Services for architectural and engineering service for bus shelters on September 27, 2012 after a competitive process. The initial contract was for three (3) years with two one (1) year renewal options. Both one (1) year renewal options have been awarded and, through extensions, expired on April 26, 2016.

The Board of Directors approved the release of a Request for Proposals for Architectural and Engineering Consultant Services at its scheduled meeting on March 26, 2015.

The general scope of work for each expiring contract includes, but not limited to, professional architectural and engineering services and assistance. Projects include, but are not limited to, site selection and design, environmental investigation and analysis, design of bus operating facilities, construction management, cost estimation and contractor oversight, and assessment and design of Americans with Disabilities Act improvements. The Board of Directors approved a 90-day extension of each contract at its scheduled meeting on November 12, 2015 to provide staff time for combining the scopes of each contract into a single solicitation and to complete the solicitation process.

Request for Proposal solicitation RFP #16-R01 was released on January 11, 2016 with proposals due no later than February 10, 2016. Six responses were received from the following firms:

- AECOM
- HDR Engineering, Inc.
- Jacobs Engineering Group, Inc.
- Kimley-Horn and Associates, Inc.
- MLM Martin Architects, Inc.
- WSP Parsons Brinkerhoff

The Source Evaluation Committee consisted of the following personnel:

- Douglas Robinson – Manager of Strategic Planning
- James Rodriguez – Manger of Service Planning
- Selita Stubbs – Grants Compliance Administration Specialist

The proposals were evaluated on the following criteria, in descending order of importance:

- **Points (40)** - Company Qualifications
- **Points (30)** - Personnel Experience and Knowledge
- **Points (20)** - Methodology / Approach
- **Points (10)** - Financial Qualifications

Evaluation criteria did not include cost in accordance with qualifications based procurement procedures of 40 U.S. Code Chapter 11 (“Brooks Act”).

The Source Evaluation Committee met at a public meeting at LYNX Central Station on March 2, 2016 at 10:00 AM to discuss the six responses. The meeting was publicly noticed and several of the proposers attended the meeting.

The scoring of the proposals submitted was based on a total possible combined score of 300, and appears in the table below:

Vendor	Score	Ordinal Rank
Jacobs Engineering Group, Inc.	282	1
Kimley-Horn and Associates, Inc.	274.9	2
WSP Parsons Brinckerhoff	277	3
AECOM	274	4
HDR Engineering, Inc.	268	5
MLM Martin Architects, Inc.	237	6

The Source Evaluation Committee is recommending Jacobs Engineering Group, Inc., Kimley-Horn and Associates, Inc., and WSP Parsons Brinckerhoff be awarded the Architectural and Engineering Consultant Services Contracts.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

A 5% DBE participation goal was assessed for this solicitation. The firms recommended for award have committed to meeting or exceeding the goal.

FISCAL IMPACT:

LYNX staff included \$737,000 and \$1,189,466 in the FY2016 Adopted Operating and Capital Budgets, respectively for Architectural and Engineering Consultant Services. The actual operating and capital expenses for FY2015 were \$546,677 and \$697,917, respectively. The FY2017 Preliminary Operating Budget includes \$432,500 for these services. The FY2017 Capital Budget will include the appropriate amount to support the anticipated capital expenditures.

Consent Agenda Item #7.B. i

To: LYNX Board of Directors

From: Tangee Mobley
DIR OF TRANSPORTATION & MAINT
David Rodriguez
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Authorization to Exercise Second Option Year of Contract 12-C16 with
Goodyear Tire and Rubber Company for Bus Tire Leasing

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to exercise the second option year of Contract #12-C16 with The Goodyear Tire & Rubber Company for bus tire leasing with a not-to-exceed in the amount of \$1,028,523.

BACKGROUND:

On January 28, 2015, the Board approved the exercising of the initial option year extension of Contract #12-C16 with the Goodyear Tire & Rubber Company which was originally awarded for 3 years with two (2) one (1) year renewal options. The initial term of the contract began on May 7, 2012 and ended on May 6, 2015 with an aggregate "not-to-exceed" amount of \$2,670,508. On January 28, 2015, LYNX' Board authorized staff to exercise the first option year, which will expire in March 30, 2016.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX's procurement policy requires contractors to use a good faith effort to subcontract portions of their work for material, supplies and services to Disadvantaged Business Enterprise (DBE) Firms. LYNX has a DBE goal of 14% and the vendor will be required to provide the DBE officer with documentation of its good faith effort to comply with this goal.

FISCAL IMPACT:

LYNX staff included \$981,425 in the FY2016 Adopted Operating Budget to support the cost of leased tires and tire maintenance. The actual FY2015 expenses were \$929,540 for leased tires and tire maintenance. The FY2017 Preliminary Operating Budget includes \$987,914 for tires and tubes.

Consent Agenda Item #7.C.i

To: LYNX Board of Directors

From: Tangee Mobley
DIR OF TRANSPORTATION & MAINT
Timothy May
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
Authorization to Issue a Purchase Order to Alliance Bus Group d/b/a First Class Coach Sales Under the Florida Department of Transportation's (FDOT) Florida Vehicle Procurement Program's (TRIPS) State Contract #TRIPS-11-CAFCCSC for Six (6) Paratransit Replacement Vehicles

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to issue a Purchase Order in the amount of \$481,674 to Alliance Bus Group (d/b/a First Class Coach Sales) under the Florida Department of Transportation's (FDOT) Florida Vehicle Procurement Program's (FVPP) State Contract #TRIPS-11-CA-FCCSC for six (6) paratransit replacement vehicles. The funding allocation for the purchase of the vehicles includes a 10% local match requirement in the amount of \$48,167, with the remaining funds from FDOT, 10% and FTA, 80%.

As such, LYNX staff is requesting to amend the FY2016 Capital Budget to include the 10% local match in the amount of \$48,167 from the \$2 Local Capital Funding and the 10% State Funding from FDOT.

BACKGROUND:

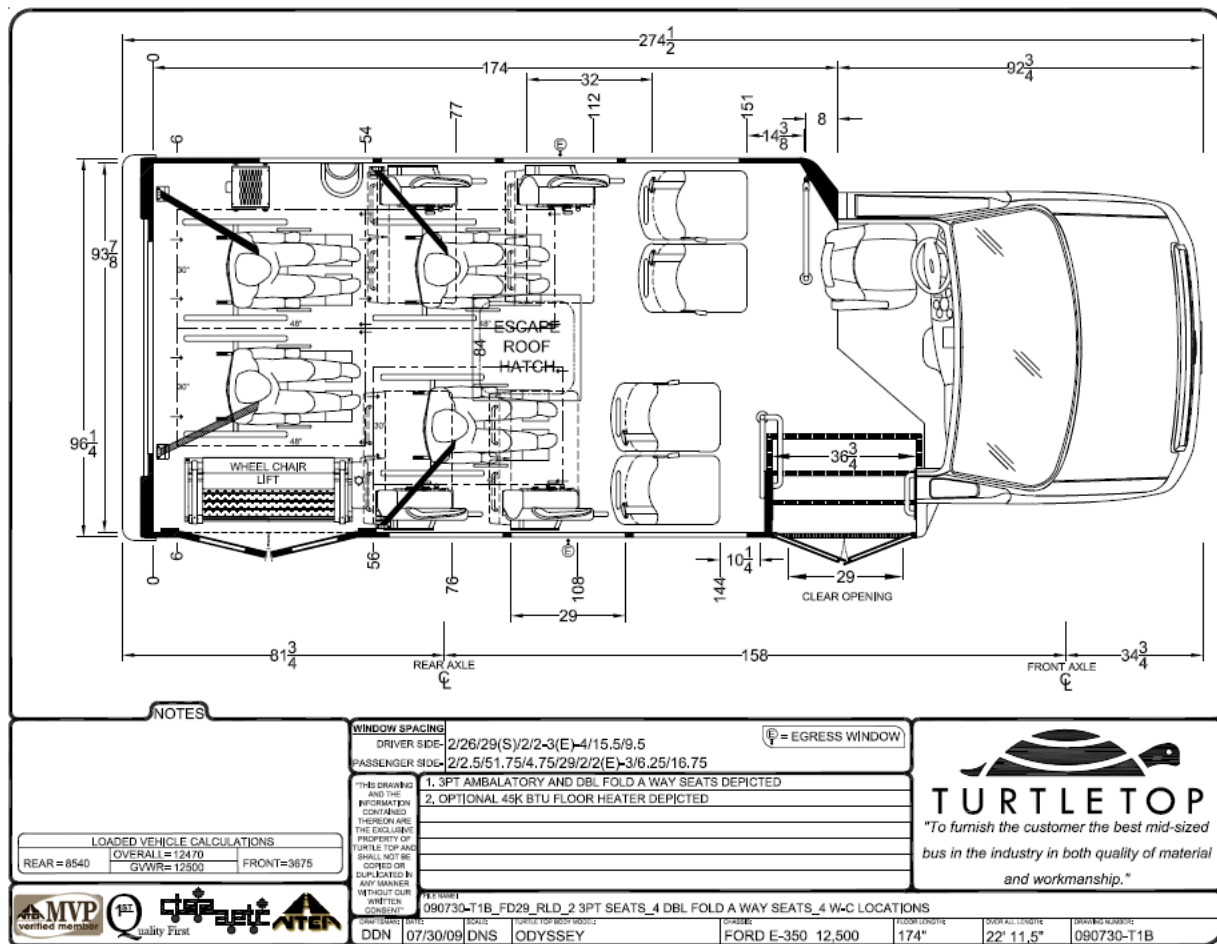
On October 22, 2015, LYNX was awarded a Section 5310 grant from the Florida Department of Transportation for six (6) paratransit replacement vehicles. The grant, Federal Award Identification Number (FAIN) FL-16-X023-00 funds eighty percent (80%) of the total cost of the vehicles, with FDOT contributing a ten percent (10%) match, and local funding partners being responsible for the final ten percent (10%).

The Florida Vehicle Procurement Program (FVPP) is a state program that has been in existence since 1995, providing transit agencies with the means of procuring quality vehicles at the lowest possible price. The program is managed by the Florida Department of Transportation (FDOT) in

LYNX Board Agenda

Tallahassee and administered by the Center for Urban Transportation Research (CUTR), located in Tampa.

Through a competitive selection process, FVPP awarded a Florida Department of Transportation vehicle procurement contract (#TRIPS-11-CA-FCCSC) for "Small Cutaway Type Vehicles" to First Class Coach Sales, a local Orlando dealer of Turtle Top vehicles. First Class Coach Sales and Turtle Top meet all pre- and post-award requirements of the Federal Transit Administration (FTA). The vehicles are the same model as pictured on this page. Additionally, Turtle Top is a manufacturer on the FTA's approved "Buy America and Transit Vehicle Manufacturer" list (which ensures Disadvantaged Business Enterprise participation).



The proposed procurement will be for six (6) Turtle Top “Odyssey” models (pictured) to be built on Ford chassis, each with the following available seating capacities (using foldaway seating):

- 12 ambulatory and 2 wheelchair customers
- 8 ambulatory and 3 wheelchair customers
- 4 ambulatory and 4 wheelchair customers

This flexible seating capacity will allow for maximizing vehicle usage in scheduling and thereby allow LYNX to operate at a higher productivity level, ultimately resulting in operational cost savings.

The per-vehicle cost breakdown is as follows:

Ford E450, 22’10” length, 5.4L Gas	\$64,579
Freedman Standard Seats	\$ 1,040
Freedom Foldaway Seats	\$ 3,320
Q’Straint QRTMAX Securement Systems	\$ 2,120
Ricon Side Wheelchair Lift	\$ 3,550
Amerex Small Vehicle System (automatic fire suppression)	\$ 15
Romeo Rim HELP Rear Bumper	\$ 680
Mentor Ranger Mobile Data Terminal	<u>\$ 4,975</u>
Total	\$80,279

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX’ DBE program requires that as a condition to bid for or propose on FTA-assisted vehicle procurements to each transit vehicle manufacturer to provide compliance certification. Compliance is to be certified by meeting or exceeding an established annual overall percentage DBE goal approved by the FTA. Compliance within this DBE requirement is monitored by the Federal Transit Administration (FTA).

FISCAL IMPACT:

LYNX staff included \$1,411,000 in the FY2016 Adopted Capital Budget for the purchase of six (6) paratransit vehicles. The funding for these vehicles will be 80% federal, 10% FDOT, and 10% local \$2 capital contributions as follows:

Funding Sources	Funding Amounts
Federal – 80%	\$385,340
State - 10%	48,167
Local \$2 Capital -10%	48,167
	\$481,674

Upon approval, LYNX staff will amend the FY2016 Capital Budget, accordingly.

Consent Agenda Item #7.C. ii

To: LYNX Board of Directors

From: Donna Tefertiller
DIRECTOR OF HUMAN RESOURCES
Brian Anderson
(Technical Contact)

Phone: 407.841.2279 ext: 6119

Item Name: Miscellaneous
Re-adopt Resolution #16-001 Reappointing Donna Tefertiller to the Board of Trustees for the Amalgamated Transit Union (ATU) Local 1596 Pension Plan (Defined Benefit Plan)

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' re-adoption of Resolution #16-001 to reappoint Ms. Donna Tefertiller, Director of Human Resources, as Management Appointee to the Board of Trustees for the Amalgamated Transit Union (ATU) Local 1596 Pension Plan (Defined Benefit Plan).

BACKGROUND:

Staff requested the Board of Directors' adoption of Resolution #16-001 on January 28, 2016. After the Boards' adoption of the Resolution, a scrivener's error was noted on the Resolution. Staff had utilized a template appointing another Management Appointee to the Board of Trustees and failed to delete the name of the Appointee and replace it with Ms. Tefertiller's name.

Resolution #16-001 has been fully corrected and is attached.

CERTA RESOLUTION
16-001

**RESOLUTION APPROVING THE
APPOINTMENT OF A MANAGEMENT
APPOINTEE TO THE BOARD OF TRUSTEES
FOR THE
AMALGAMATED TRANSIT UNION LOCAL 1596 PENSION
PLAN
(DEFINED BENEFIT PLAN)**

WHEREAS, Central Florida Regional Transportation Authority (the "Employer") heretofore established a pension plan effective as of October 1, 1984 known as the Amalgamated Transit Union Local 1596 Pension Plan (the "Plan"); and

WHEREAS, Article II of the Plan authorizes the Employer to appoint three members to the Plan's Board of Trustees; and

WHEREAS, the Employer wishes to reappoint Donna Tefertiller to the Board of Trustees of the Plan, effective January 28, 2016.

NOW, THEREFORE, IT IS

RESOLVED, by the Governing Board that the Employer is authorized to appoint Donna Tefertiller to the Board of Trustees of the Plan effective as of January 28, 2016; and it is

FURTHER RESOLVED, by the Board of Directors that any employee classified as a senior officer of the Employer is authorized to prepare and execute, on behalf of the Employer, any documents necessary to effectuate the appointment to the Board of Trustees of the Plan, and perform any other acts necessary to implement the appointment to the Board of Trustees of the Plan.

**CERTIFICATION OF THE ADOPTION OF THE PROPOSED RESOLUTION
APPROVING THE
APPOINTMENT OF A MANAGEMENT APPOINTEE
TO THE BOARD OF TRUSTEES FOR THE
AMALGAMATED TRANSIT UNION LOCAL 1596 PENSION PLAN
(DEFINED BENEFIT PLAN)**

APPROVED AND ADOPTED this 28th day of January 2016, by the
Governing Board of Directors of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: Governing Board

Chair

ATTEST:

Assistant Secretary

Consent Agenda Item #7.C. iii

To: LYNX Board of Directors

From: Matthew Friedman
 DIRECTOR OF MARKETING COMM
 Matthew Friedman
 (Technical Contact)
 Theresa Veley
 (Technical Contact)
 Cindy Zuzunaga
 (Technical Contact)

Phone: 407.841.2279 ext: 6206

Item Name: Miscellaneous
 Authorization to Purchase Nine (9) Wheelchair Accessible Vanpool Vehicles for Replacement and Expansion

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors’ authorization for the Interim Chief Executive Officer (ICEO) or designee to purchase nine (9) vanpool wheelchair accessible turtle top vans for replacement and expansion purposes for the vanpool program, in the amount of \$662,670. The vehicles will be purchased from the State bid list.

BACKGROUND:

At the November 12, 2015 Board of Directors meeting, LYNX staff received authorization to purchase seventy-two (72) vanpool vehicles for replacement and expansion purposes for the vanpool program, in the amount of \$2,287,890. The additional nine (9) wheel chair accessible vans will allow the vanpool program to order the supply needed. If approved, the nine (9) vans totaling \$662,670 will be purchased from carryover funds.

Vanpool Vehicles	Quantity	Unit Cost	Total Cost
7 Passenger Vans	29	\$28,000	\$812,000
7 Passenger Electric	2	\$65,000	\$130,000
10 Passenger Conversion	15	\$29,000	\$435,000
12 Passenger Conversion	18	\$30,000	\$540,000
15 Passenger Vans	5	\$30,000	\$150,000
Wheelchair Accessible Vans	3	\$73,630	\$220,890
Total Authorized 11/12/15	72		\$2,287,890
Add'l Wheelchair Accessible Vans	9	\$73,630	\$662,670
Revised Total	81		\$2,950,560

FISCAL IMPACT:

LYNX staff included \$1,203,000 of carryover funds in the FY2016 Adopted Capital Budget. The vans will be 100% federally funded.

Consent Agenda Item #7.C. iv

To: LYNX Board of Directors

From: Blanche Sherman
DIRECTOR OF FINANCE
CRAIG CHARRETTE
(Technical Contact)
Nancy Navarro
(Technical Contact)
Edward Velez
(Technical Contact)

Phone: 407.841.2279 ext: 6100

Item Name: Miscellaneous
Authorization to Write-off Assets Pursuant to the June 30, 2015 Physical Inventory Count and Reconciliation

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to write-off tangible fixed assets pursuant to the June 30, 2015 physical inventory count and reconciliation with a net book value in the amount of \$0. These assets include buildings and shelters, computer equipment, furniture and fixtures, and revenue vehicles determined to be obsolete, no longer useful, broken and beyond repair, and other items considered as not found.

BACKGROUND

In accordance with Federal Transit Administration (FTA) Circular 5010.1D Chapter II, 3.e., LYNX performs a physical inventory of its equipment and reconciles the results to the financial records at least once every two years. As instructed by the LYNX Board, LYNX performs an annual physical inventory at the end of each fiscal year. According to current financial records, the following is the description, acquisition value, and net book value of the assets requested to be written off:

Fixed Assets	Acquisition Value	Net Book Value
Building and Shelters	\$ 52,401	\$0
Computer Equipment	\$ 14,861	\$0
Furniture and Fixtures	\$106,189	\$0
Revenue Vehicles	\$121,080	\$0
Total	\$294,532	\$0

The results of the June 30, 2015 physical inventory count are summarized in the table above. An itemized list is included below.

FISCAL IMPACT

The fiscal impact is \$0 which is the net book value of the assets being written-off and the amount due to FTA.

**LYNX ASSETS
FY2015 Physical Inventory Recommended Disposals**

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2.29.16	Due to FTA
4738	20005	9/30/1998	BS	REBUILT BUS WASH	3	\$20,004	\$0	\$0
3441	96233SMCA007	9/30/1996	BS	RENOVATE BUS WASH STATION	10	\$11,833	\$0	\$0
4737	20005	9/30/1998	BS	REBUILT BUS WASH	3	\$10,430	\$0	\$0
8250	4058C	9/30/2004	BS	Galvanized Hinges 6070/Bus wash control room	5	\$2,900	\$0	\$0
8247	4058	9/30/2004	BS	Galvanized Hinges 6086/Doors in Bus Wash	5	\$2,250	\$0	\$0
8248	4058A	9/30/2004	BS	Galvanized Hinges 3068/Fuel Island Compressor Room	5	\$1,500	\$0	\$0
8249	4058B	9/30/2004	BS	GALVANIZED HINGES 6068/Fuel Island Storage & Restroom	5	\$1,500	\$0	\$0
8251	4058D	9/30/2004	BS	Galvanized Hinges, Grade 1 Lock, Door Closer 3070	5	\$950	\$0	\$0
7197	9999E	9/19/2002	BS	Cabling - VoiceDrops CustSvc	5	\$621	\$0	\$0

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System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2.29.16	Due to FTA
6097	2893	8/31/2001	BS	DUPLEX VOICE/DATA OUTLETS	10	\$414	\$0	\$0
				Subtotal - BS		\$52,401		\$0
12176	8727	9/30/2007	CE	Toshiba E Studio 352 Copier	5	\$6,938	\$0	\$0
4004	97271LCE5258	9/30/1997	CE	PROJECTOR, EPSON POWERLITE 5000	5	\$6,050	\$0	\$0
7408	3810	7/24/2003	CE	Computer - Optiplex GX260T	5	\$1,253	\$0	\$0
12279	8371	11/30/2007	CE	Software ARCserve	5	\$620	\$0	\$0
				Subtotal - CE		\$14,861		\$0
10999	#Paint Booth	7/31/2006	FE	Fire System, Paint Booth (Replacement)	5	\$15,750	\$0	\$0
11403	7692	3/31/2007	FE	Cabling, Fiber	5	\$11,616	\$0	\$0
4362	1314	8/21/1998	FE	DESK- RECEPTION	5	\$6,227	\$0	\$0
4695	2472	8/31/1998	FE	BUILD & INSTALL RECEPTION DESK	5	\$6,174	\$0	\$0
765	2055A	9/19/1991	FE	BUS WASH, TELCO PHOTO BEAM SYS	8	\$5,588	\$0	\$0
11397	7677	3/31/2007	FE	Unit, Condensing A/C	5	\$5,300	\$0	\$0
3649	97294PCT5105	3/20/1997	FE	FURNISH/INSTALL PHONE OUTLETS	5	\$3,611	\$0	\$0
4125	98233SMC3417	12/4/1997	FE	UNDERGRD STORAGE TANKS PROT DEV	3	\$3,498	\$0	\$0
12216	8399	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
12217	8400	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
12218	8401	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
12219	8402	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
12220	8403	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
12222	8404	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
12223	8405	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2.29.16	Due to FTA
12224	8406	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
12225	8407	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
12226	8408	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
12221	8415	10/31/2007	FE	Trooper Digital Surveillance System	5	\$2,345	\$0	\$0
8657	4280	1/20/2005	FE	RECLINER-NEMSCHOFF 778-66M	5	\$1,941	\$0	\$0
13600	9517	11/4/2010	FE	Emergency Lights for Dodge Charger Set # 1	5	\$1,865	\$31	\$0
5435	2296	3/30/2000	FE	ICE MAKER 250LB CAPACITY	5	\$1,829	\$0	\$0
9156	4788A	3/15/2005	FE	Proxima Long Lens	5	\$1,694	\$0	\$0
6444	3215	4/30/2002	FE	King Pin Puller	5	\$1,622	\$0	\$0
6828	3517	8/22/2002	FE	King Pin & Anchor	5	\$1,621	\$0	\$0
5953	2472A	5/3/2001	FE	DESK-CUSTOM RECEPTION DIVIDER WITH SWING GATE	5	\$1,585	\$0	\$0
12346	8394	4/30/2008	FE	Light Bar on top of Security Van	5	\$1,422	\$0	\$0
5850	2774	4/19/2001	FE	HOSE REEL WITH SILVER FINISH	3	\$1,034	\$0	\$0
5851	2775	4/19/2001	FE	HOSE REEL WITH SILVER FINISH AT SERVICE ISLAND	3	\$1,034	\$0	\$0
12280	8372	11/30/2007	FE	AC heat condensing Unit	5	\$971	\$0	\$0
7026	3591	9/9/2002	FE	TRANSM. DIAGNOSTIC TOOL SOFTWARE	5	\$896	\$0	\$0
764	2055B	9/19/1991	FE	BUS WASH, TELECO PHOTO BEAM	8	\$790	\$0	\$0
5337	2078	11/24/1995	FE	WEIGH-TRONIX ELECTRIC SCALE	5	\$638	\$0	\$0
7211	3655	10/31/2002	FE	Chair - Freedom w/ Headrest	5	\$597	\$0	\$0
5454	2452	5/11/2000	FE	AIR CONDITIONER FOR ROOM	5	\$512	\$0	\$0
5443	2520	4/6/2000	FE	ELECTRIC REEL FOR BODY SHOP	3	\$465	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2.29.16	Due to FTA
721	88073STG3113	8/11/1988	FE	SAFETY EYE SHOWER	3	\$430	\$0	\$0
12750	8874	9/30/2008	FE	Bronze Key Holder	5	\$410	\$0	\$0
4850	1552	1/29/1999	FE	CHAIR-HIGH BACK EGGPLANT COLOR	5	\$324	\$0	\$0
4524	2359	9/30/1998	FE	CHAIR	5	\$317	\$0	\$0
4555	2383	9/30/1998	FE	CHAIR	5	\$317	\$0	\$0
4556	2384	9/30/1998	FE	CHAIR	5	\$317	\$0	\$0
				Subtotal - FE		\$106,189		\$0
12049	512BB	9/30/2007	RV	Transmission	4	\$15,776	\$0	\$0
13097	516AA	11/26/2008	RV	CUMMINS ISL 330 HP RECON DSL ENGINE	5	\$15,310	\$0	\$0
12822	506BB	9/30/2008	RV	VOITH D864 TRANSMISSION	4	\$11,995	\$0	\$0
13074	502BBB	12/24/2008	RV	VOITH D864 TRANSMISSION	5	\$10,040	\$0	\$0
12824	518BB	9/30/2008	RV	TRANSMISSION	4	\$9,995	\$0	\$0
13037	501BB	8/31/2007	RV	Transmission	5	\$9,600	\$0	\$0
13038	506BB	8/31/2007	RV	Transmission	5	\$9,600	\$0	\$0
13033	516BB	4/30/2007	RV	Transmission	5	\$9,600	\$0	\$0
12027	507BB	9/30/2007	RV	TRANSMISSION, VOITH REBUILT	4	\$8,000	\$0	\$0
12022	512AA	9/30/2007	RV	ENGINE, CUMMINS REBUILT M-11	4	\$7,778	\$0	\$0
11269	514B	9/30/2006	RV	Transmission, Voith D864	4	\$6,800	\$0	\$0
12024	514AA	9/30/2007	RV	ENGINE, CUMMINS REBUILT M-11	4	\$6,587	\$0	\$0
				Subtotal - RV		\$121,080		\$0
				GRAND TOTAL		\$294,532		\$0

Consent Agenda Item #7.C. v

To: LYNX Board of Directors

From: **Andrea Ostrodka**
DIRECTOR OF PLAN & DEVELOP
Laura Minns
(Technical Contact)
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: **Miscellaneous**
Authorization to Modify Contract #14-C26 with Balfour Beatty
Construction for Parramore Bus Rapid Transit (BRT) LYMMO Expansion
Project

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to modify Contract #14-C26 with Balfour Beatty Construction, LLC to revise previously approved change orders #5 and #6 in the estimated amounts totaling \$(50,777) and \$6,747, respectively. In addition to approve new change orders #7, #8 and #9 in the estimated amounts of \$39,155, \$1,853, and \$41,992, respectively.

BACKGROUND:

LYNX and Balfour Beatty Construction, LLC (BBC) entered into Contract #14-C26 on February 24, 2015 and Notice to Proceed (NTP) for construction was given March 26, 2015. The Guaranteed Maximum Price (GMP) for the contract totals \$12,031,480. The total LYMMO Parramore project budget includes contingency of \$1,083,918.

This contract is separated into two discrete sub-projects as follows:

- Environmental Remediation: BBC was awarded a GMP of \$587,459. The total project contingency for the environmental remediation effort is \$53,720.
- Bus Rapid Transit (BRT): BBC was awarded a GMP of \$11,444,021. The total project contingency for the BRT construction is \$1,030,198.

Change Order #5

Change order #5 is a deductive change in the estimated amount of (\$50,777) requested by the City of Orlando. This deductive change order eliminates soft utility work associated with Time Warner Telecom, and revises soft utility work previously associated with AT&T. This will return \$50,777 to project contingency.

Change Order #6: Information Item

The University of Central Florida has requested additional work for a sanitary stub out, at an estimated cost not-to-exceed \$6,747. At the March 6, 2015 meeting LYNX' Board of Directors approved Resolution #15-005 authorizing the Chief Executive Officer to modify or expand the scope of work being performed under the Design-Build Contract between LYNX and Balfour-Beatty Construction as requested by the City of Orlando, and to execute associated change orders provided that the City of Orlando has committed to pay for all costs for the additional work requested. LYNX staff is working with City of Orlando staff to update an interlocal agreement as applicable for this additional work. The cost associated with this requested work will not impact project contingency.

Change Order #7 OUC Added Electrical Scope

Minor revisions to the electrical scope were not included in the construction documents. As a result, the Parramore BRT contractor has submitted a change order request in the estimated amount of \$39,155. As part of the Parramore BRT project, LYNX and OUC entered into a Joint Participation Agreement that included the cost of work for electrical upgrades as well as contingency. However, this change order request exceeds the contingency funds committed for electrical work by \$8,374.

Change Order #8 Sidewalk Blending

Some minor issues in the estimated amount of \$1,853 with respect to the sidewalk finishes were encountered as part of the construction of the streetscape improvements. This change will blend the planned sidewalks into the existing curb cuts and ADA ramps so that a more finished appearance will be obtained. Project contingency is being proposed for this item

Change Order #9 Salvage and Palletize Brick Pavers

During the milling and resurfacing of the eastern section of Livingston Street the contractor encountered buried brick pavers. The City of Orlando's Engineering Standards Manual requires that the bricks be preserved, cleaned, and palletized by the contractor and delivered to the City of Orlando Streets Division yard. The estimated cost to the project is \$41,992 and would be paid for using project contingency funds.

As a result of the changes previously approved and those proposed herein, the contingency associated with the Parramore BRT project will decrease by \$47,056, excluding change order #6 for UCF for a total project contingency of \$983,142 as follows (If FTA ultimately determines that Change Order #2 will not result in a project and grant de-scoping.):

Change Order #	Description – Parramore BRT Project	Amount
1	City of Orlando Permitting Fees	\$ 241,000
2	I-4 Ultimate Project – Deductive	(243,385)
3	Depression in soil – Livingston Street Right-of-way (Delete)	-
4	I-4 Ultimate Project – Professional Services	17,218
5	Soft Utility Deduct for Time Warner & AT&T	(50,777)
6	UCF Sanitary Sewer Stub out	6,747
7	OUC Added Electrical Scope	39,155
8	Sidewalk Blending	1,853
9	Salvage and Palletize Brick Pavers	41,992
Total Proposed BRT Project Changes		\$ 53,803

Currently there are no change orders that impact the Parramore Environmental project contingency of \$53,720.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

Established goal is 14%.

FISCAL IMPACT:

LYNX staff included \$12,391,392 in the FY2016 Adopted Capital Budget for the Parramore BRT Project.

Consent Agenda Item #7.C. vi

To: LYNX Board of Directors

From: **Andrea Ostrodka**
DIRECTOR OF PLAN & DEVELOP
Laura Minns
(Technical Contact)
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: **Miscellaneous**
Authorization to Amend the Joint Project Agreement (JPA) with Orlando Utilities Commission (OUC) for the Construction of the Parramore Bus Rapid Transit (BRT) Project

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to amend the Joint Project Agreement (JPA) with Orlando Utilities Commission (OUC) for construction of the Parramore Bus Rapid Transit (BRT) Project (aka LYMMO Lime Line) in the amount of \$8,374 to support the change order for electrical upgrades that exceed the contingency funding available.

In addition, LYNX staff is requesting to amend the FY2016 Capital Budget in the amount of \$8,374 increasing the OUC funding for the BRT Project from \$1,227,814 to \$1,236,188, accordingly.

BACKGROUND:

As part of the construction of the Parramore BRT Project, water and electrical utilities are required to be relocated into the new right-of-way being constructed by LYNX. LYNX entered into an agreement with OUC in August 2013, which enabled OUC to pay for the cost of construction and materials necessary for the project. In July 2014, the LYNX Board approved Amendment 1 to the JPA with OUC to include the following breakdown of funding and associated costs:

OUC Electric - \$711,119 (including \$30,781 in contingency funds)
OUC Water - \$516,695 (including \$22,178 in contingency funds)

LYNX Board Agenda

There is currently \$30,781 in contingency available for OUC Electrical improvements. However, some electrical upgrades were necessary for the project but were not included in the construction documents. As a result, the Parramore BRT Contractor has submitted a change order request for \$39,155, which exceeds available contingency by \$8,374. The OUC portion of the Parramore BRT project is approximately 90% complete at this time and no contingency has been used for the potable water improvements so far. The contractor has allocated \$22,178 in contingency for OUC Water improvements. Additional contingency is not anticipated to be required at this time.

FISCAL IMPACT:

LYNX staff included \$1,227,814 as cash value associated with OUC improvements as a portion of the 20% local match in the amount of \$3,250,000 as required by the Federal grant for the Parramore BRT Project. The remaining 20% local match is funded by the City of Orlando.

Upon approval, LYNX staff will amend the FY2016 Capital Budget to increase the OUC funding from \$1,227,814 to \$1,236,188.

**AMENDMENT 1 TO JOINT PROJECT AND REIMBURSEMENT AGREEMENT
BETWEEN CENTRAL FLORIDA REGIONAL TRANSPORTATION
AUTHORITY d/b/a LYNX
AND
ORLANDO UTILITIES COMMISSION**

This Amendment 1 to the Joint Project and Reimbursement Agreement for the Creative Village Roadway Improvements (the "Amendment") is made and entered into as of the date of last execution below by and between **ORLANDO UTILITIES COMMISSION** ("OUC"), a statutory commission existing under the laws of the State of Florida, whose address is 100 West Anderson Street, Orlando, Florida, 32801, and **CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY, D/B/A LYNX** ("LYNX"), a body politic and corporate, created by Part II, Chapter 343, Florida Statutes, whose address is 455 N. Garland Avenue, Orlando, Florida 32801. OUC and LYNX may hereinafter be referred to individually as a "Party" or collectively as the "Parties."

RECITALS

A. On or about May 31, 2012 LYNX entered into that certain Design-Build Pre-Construction Agreement (the "Design Agreement") dated May 31, 2012 with ZMG Construction, Inc., a Florida corporation ("ZMG"), pursuant to which ZMG was engaged to undertake the design of the Parramore BRT Project. As a part of the bid process, ZMG was part of a design team for the overall Project which included Balfour Beatty, Inc. ("BBI"), which was to undertake the actual construction of the Project. It was contemplated under the Design Agreement that, upon the completion of the design services, LYNX would enter into a separate construction contract with BBI for BBI to undertake the construction of the improvements relating to the Parramore BRT Project.

B. OUC has within the Parramore BRT Project, existing water and electric facilities, which in OUC's opinion, are not prudent for re-use or the configuration of said facilities and must be changed in a way that requires modification of such electric and water facilities. OUC determined that it would need to relocate and/or install its electric facilities ("OUC Electric Project") and water facilities ("OUC Water Project") (collectively, the "OUC Facilities" and the "OUC Projects") for the Parramore BRT project.

C. OUC and LYNX entered into that Joint Project and Reimbursement Agreement for the Creative Village Roadway Improvements dated on or about September 4, 2013 ("JPA") pursuant to which the Parties agreed that as a part of the Parramore BRT Project, that LYNX would incorporate into its invitation for bids for the construction phase of the Parramore BRT Project incorporate the OUC Projects, and would have the selected contractor in addition to constructing the Parramore BRT Project also construct the OUC Projects. Said Agreement provided that upon receipt of the bids, OUC would then review its participation in the Parramore BRT Project and the amount to be paid by OUC in connection with the construction of the OUC Projects.

D. OUC determined that such relocation and/or installation would be most cost effectively accomplished through an agreement with LYNX to use BBI to undertake the construction of the OUC Projects since the relocation and installation of said Facilities are in the same general location as the Parramore BRT Project.

E. Since entering into the JPA, certain soil contamination has been identified on property where the Parramore BRT Project is located and an Interim Source Removal Plan LYNX Parramore – Bus Rapid Transit Site (Creative Village) has been prepared by LYNX through their environmental consultant (Cardno TBE) dated September 27, 2013 (revised February 7, 2014) for soil excavation and relocation activities.

F. A Soils Construction Management Plan (the “Plan”) has been prepared on behalf of LYNX through their Design/Builder (ZMG) and their environmental sub-consultant (Cardno TBE) which provides the details to implement and ensure compliance with the Interim Source Removal Plan during construction of the Parramore BRT Project.

G. The Plan has been approved by the Florida Department of Environmental Protection (“FDEP”) in the Interim Source Removal Plan Approval Order (the “Order”) dated March 4, 2014 under OCD-WCU-14-0975.

H. Though OUC has no contractual duty to do so nor is OUC a potentially responsible party for the cleanup, OUC has agreed as a joint project participant in the Parramore BRT Project to participate in the costs associated with the cleanup under the Order and Plan.

I. LYNX has agreed that BBI may undertake the environmental cleanup in accordance with the Plan, but LYNX will have no liability or obligation in regard to the environmental contamination or cleanup, other than to receive payments for same and to make those payments to BBI.

J. The parties now desire to enter into this Amendment (i) to confirm the amount to be paid by OUC under the JPA for the construction of the OUC Projects, and (ii) confirm the amount to be paid by OUC for its share of the remediation by LYNX under the Plan and the payment of a portion of such environmental remediation costs as described herein.

NOW, THEREFORE, in consideration of mutual covenants and agreements contained herein, the parties, intending to be legally bound, agree as follows:

- 1. Defined Terms.** Initially capitalized terms used but not defined herein have the meanings set forth in the JPA.

2. **Section 9, Payment of Costs.** Section 9, Payment of Costs shall be amended to read as follows:

A. Project Construction Costs.

OUC agrees to pay for all construction costs related to the OUC Projects including, but not limited to mobilization, demobilization, bonds and permits for the OUC Projects in the aggregate amount of:

(i) \$711,119.02 for the OUC Electric Project; and

(ii) \$516,695.25 for the OUC Water Project;

OUC further agrees to pay for any costs associated with change orders related to the OUC Projects specifically requested by OUC or requested by the Contractor and approved by OUC with LYNX/ prior written approval per Section 6 which are in addition to the work set forth in the approved plans and specifications. OUC shall reimburse LYNX for all fees and costs due LYNX pursuant to this Agreement for the OUC Projects, on a monthly basis within thirty (30) days after OUC's receipt of LYNX' written request for reimbursement with accompanying backup documents.

B. Environmental Cleanup Costs.

With the exception of those costs assumed by OUC voluntarily as set out below under the Florida Department of Environmental Protection ("FDEP") in the Interim Source Removal Plan Approval Order (the "Order") dated March 4, 2014 under OCD-WCU-14-0975, OUC disclaims any and all liability for the costs of any pre-existing contamination associated with the Parramore BRT Project; provided, however, if any such contamination is discovered LYNX may notify OUC in writing of its desire to have OUC share in cleanup costs. If the parties are able to agree on the terms of any such OUC participation, the parties shall amend the terms of this Agreement to memorialize the agreed cost sharing.

1. OUC Participation Under the Order. In connection with the cleanup under the Order, the following will apply:

a. *LYNX will in its contract with BBI provide for implement the Plan and undertake the required remediation.*

b. *Within 30 days of completion of the work under the Plan, LYNX will prepare and submit, or have prepared and submitted on its behalf, an Interim Source Removal Plan Implementation Report (the "Implementation Report") to*

FDEP. BBI (and not LYNX) will be responsible for obtaining FDEP approval of the Implementation Report and a No Further Action with Conditions.

2. Cost Sharing Under the Order.

- a. *OUC shall within 10 days of this Amendment pay over to LYNX the sum of \$76,177.00 (of which there is included in said number a contingency of \$6,662.00) as its contribution to the cleanup under the Order.*
- b. *If additional monies are required to complete the remediation under the Order, LYNX may request additional contributions from OUC and any such contribution will be subject to negotiation between OUC and LYNX and mutual agreement on any further contribution by OUC. The terms of payment will be as negotiated at that time and shall be subject to approval by the OUC Board.*

C. Disputed Payments.

Should OUC object to a reimbursement amount requested by LYNX, OUC shall submit its objections in writing to LYNX within fifteen (15) business days of receipt of the written reimbursement request from LYNX. OUC and LYNX shall meet to resolve disputes and make reasonable efforts to resolve them within ten (10) business days of LYNX' receipt of OUC's written objections.

3. FTA Control Language

OUC acknowledges that LYNX is the recipient of Federal grants through the Federal Transit Administration (“FTA”), which funded, in part, the Parramore BRT Project. OUC further acknowledges that pursuant to FTA grant requirements, LYNX must demonstrate and retain satisfactory continuing control over the use of the Parramore BRT Project. Satisfactory continuing control is defined as the legal assurance that LYNX will have unrestricted access and continuing use of the Parramore BRT Project for the purposes intended in the Grant throughout its useful life until disposition. OUC agrees that, in regard to the improvements it installed or paid for in the Parramore BRT Project, it will not take any action which will interfere with the foregoing rights of LYNX, other than temporary matters relating to OUC maintaining any such improvements.

4. Severability

Any provision of this Amendment that shall be prohibited or unenforceable shall be deemed ineffective to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof.

5. Entire Agreement

This Amendment sets forth all of the promises, covenants, agreements, conditions and undertakings between LYNX and OUC with respect to the subject matter hereof, and supersedes all prior and contemporaneous agreements and undertakings, inducements or conditions, express or implied, oral or written.

6. Governing Law

The laws of the State of Florida shall govern all matters arising under this Amendment.

7. Counterparts

This Amendment may be executed in one or more counterparts all of which when taken together constitute one and the same instruments. A signed counterpart is as binding as an original.

8. Binding Effect

All remaining provisions of the JPA (to the extent not modified herein) shall remain unchanged. This Amendment shall be binding upon and inure to the benefit of LYNX and OUC, and their successors and permitted assigns.

9. No Third Party Beneficiaries

This Amendment is for the sole benefit of LYNX and OUC, and nothing herein, express or implied, is intended to or shall confer upon any other person any legal or equitable right, benefit or remedy of any nature whatsoever under or by reason of this Amendment.

[REMAINDER OF PAGE INTENTIONALLY BLANK]

IN WITNESS WHEREOF, OUC and LYNX have below caused this Agreement to be executed in manner and form and by persons and/or officers thereunto duly authorized.


CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY
d/b/a LYNX

By: 
John Lewis, Chief Executive Officer

Approved as to Form:

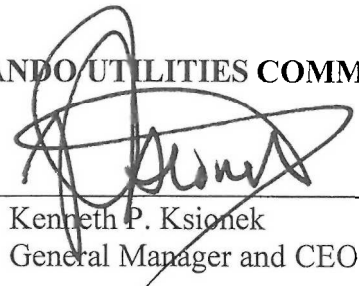
This Agreement is approved as to form only for execution by LYNX, and this approval is not to be relied upon by any other person or for any other purpose.


AKERMAN LLP

By: 
Name: Patrick T. Christiansen
Title: Shareholder


Date: 3-13, 2015

ORLANDO UTILITIES COMMISSION

By: 
Kenneth P. Ksionek
General Manager and CEO

Attest:

Name: ELIZABETH M. MASON
Title: ASSISTANT SECRETARY

Approved as to form and legality,
OUC Legal Department

By: 
Date: 3/16, 2015

Consent Agenda Item #7.C. vii

To: LYNX Board of Directors

From: **Andrea Ostrodka**
DIRECTOR OF PLAN & DEVELOP
Carleen Flynn
(Technical Contact)
Jeffrey Reine
(Technical Contact)
Laura Minns
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Miscellaneous
Authorization to Award a Task Order to AECOM under Contract #11-C12 for the Completion of Engineering and Design of the LYNX Orlando Trail

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to award a task order to AECOM, under Contract # 11-C12 for additional funds required to complete the engineering and design work of LYNX' Orlando Trail, an extension of Gertrude's Walk, pursuant to Administrative Rule 4. An original task order was awarded to AECOM in February of 2015 for \$260,029. AECOM has submitted a supplemental request for an additional \$52,527 to complete the engineering and design work.

BACKGROUND:

In the fall of 2010, the Federal Transit Administration awarded to LYNX a \$1.5 million Livability Grant for the construction of the LYNX Orlando Trail. The project is a segment of the larger Orlando Urban Trail, included as part of the regional vision in the 2006 City of Orlando Downtown Transportation Plan. The LYNX segment of the project will support the first and last mile needs of commuters and residents served by LYNX Central Station and also meet the transportation needs identified in the City of Orlando's 2007 Downtown Transportation Plan and the 2012 Citywide Trail Plan.

Due to private development and construction in the area in and around the planned trail, the project concept has evolved since the grant was first awarded (see attached map). The developer of Crescent Central Station (RIDA property) has entered into an agreement with LYNX to construct that portion of the trail from Livingston St. to Amelia St. (the former overflow parking lot for LYNX), and the City required ACE Café to construct the portion of the trail between from

Livingston Street to Jefferson Street. The portion of trail that LYNX is responsible for constructing is from Washington Street to Livingston Street and from Amelia Street to Concord Street. The portion of the trail between Jefferson Street and Robinson Street and areas between trail sections will consist of wayfinding signage along existing rights-of-way. The City also has plans to construct a trail overpass from Concord Street to just north of State Road 50/Colonial Drive in association with the I-4 Ultimate Project.

In August of 2015, 30% design plans were presented to City of Orlando. Those plans required the project be presented to the City of Orlando Appearance Review Board (ARB) for approval. The ARB heard the case on November 19, 2015 and approved the design elements, which required changes to the line and grade drawings not anticipated in the original scope of services. In January 2016, and staff met with the City of Orlando to begin the permitting process. Several engineering issues arose during the pre-application meeting requiring additional engineering services to secure permitting. This request is for additional funds needed to complete the engineering and design services for required permitting issues.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX has assessed 10% project participation goal. LYNX requires the proposer/bidder to identify for participation all DBE and small business sub-contractors/suppliers to subcontract for portions of the work for materials, supplies and services and submit with the proposal the prescribed required documentation. The DBE officer will work with firms to ensure compliance. In order to be responsible/responsive, LYNX's procurement policy requires contractors to use a good faith effort to subcontract portions of their work for material, supplies and services to Disadvantaged Business Enterprise (DBE) and Small Business.

FISCAL IMPACT:

LYNX staff included funding in the amount of \$1,458,933 in the FY2016 Adopted Capital Budget for the LYNX Orlando Trail Project.

Consent Agenda Item #7.C. viii

To: LYNX Board of Directors

From: Andrea Ostrodka
DIRECTOR OF PLAN & DEVELOP
Jeffrey Reine
(Technical Contact)
Douglas Robinson
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Miscellaneous
Authorization to Modify Contract #15-C07 with Regis Southern, Inc. for the Final Project Closeout of the Poinciana Bus Transfer Center

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to modify Contract #15-C07, with Regis Southern, Inc. for the final project closeout of the Poinciana Bus Transfer Center. The modification is an additive change order in the amount of \$1,973 increasing the not-to-exceed from \$240,155 to \$242,128.

BACKGROUND:

Through the LYNX standard procurement process, Regis Southern, Inc. was awarded Contract #15-C07 for the construction of the Poinciana Bus Transfer Center on June 1, 2015. Substantial completion of this project occurred on December 3, 2015. Since that time, LYNX has been working with the contractor to close out the project. The contractor requested a change order on February 29, 2016 for work completed at the direction of LYNX to address issues that occurred during construction. The requested change order is for the following two items:

1. Repair of drainage inlet tops to repair previous damage over the years of use of the previously constructed bus bay by LYNX. The amount for this work is \$684.
2. Installation of four (4) bollards around the electric power meter pole at the direction of the Osceola County Building Inspector. The amount for this work is \$1,289.

An additive change order in the amount of \$1,973 is being requested in order to close out the contract and provide final payment to the contractor. This change order will bring the total project cost to \$242,128.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

A DBE project goal of 16% participation was established for this effort.

FISCAL IMPACT:

LYNX staff included \$342,967 in the FY2016 Adopted Capital Budget for the Poinciana Bus Transfer Center Project.

Consent Agenda Item #7.C. ix

To: LYNX Board of Directors

From: Andrea Ostrodka
DIRECTOR OF PLAN & DEVELOP
Jeffrey Reine
(Technical Contact)
Carleen Flynn
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Miscellaneous
Authorization to Negotiate and Execute a Land Purchase Agreement with Central Florida Community Properties (d.b.a. Central Florida Urban League) for Property Located on Belco Drive, Pine Hills for the Pine Hills Transfer Center

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to enter into negotiations and execute a land purchase agreement with Central Florida Community Properties (d.b.a. Central Florida Urban League) for the purchase of +/- 4.61 acres for the construction of the Pine Hills Transfer Center located at 2804 Belco Drive in unincorporated west Orange County, contingent upon securing the additional funding needed in the amount of \$3,525,050 to support the project.

Upon approval and securing of the additional funding in the amount of \$3,525,050, LYNX staff will amend the FY2016 Capital Budget accordingly.

BACKGROUND:

In late 2011, LYNX was asked to relocate its Park Promenade Transfer Center located near the intersection of Hiawassee Road and Silver Star Road in the Pine Hills community. This request was made by the property owner, who was pursuing the sale of the shopping center property. The immediate decision was to use the corners of the same intersection as an interim solution until property could be identified to move forward with new construction.

With the award in 2014 of a Federal Transit Administration (FTA) Ladders of Opportunity Grant, LYNX completed the requisite due diligence needed to narrow down the focus on a site that would meet existing and future needs for the Pine Hills Community. Through the FTA Categorical Exclusion (CE) process, a site located just north of Silver Star Road at 2804 Belco

Drive was identified as being most appropriate. The FTA issued a letter on July, 10 2015 approving the CE.

The site on Belco Drive is consistent with ongoing efforts to plan the Pine Hills Town Center. Through an American Planning Association (APA) grant opportunity, the Pine Hills community participated in a Town Center Master Planning Charrette. The charrette attracted community and government leaders together to develop a master plan for a new town center located at the intersection of Pine Hills Road and Silver Star Road. The Pine Hills Transfer Center is an integral component of the master plan, which creates a multimodal hub for the town center. The transfer station is planned for a site adjacent to the proposed Pine Hills Trail, a multi-purpose trail running north-south through the area, and adjacent to the new mixed use commercial center. The community saw the role transit plays in their community and the need for the Pine Hills Transfer Center in the new town center concept. LYNX intends to engage the community in all aspects of the development of this facility, as the agency sees this as an opportunity to develop a new prototype for transfer center that can be used as a template for future transfer centers.

Concurrently with the FTA submittal, LYNX and Orange County staff worked together to ensure appropriate future land use and zoning designations. The Orange County Board of County Commissioners approved these designations on November 10, 2015. Most recently, LYNX requested a property appraisal and review appraisal be completed for the site at 2804 Belco Drive. This process lasted from October 2015 to January 2016 with FTA concurrence on February 1, 2016. The appraised value was determined to be \$530,000 for the \pm 4.61 acre portion of the parcel. LYNX is seeking authorization to negotiate the purchase price on this appraisal and estimates the closing costs of 8.5% of appraised value.

Pursuant to the above, the next step is to begin negotiations and execute a purchase agreement for the property. Once this is accomplished, LYNX will come back to the Board of Directors for further procurements related to this project including the selection of a design firm and bidding of construction.

PROPOSED NEW EXPANSION:

The negotiation and purchase of the property located at 2804 Belco Drive will allow LYNX to develop a new prototype bus transfer facility on the site. The site is large enough to accommodate 8 bus bays as well as other amenities as developed through the community outreach and design process.

The appraisal will be six (6) months old by the middle of May 2016. As such, staff would like to begin negotiations to purchase the land as soon as the funding is secured.

FISCAL IMPACT:

LYNX’ staff included \$2,456,250 in the FY2016 Adopted Capital Budget for purchase of land, engineering and construction of the Pine Hills Transfer Center based on estimates available at the time.

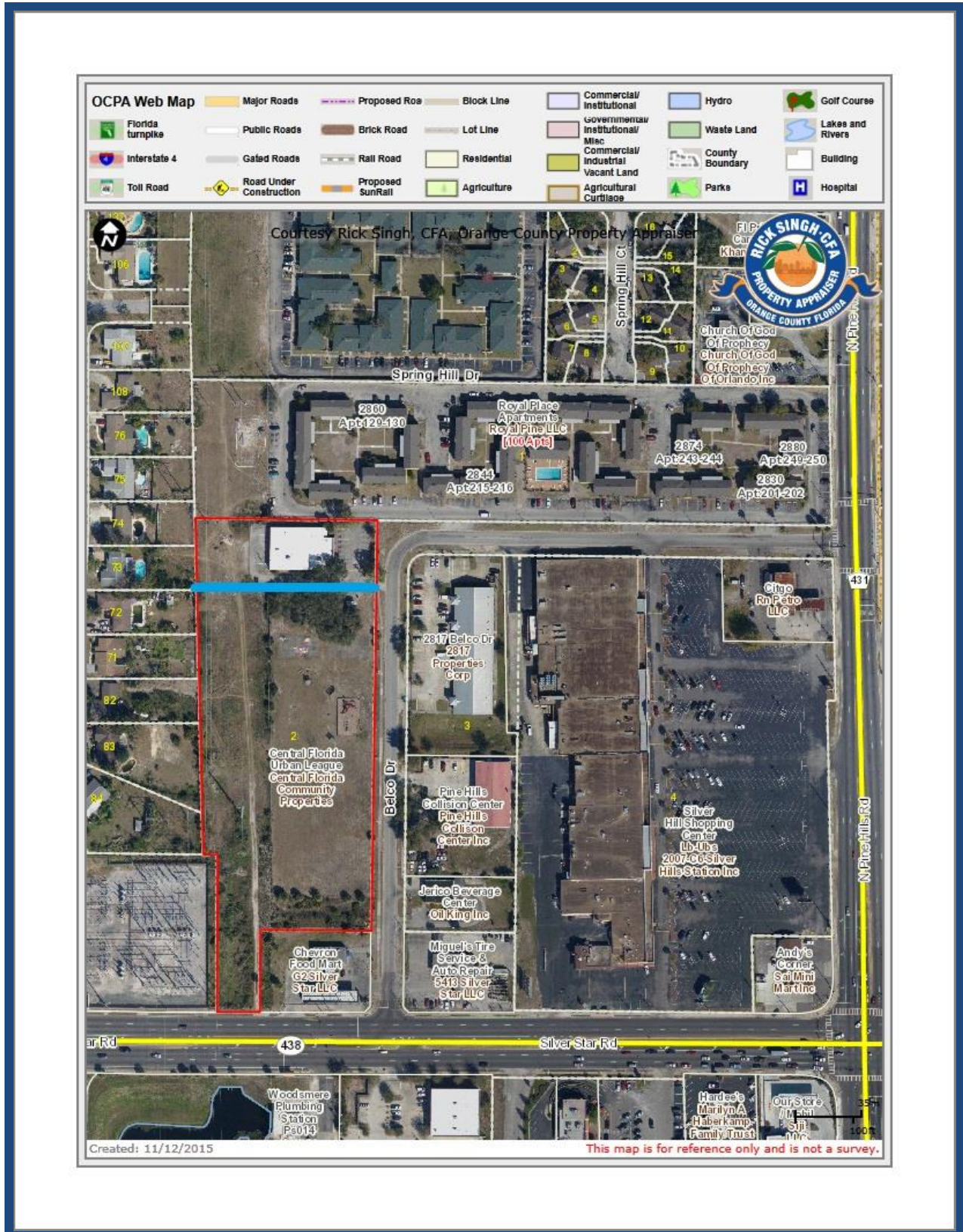
LYNX’ has been awarded a Ladders of Opportunity grant from the Federal Transit Administration for \$1,000,000 with a \$250,000 match from Orange County to construct a replacement super stop/bus transfer station in the Pine Hills Community.

The total project cost based on recent estimates is as follows:

Pine Hills Bus Transfer Center	Estimated Costs
Land Cost	\$ 530,000
Closing Cost	45,050
Construction Cost	3,000,000
Engineering & Architectural Services	900,000
10% Contingency	300,000
Total Estimated Cost	\$4,775,050

The additional funding in the amount of \$3,525,050 for the purchase of the land, engineering, and construction cost will need to be secured prior to purchasing the land. LYNX’ staff is working with FTA in an effort to identify and secure the additional funding.

AERIAL TAX MAP
(SUBJECT IS THAT PORTION OF PARENT PARCEL SOUTH OF BLUE LINE)





U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee

230 Peachtree Street, NW
Suite 1400
Atlanta, GA 30303-8917
404-865-5600
404-865-5605 (fax)

February 1, 2016

Selita Stubbs
Grant Compliance Specialist
Central Florida Regional Transportation Authority (LYNX)
455 N Garland Avenue
Orlando, FL 32801

Re: Administrative Appraisal Review, Central Florida Regional Transportation Authority (LYNX), Pine Hills bus transfer center, Orlando, FL

Dear Ms. Stubbs:

Enclosed is the administrative appraisal review and recommended concurrence requested by the Central Florida Regional Transportation Authority (LYNX) for property located at 2804 Belco Drive, in the Pine Hills area of Orlando, Florida. The fee owner of the property is Central Florida Community Properties. LYNX is requesting FTA concurrence in the fee value of \$530,000. The parcel will be used as a bus transfer center. The acquisition is a partial take.

The site is vacant land consisting of approximately 4.61 acres subject to numerous and various easements, particularly over the westerly portion. The appraiser concludes a land value of \$3.35/SF for the unencumbered areas of the site and a 50% reduction for the areas encumbered by the easements.

LYNX has requested that the appraiser appraise the parcel as commercial and the rezoning as C-2. Therefore, the value is based on a Hypothetical Condition that as of the date of valuation, the Future Land Use (FLU) has been amended to Commercial and the rezoning revised to permit C-2, allowing a bus transfer center. LYNX is in the process of having the property rezoned.

The property was appraised as clean, therefore, FTA must advise LYNX that FTA Circular 5010.1D requires the grantee to “consider the effect, if any, that contamination has on the market value of the property being valued.” FTA cannot participate in the funding of any future clean-up of this property if the requirements in Circular 5010.1D are not met.

In FTA’s opinion, the appraisal submitted meet the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (URA), and the implementing regulations, 49 CFR Part 24.102, 103 and 104. Therefore, the FTA recommends concurrence in the appraised value of \$530,000.

Re: Administrative Appraisal Review, Central Florida Regional Transportation Authority (LYNX), Pine Hills bus transfer center, Orlando, FL

This review was not done for purposes of making a value determination. It is an administrative review for purposes of determining if the review appraiser's determination of market value supports FTA funding participation.

Administrative Review of Appraisal

Purpose: An administrative appraisal review and recommended concurrence requested by the Central Florida Regional Transportation Authority (LYNX) for property located at 2804 Belco Drive, in the Pine Hills area of Orlando, Florida. The fee owner of the property is Central Florida Community Properties. LYNX is requesting FTA concurrence in the fee value of \$530,000. The parcel will be used as a bus transfer.

The review is for compliance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and implementing Federal regulation, 49 CFR Part 24.

Date of this review:01/20/16

Date of Appraisal review:12/30/15

Date of Appraisal:11/14/15

Appraiser:Larry Church, MAI, State Certified

Review Appraiser:Daniel R. DeRango, MAI, State Certified

Minimum requirements under 49 CFR Part 24, Subpart B, Section 102, 103 and 104:

Purpose of Appraisal – yes

Scope of Work (defining the problem) – yes

Description of Property – yes

Presentation and analysis of relevant market information –yes

Description of comparable sales – yes

Damages to the remainder – N/A

Full reconciliation of approaches –Market

Owner retention of improvements – NA

Qualifications of Appraisers – yes

Conflict of interest statement – yes

Five year sales history - yes

Owner offered opportunity to accompany appraiser – yes

Verification of comparable properties - yes

Realty/Personalty Report – Vacant Land

Concurrence is recommended in the fair market value of \$530,000.00.

Mamie Smith,
FTA Real Estate Manager
202-366-8063

Page 3

Re: Administrative Appraisal Review, Central Florida Regional Transportation Authority (LYNX), Pine Hills bus transfer center, Orlando, FL

If you have any questions please feel free to contact me by e-mail at christopher.white@dot.gov , or by phone at (404) 865-5619.

Sincerely,

A handwritten signature in black ink, appearing to read "C White". The signature is stylized with a large initial "C" and a horizontal line extending to the right.

Christopher White
FTA Program Manager

Consent Agenda Item #7.C. x

To: LYNX Board of Directors

From: **Andrea Ostrodka**
DIRECTOR OF PLAN & DEVELOP
Belinda Balleras
(Technical Contact)
Carleen Flynn
(Technical Contact)
David Rodriguez
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Miscellaneous
Authorization to Submit Grant Application to the Federal Transit Administration (FTA) for FY16 Competitive Funding Opportunity, Section 5339 Bus and Bus Facilities Program

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (UCEO) or designee to submit a grant application to the Federal Transit Administration (FTA) for FY16 Competitive Funding Opportunity, Section 5339 Bus and Bus Facility Program funds.

BACKGROUND:

On March 29, 2016, FTA posted a Notice of Funding Opportunity for FTA's Bus and Bus Facilities Program Solicitation of Project Proposals.

The Federal Transit Administration (FTA) announced the availability of \$211 million of FY16 Section 5339 Competitive Bus Program funds. Funds awarded for the Bus Program will finance capital projects to replace, rehabilitate, purchase or lease buses and related equipment and to rehabilitate, purchase, construct or lease bus –related facilities. FTA is particularly interested in implementing the provisions of the FAST (Fixing America's Surface Transportation) Act that permit applicants to use up to 0.5 percent of the FTA funds for workforce development activities eligible under 49 U.S.C. 5314 and an additional 0.5 % for costs associated with training at the National Transit Institute.

Projects must demonstrate how the project will support the creation of ladders of opportunity, which are defined as "public transportation services that enable individuals to achieve increased economic security by supporting 1) Enhanced access to work 2) More transportation sources 3)

LYNX Board Agenda

Support for existing communities 4) Enhanced Economic Opportunities 5) Support for partnerships between public agencies, non-profit organizations and the private sector.

LYNX staff will submit high priority bus and facilities projects, tentatively identified in the FY 17 capital program and MAP-21 Assessments.

The maximum federal share for projects is 80% of the net project cost, except for the following:

- The federal share is 85% of net project cost for acquiring vehicles that are compliant with the Clean Air Act and/or the Americans with Disabilities Act
- The federal share is 90% for acquiring, installing or constructing vehicle related equipment or facilities that are required by the Americans with Disabilities Act (ADA) or that are necessary to complying with the Clean Air Act.

LYNX will request transportation development credits from the Florida Department of Transportation as the local match for any project to be awarded by FTA.

FISCAL IMPACT:

Upon notification of award by FTA, LYNX will include this project in the appropriate fiscal years budgets.

Consent Agenda Item #7.C. xi

To: LYNX Board of Directors

From: **Blanche Sherman**
DIRECTOR OF FINANCE
LEONARD ANTMANN
(Technical Contact)
Edward Velez
(Technical Contact)

Phone: 407.841.2279 ext: 6100

Item Name: **Miscellaneous**
Authorization to Auction Surplus Equipment & Obsolete Bus Parts

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (CEO) or designee to retire, transfer, recycle or sell, at public auction, surplus and obsolete items as identified on the following detailed lists.

BACKGROUND:

It is LYNX' policy to hold a bi-annual auction to dispose of Board approved surplus assets. This year's auction is scheduled for April 2015. The following surplus items require authorization for retirement and disposal at the public auction:

Computer Equipment:

Surplus and Obsolete computer equipment, including, desktop computers, laptops, and printers with a total net book value of \$0.

Furniture, Fixtures and Equipment:

Surplus and obsolete furniture, fixtures, equipment, and shop equipment with a total net book value of \$0.

Van Pool Vans and Support Vehicles:

Two (2) Ford Van Pool Vans and seven (7) Support Vehicles with a total net book value of \$0.

Revenue Vehicles and Components:

Thirty-nine (39) revenue vehicles (buses, engines, transmissions,) with a total net book value of \$98,529.

Category Totals

Category	Acquisition Value	Net Book Value
Computer Equipment	\$ 108,486	\$ 0
Furniture and Fixtures	\$ 84,367	\$ 0
Other Vehicles	\$ 194,197	\$ 0
Revenue Vehicles	\$10,818,896	\$98,529
GRAND TOTAL	\$11,205,946	\$98,529

Obsolete and Excess Bus Parts:

Also, LYNX’ staff have identified several obsolete and excess bus parts for Gillig Low Floor buses (701 to 705). The total acquisition value of the obsolete items is \$17,448.

FISCAL IMPACT:

The total net book value of the surplus items is \$98,529. The net proceeds from this sale will be included in LYNX’ non-operating revenue or in amounts due to the Federal Transit Administration (FTA), whichever is applicable in FY2016.

Surplus Equipment

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
12955	9096	3/16/2009	CE	Dell Server	5	\$9,190	\$0	\$0
12404	8799	4/30/2008	CE	Dell Server	5	\$8,645	\$0	\$0
12976	9093	3/25/2009	CE	Security Pro Watch	5	\$6,841	\$0	\$0
11574	7878	9/30/2007	CE	SERVER, DELL POWEREDGE 1950	5	\$5,997	\$0	\$0
11219	5875	9/30/2005	CE	Switch, Cisco 2950	5	\$5,440	\$0	\$0
6545	3230	4/11/2002	CE	Router, 2620 Ethernet	5	\$3,957	\$0	\$0
6547	3237	4/11/2002	CE	Router - 2620 Ethernet	5	\$3,957	\$0	\$0
11577	7881	9/30/2007	CE	KEYBOARD, DELL POWEREDGE 16 PORT	5	\$3,831	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
11571	7875	9/30/2007	CE	SERVER, DELL POWEREDGE SC1435	5	\$3,708	\$0	\$0
7063	3239	2/21/2002	CE	Router - Cisco 2620	5	\$3,143	\$0	\$0
6385	4855	2/28/2002	CE	Computer - Latitude C810	5	\$3,089	\$0	\$0
6548	3227	4/4/2002	CE	Power Supply (Cisco Switch)	5	\$3,028	\$0	\$0
6549	3228	4/4/2002	CE	Power Supply (Cisco Switch)	5	\$3,028	\$0	\$0
9895	7041	12/31/2005	CE	Switch, Cisco	5	\$2,870	\$0	\$0
9937	6987	3/31/2006	CE	Computer, Latitude D810	5	\$2,773	\$0	\$0
8169	3946	6/25/2004	CE	Computer-Latitude D800	5	\$2,752	\$0	\$0
8181	3956	7/21/2004	CE	Computer - Latitude D800	5	\$2,734	\$0	\$0
11218	5874	9/30/2005	CE	Switch, Cisco 2950	5	\$2,600	\$0	\$0
7444	3845	8/21/2003	CE	Computer Latitude C840	5	\$2,217	\$0	\$0
7441	3842	8/21/2003	CE	Computer - Latitude C840	5	\$2,052	\$0	\$0
9892	6958	12/31/2005	CE	Server, PowerVault 745N	5	\$1,868	\$0	\$0
13010	9188	5/21/2009	CE	Dell Workstation	5	\$1,859	\$0	\$0
12878	9028	2/8/2009	CE	Dell OptiPlex 960	5	\$1,482	\$0	\$0
12886	9036	2/8/2009	CE	Dell OptiPlex 960	5	\$1,482	\$0	\$0
12888	9038	2/8/2009	CE	Dell OptiPlex 960	5	\$1,482	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
12892	9042	2/8/2009	CE	Dell OptiPlex 960	5	\$1,482	\$0	\$0
12895	9045	2/8/2009	CE	Dell OptiPlex 960	5	\$1,482	\$0	\$0
12901	9051	2/8/2009	CE	Dell OptiPlex 960	5	\$1,482	\$0	\$0
12909	9059	2/8/2009	CE	Dell OptiPlex 960	5	\$1,482	\$0	\$0
12922	9072	2/8/2009	CE	Dell OptiPlex 960	5	\$1,482	\$0	\$0
13312	9263	1/20/2010	CE	Del Optiplex 960 Minitower	5	\$1,171	\$0	\$0
13318	9269	1/20/2010	CE	Dell Optiplex 960 Minitower	5	\$1,171	\$0	\$0
13319	9270	1/20/2010	CE	DellOptiplex 960 Minitower	5	\$1,171	\$0	\$0
13329	9280	1/20/2010	CE	Dell Optiplex 960 Minitower	5	\$1,171	\$0	\$0
11286	6751	6/15/2005	CE	Computer, Pocket Handheld	5	\$1,154	\$0	\$0
11287	6752	6/15/2005	CE	Computer, Pocket Handheld	5	\$1,154	\$0	\$0
6390	3234	2/21/2002	CE	Lan Switch - Cisco 1548M	5	\$940	\$0	\$0
8159	3936	5/24/2004	CE	Power Supply 2200	5	\$902	\$0	\$0
8141	3920	4/22/2004	CE	Power Supply 2200VA	5	\$810	\$0	\$0
7465	3863	9/19/2003	CE	Power Supply (PwrEdg 2650)	5	\$675	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
6306	2934	12/20/2001	CE	PRINTER-HEWLETT PACKARD PHOTOSMART	5	\$382	\$0	\$0
13365	9331	3/25/2010	CE	ASUS Eee Netbook for Cheif GovT Affairs	5	\$350	\$0	\$0
				Subtotal CE		\$108,486	\$0	\$0
7382	8-May	11/19/2002	FE	RoadRanger F350 SuperDuty '03	7	\$35,254	\$0	\$0
9622	6750	9/15/2005	FE	Scrubber, Tennant Walk-Behind	5	\$10,455	\$0	\$0
12281	8374	11/30/2007	FE	Oil Transfer Pump	5	\$3,519	\$0	\$0
11537	7778	7/31/2007	FE	Panasonic, Mini DVD Camcorder	5	\$3,015	\$0	\$0
6339	3055	1/10/2002	FE	EDIT RECORDER-MINI DV	5	\$2,795	\$0	\$0
859	94204STG5192	8/4/1994	FE	OIL METER, PUMP	5	\$2,480	\$0	\$0
865	94233STG5198	8/4/1994	FE	OIL METER, PUMP, VALVE	5	\$2,377	\$0	\$0
12078	8048	9/30/2007	FE	Counting Table for Money room- 4'x8'	5	\$2,208	\$0	\$0
781	92073STG3172	5/29/1992	FE	GRACO UNIVERSAL PUMP & GREASE REEL	3	\$2,163	\$0	\$0
12325	8774	3/31/2008	FE	Teleprompter	5	\$2,131	\$0	\$0
4698	1860	8/31/1998	FE	COATS TIRE CHANGER	5	\$1,896	\$0	\$0
11217	070104Q	9/30/2005	FE	Card, Cisco 2620X	5	\$1,775	\$0	\$0
8928	4718	2/17/2005	FE	Carpet Extractor	5	\$1,649	\$0	\$0
7387	3789	7/10/2003	FE	Router 10/100 Modular	5	\$1,585	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
632	74019STGA024	12/3/1974	FE	JIB CRANE WALL BOOM	10	\$1,231	\$0	\$0
855	94204STG3188	10/28/1993	FE	GRACO FIREBALL PUMP	3	\$1,211	\$0	\$0
7239	3680	2/28/2003	FE	Power Supply 2200	5	\$983	\$0	\$0
5420	2043	11/18/1999	FE	ARO TRANSFER DRUM PUMP	3	\$912	\$0	\$0
6890	3572	9/5/2002	FE	MIG WELDER KIT W/REGULATOR & HOSE	5	\$701	\$0	\$0
7392	3795	7/10/2003	FE	Two-Way Talk Thru CommunicSys	5	\$683	\$0	\$0
630	74019STGA022	12/3/1974	FE	ELECTRICAL HOIST	10	\$650	\$0	\$0
8149	3928	3/19/2004	FE	Power Supply 2200VA	5	\$607	\$0	\$0
867	94204STG3200	4/7/1994	FE	GREASE PUMP	3	\$553	\$0	\$0
4137	98233SMG3403	1/15/1998	FE	OIL PUMP, FIREBALL AIR POWERED	5	\$514	\$0	\$0
4138	98233SMG3404	1/15/1998	FE	OIL PUMP, FIREBALL AIR POWERED	3	\$514	\$0	\$0
631	74019STGA023	12/3/1974	FE	ELECTRICAL HOIST	10	\$511	\$0	\$0
8951	3239A	2/15/2005	FE	Interface Card for Cisco Router (Asset 3239)	5	\$400	\$0	\$0
8504	4215	12/31/2004	FE	Microwave	5	\$395	\$0	\$0
12342	8396	3/31/2008	FE	Seon Reader	5	\$300	\$0	\$0
12343	8421	3/31/2008	FE	Seon Reader	5	\$300	\$0	\$0
12344	8422	3/31/2008	FE	Seon Reader	5	\$300	\$0	\$0
12345	8777	3/31/2008	FE	Seon Reader	5	\$300	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
				Subtotal FE		\$84,367	\$0	\$0
6392	1-May	2/18/2002	OV	Road Ranger F350 Super Duty Truck	7	\$34,274	\$0	\$0
9998	25572	5/31/2006	OV	Van, 2006 Ford E-350 12 Passenger	4	\$26,325	\$0	\$0
9992	25565	5/31/2006	OV	Van, 2006 Ford E-350 10 Passenger	4	\$25,077	\$0	\$0
12547	128	1/31/2008	OV	Ford Escape Hybrid	7	\$24,654	\$0	\$0
13334	147	3/4/2010	OV	Ford Escape XLT	5	\$18,010	\$0	\$0
13336	149	3/4/2010	OV	Ford Escape XLT	5	\$18,010	\$0	\$0
13337	150	3/4/2010	OV	Ford Escpae XLT	5	\$18,010	\$0	\$0
13338	151	3/4/2010	OV	Ford Escape XLT	5	\$18,010	\$0	\$0
4702	66	9/5/1998	OV	FORD RANGER PICKUP 4X2	7	\$11,827	\$0	\$0
				Subtotal OV		\$194,197	\$0	\$0
11615	622	9/30/2007	RV	40' LF BRT - G27D102N4 Gillig Bus	9	\$374,048	\$49,114	\$0
12525	643	12/31/2007	RV	40' LF BRT - G27D102N4 Gillig Bus	9	\$313,593	\$31,940	\$0
11440	601	6/30/2007	RV	40' LF BRT - G27D102N4 Gillig Bus	9	\$299,083	\$13,846	\$0
11032	571	8/31/2006	RV	40' BRT - G29D102N4 Gillig Bus	9	\$289,624	\$0	\$0
11036	570	8/31/2006	RV	40' BRT - G29D102N4 Gillig Bus	9	\$289,624	\$0	\$0
11044	574	9/30/2006	RV	40' BRT - G29D102N4 Gillig Bus	9	\$289,624	\$0	\$0
11048	575	9/30/2006	RV	40' BRT - G29D102N4 Gillig Bus	9	\$289,624	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
11086	595	9/30/2006	RV	40' BRT - G29D102N4 Gillig Bus	9	\$289,624	\$0	\$0
11125	573	9/30/2006	RV	40' BRT - G29D102N4 Gillig Bus	9	\$289,624	\$0	\$0
11128	578	9/30/2006	RV	40' BRT - G29D102N4 Gillig Bus	9	\$289,624	\$0	\$0
11134	581	9/30/2006	RV	40' BRT - G29D102N4 Gillig Bus	9	\$289,624	\$0	\$0
11137	582	9/30/2006	RV	40' BRT - G29D102N4 Gillig Bus	9	\$289,624	\$0	\$0
8325	523	9/30/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8343	526	9/30/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8349	527	9/30/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8596	535	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8597	536	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8598	537	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8600	539	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8593	543	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8602	541	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8603	542	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8604	544	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8607	547	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
8609	549	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
8610	550	12/6/2004	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,859	\$0	\$0
9624	551	9/30/2005	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,627	\$0	\$0
9627	552	9/30/2005	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,627	\$0	\$0
9630	553	9/30/2005	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,627	\$0	\$0
9636	555	9/30/2005	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,627	\$0	\$0
9639	556	9/30/2005	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,627	\$0	\$0
9642	557	9/30/2005	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,627	\$0	\$0
9666	558	9/30/2005	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,627	\$0	\$0
9667	559	9/30/2005	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,627	\$0	\$0
9668	560	9/30/2005	RV	PHANTOM-C29D102N4 Gillig Bus	9	\$253,627	\$0	\$0
13760	NC-5390	4/30/2011	RV	Turtle Top Odyssey Bus Paratransit	5	\$72,575	\$3,629	\$0
13345	NC-5196	3/4/2010	RV	Turtle Top Odyssey Bus Paratransit	5	\$70,875	\$0	\$0
13347	NC-5198	3/4/2010	RV	Turtle Top Odyssey Bus Paratransit	5	\$70,875	\$0	\$0
13448	NC-5262	9/29/2010	RV	Turtle Top Odyssey Bus Paratransit	5	\$70,875	\$0	\$0
11655	622A	9/30/2007	RV	ENGINE, BUS 622	5	\$22,976	\$0	\$0

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System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
12526	643A	12/31/2007	RV	CUMMINS ISL 8.3L 280HP ENGINE	5	\$22,976	\$0	\$0
11037	570A	8/31/2006	RV	Engine, Gillig low floor Bus	5	\$21,800	\$0	\$0
11033	571A	8/31/2006	RV	Engine, Gillig low floor Bus	5	\$21,800	\$0	\$0
11126	573A	9/30/2006	RV	Engine, Gillig Bus	5	\$21,800	\$0	\$0
11045	574A	9/30/2006	RV	Engine, Gillig low floor Bus	5	\$21,800	\$0	\$0
11049	575A	9/30/2006	RV	Engine, Gillig Bus low floor	5	\$21,800	\$0	\$0
11129	578A	9/30/2006	RV	Engine, Gillig Bus	5	\$21,800	\$0	\$0
11135	581A	9/30/2006	RV	Engine, Gillig Bus	5	\$21,800	\$0	\$0
11138	582A	9/30/2006	RV	Engine, Gillig Bus	5	\$21,800	\$0	\$0
11087	595A	9/30/2006	RV	Engine, Gillig Bus	5	\$21,800	\$0	\$0
11454	601A	6/30/2007	RV	CUMMINS ISL 8.3L 280HP ENGINE	5	\$19,626	\$0	\$0
9625	551A	9/30/2005	RV	Engine-Gillig Phantam 40ft	5	\$18,148	\$0	\$0
9628	552A	9/30/2005	RV	Engine-Gillig Phantam 40ft	5	\$18,148	\$0	\$0
9631	553A	9/30/2005	RV	Engine-Gillig Phantam 40ft	5	\$18,148	\$0	\$0
9637	555A	9/30/2005	RV	Engine-Gillig Phantam 40ft	5	\$18,148	\$0	\$0
9640	556A	9/30/2005	RV	Engine-Gillig Phantam 40ft	5	\$18,148	\$0	\$0

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System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
9643	557A	9/30/2005	RV	Engine-Gillig Phantam 40ft	5	\$18,148	\$0	\$0
9678	558A	9/30/2005	RV	Engine - Gillig Phantom 40Ft	5	\$18,148	\$0	\$0
9679	559A	9/30/2005	RV	Engine - Gillig Phantom 40Ft	5	\$18,148	\$0	\$0
9680	560A	9/30/2005	RV	Engine - Gillig Phantom 40Ft	5	\$18,148	\$0	\$0
8326	523A	9/30/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8344	526A	9/30/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8350	527A	9/30/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8627	535A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8625	536A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8624	537A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8622	539A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8620	541A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8619	542A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8626	543A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8618	544A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8615	547A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8613	549A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
8612	550A	12/6/2004	RV	Engine ISL 8.3L	5	\$17,284	\$0	\$0
11455	601B	6/30/2007	RV	VOITH DIWA 864.5 SSP TRANS	5	\$17,247	\$0	\$0
11656	622B	9/30/2007	RV	TRANSMISSION, BUS 622	5	\$17,247	\$0	\$0

LYNX Board Agenda

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
12527	643B	12/31/2007	RV	ZF 594C AUTOMATIC TRANS	5	\$17,247	\$0	\$0
9626	551B	9/30/2005	RV	Transmission- Gillig Phantam 40ft	5	\$16,059	\$0	\$0
9629	552B	9/30/2005	RV	Transmission - Gillig Phantam 40ft	5	\$16,059	\$0	\$0
9632	553B	9/30/2005	RV	Transmission- Gillig Phantam 40ft	5	\$16,059	\$0	\$0
9641	556B	9/30/2005	RV	Transmission- Gillig Phantam 40ft	5	\$16,059	\$0	\$0
8327	523B	9/30/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8345	526B	9/30/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8351	527B	9/30/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8645	536B	12/6/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8644	537B	12/6/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8642	539B	12/6/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8640	541B	12/6/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8639	542B	12/6/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8638	544B	12/6/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8632	549B	12/6/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
8631	550B	12/6/2004	RV	Transmission D864.3E	5	\$15,294	\$0	\$0
13098	578BB	8/20/2009	RV	VOITH DIWA 864.3E SSP TRANS	5	\$10,200	\$0	\$0
13094	557BB	9/15/2009	RV	VOITH DIWA 864.3E SSP TRANS	5	\$10,200	\$0	\$0
13095	571BB	9/28/2009	RV	Transmission	5	\$10,200	\$0	\$0

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System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value 2/28/16	Due To FTA
13096	582BB	9/28/2009	RV	VOITH DIWA 864.3E SSP TRANS	5	\$10,200	\$0	\$0
13078	560BB	12/15/2008	RV	VOITH DIWA 864.3E SSP TRANS	5	\$9,900	\$0	\$0
13081	555BB	12/22/2008	RV	VOITH DIWA 864.3E SSP TRANS	5	\$9,900	\$0	\$0
13079	559BB	12/30/2008	RV	VOITH DIWA 864.3E SSP TRANS	5	\$9,900	\$0	\$0
13087	535BB	4/16/2009	RV	VOITH D864-SSP TRANSMISSION	5	\$9,900	\$0	\$0
13091	547BB	6/10/2009	RV	Transmission	5	\$9,875	\$0	\$0
12114	543BB	9/30/2007	RV	Transmission	4	\$9,600	\$0	\$0
12829	558BB	9/30/2008	RV	VOITH TURBO. INC	4	\$9,600	\$0	\$0
11038	570B	8/31/2006	RV	Transmission, Gillig low floor Bus	5	\$7,153	\$0	\$0
11127	573B	9/30/2006	RV	Transmission, Gillig Bus	5	\$7,153	\$0	\$0
11046	574B	9/30/2006	RV	Transmission, Gillig low floor Bus	5	\$7,153	\$0	\$0
11050	575B	9/30/2006	RV	Transmission, Gillig Bus low floor	5	\$7,153	\$0	\$0
11136	581B	9/30/2006	RV	Transmission, Gillig Bus	5	\$7,153	\$0	\$0
11088	595B	9/30/2006	RV	Transmission, Gillig Bus	5	\$7,153	\$0	\$0
Subtotal - RV						\$10,818,896	\$98,529	\$0
Grand Totals						\$11,205,946	\$98,529	\$0

Obsolete Parts Inventory

<u>Part ID</u>	<u>Part short description</u>	<u>Quantity on hand</u>	<u>Current unit price</u>	<u>Value on hand</u>
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<u>Part ID</u>	<u>Part short description</u>	<u>Quantity on hand</u>	<u>Current unit price</u>	<u>Value on hand</u>
18691	BUSHING - FLANGE - W/C RAMP (RICON)	11	\$12	\$135
18692	WASHER - THRUST (LH OR RH) - RICON LIFT	9	\$1	\$13
28791	KIT - LH ARM ASM - RICON W/HARDWARE	1	\$143	\$143
28792	KIT - RH ARM ASM - RICON W/HARDWARE	1	\$181	\$181
35499	KIT - HANDLE COVER - W/C RICON	3	\$68	\$205
20-48937M001	PANEL - SKIRT HINGED RR WHEELWELL L/H 701-705	1	\$283	\$283
20-55184V035	MIRROR ASM - EXTERIOR ROADSIDE 701 - 705	2	\$546	\$1,093
82-21211-001	MODULE, FRONT BUMPER CENTER FOR 701 - 705	1	\$340	\$340
82-21211-002	MODULE, FRONT BUMPER R/H FOR 701 - 705	1	\$157	\$157
82-23219-513	DIFFERENTIAL CARRIER ASSY 701-705 (NEW)	2	\$3,150	\$6,300
82-24018-000	GLAZING - MIRROR - FLAT HEATED - GILLIG 701-705	9	\$22	\$198
82-42130-000	SEAL - SM PINION 701-705	3	\$42	\$127
82-44320-000	MIRROR, EXTERIOR REMOTE 701-705	3	\$450	\$1,350
82-55005-000	WRENCH - SPANNER - RICON	1	\$37	\$37
26-45474-001L	WINDSHIELD - BULGED L/H W/TINT BAND FOR 701 - 705	2	\$192	\$384
82-38664-443	WINDOW ASM, 46 NON EGRESS FOR 701 - 705"	1	\$554	\$554
82-38667-443L	WINDOW ASM, 46 EGRESS COMPLETE ASM. FOR 701 - 705"	1	\$682	\$682
82-38667-543R	WINDOW ASM, 46 EGRESS COMPLETE ASM. FOR 701 - 705"	1	\$626	\$626
82-38670-446	WINDOW ASM, 40 DRIVERS COMPLETE ASM. FOR 701 - 705"	1	\$620	\$620
82-41188-443	WINDOW ASM - 56" DEST. SIGN COMPLETE ASM. FOR 701 - 705	1	\$1,308	\$1,308
82-41189-443	WINDOW ASM - 58" EGREES COMPLETE ASM - GILLIG 701 - 705	1	\$1,326	\$1,326
82-41190-443	WINDOW ASM, 22	1	\$607	\$607

LYNX Board Agenda

<u>Part ID</u>	<u>Part short description</u>	<u>Quantity on hand</u>	<u>Current unit price</u>	<u>Value on hand</u>
	STATIONARY COMPLETE ASM. FOR 701 - 705"			
26-45474-000R	WINDSHIELD - BULGED R/H W/O TINT BAND FOR 701-705	2	\$195	\$390
26-45474-000R	WINDSHIELD - BULGED R/H W/O TINT BAND FOR 701-705	2	\$195	\$390
			Total	\$17,448

Consent Agenda Item #7.C. xii

To: LYNX Board of Directors

From: Andrea Ostrodka
DIRECTOR OF PLAN & DEVELOP
Belinda Balleras
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Miscellaneous
Authorization to Submit Grant Applications to the Federal Transit Administration for Fiscal Year 2016 Apportionments and to Sub-allocate FY 2016 Orlando Urbanized Area 5307 Funding to Lake County Transit Services and Florida Department of Transportation

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to submit grant applications to the Federal Transit Administration (FTA) for the FY2016 FTA apportionments and to execute Grant Agreements with the FTA and in connection therewith execute and deliver to the FTA the FTA's Fiscal Year 2016 Certifications and Assurances.

In addition, staff is requesting the Board of Directors' authorization for the sub-allocation of the Orlando urban area funding to the Lake County Transit Services and the Florida Department of Transportation (FDOT) from the FTA's FY2016 5307 formula apportionment in the amount of \$399,383 and \$9,616,938, respectively.

BACKGROUND:

On February 16, 2016, the Federal Transit Administration (FTA) released the FY2016 annual apportionments on various FTA funding programs. Board authorization is requested to apply for these funding programs.

✓ Urbanized Area Formula Program	\$ 26,103,204
✓ State of Good Repair Fixed-Guideway	\$ 187,727
✓ Bus/Bus Facilities Program	\$ 2,663,718
✓ Enhanced Mobility for Seniors and Individuals with Disabilities	\$ 1,397,829
✓ Surface Transportation Program	\$ 8,209,682

The sub-allocation to Lake County is in the amount of \$399,383. The sub-allocation for FDOT SunRail is in the amount of \$9,616,938. The amounts are determined based on the final FY2016 full year apportionments and collaborative planning coordinated through MetroPlan Orlando.

This request for Board authorization includes the execution of Supplemental Agreements as part of respective grant applications by Lake County and FDOT to FTA. This will allow Lake County Transit Services and FDOT, to be direct 5307 grant recipients eligible to receive and dispense FTA's 5307 sub-allocated funds.

Congress establishes the legal authority to commence and continue FTA programs through authorizing legislation covering several years. The federal public transportation law, Fixing America's Surface Transportation Act (FAST Act) is the new five-year surface transportation authorization that provides FTA funding levels from FY2016 through FY2020, effective October 1, 2015.

The following summarizes the funding programs and FY2016 apportionments:

Urbanized Area Formula Program - Section 5307:

This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in urbanized areas throughout the nation that depend on public transportation to improve mobility and reduce congestion.

Under the FAST Act a special rule allows recipients in urbanized areas with populations of 200,000 or above and those that operate 100 or fewer buses in fixed route service or demand response, excluding ADA complementary paratransit, during peak hours, to receive a grant for operating assistance subject to a maximum amount per system, in accordance with "Section 5307 Operating Assistance Special Rule Operator Caps". FTA identified the transit systems and their maximum operating assistance amounts for FY2016 based on the percent of the apportionment attributable to an operator, calculated from vehicle revenue hours reported in their FY2014 National Transit Database (NTD) report.

In the FY2016 FTA apportionments released on February 16, 2016, the Orlando 5307 funds of \$36,119,525 included 1.28% of the apportionment attributable to Lake County in the amount of \$399,383. In addition, the Orlando area 5307 apportionments included \$9,616,938 attributable to commuter rail. This results in \$26,103,204 remaining for LYNX.

Prior to FTA's award of the 5307 direct grants to Lake County and FDOT, FTA may require Supplemental Agreements be executed by LYNX with Lake County and FDOT as part of their respective 5307 FTA applications. This will permit them to receive and dispense FTA funds, as direct grant recipients, assuming all responsibilities for the terms and conditions of their Grant Agreement for the sub-allocated 5307 funds. Lake County is eligible to apply for operating assistance to serve the needs of the Orlando UZA.

Due to the cycle and timing on the release of Federal Apportionments and the grant application process, the annual LYNX's 5307 Apportionment is typically budgeted by LYNX over multiple years. LYNX will apply for FY2016 5307 funding net amount after the Lake County sub-allocation is determined.

State of Good Repair (SGR) - Section 5337:

SGR replaced the fixed-guideway modernization formula program. Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair. LYNX has been working with the City of Orlando staff to upgrade the Orange LYMMO in a state of good repair and to provide amenities and technology enhancements compatible with the Lime and Grapefruit LYMMO expansions.

Bus/Bus Facilities Program – Section 5339

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

This program replaced the Section 5309 Bus and Bus Facilities Program, which allocated funds through a competitive project selection process or earmarking. LYNX will program section 5339 funds for revenue vehicles and technology enhancements.

Enhanced Mobility for Seniors/Individuals with Disabilities- Section 5310:

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible activities include:

- 1) Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- 2) Public transportation projects that exceed the requirements of the ADA.
- 3) Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
- 4) Alternatives to public transportation that assist seniors and individuals with disabilities.

Surface Transportation Program (STP):

The STP provides funding that may be used by States and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

The USDOT funding for the Federal Highway Administration includes Surface Transportation Program (STP) funds that are eligible to be transferred to FTA for transit purposes. The regional STP funds are allocated by MetroPlan Orlando for transit enhancements, bicycle and pedestrian improvements and highway projects. STP funds are programmed annually by MetroPlan Orlando in the Transportation Improvement Program (TIP) and are incorporated in the state adopted State Transportation Improvement Program (STIP).

LYNX will program the FY2016 STP funding for revenue vehicles and passenger amenities.

FISCAL IMPACT:

The anticipated use of the FY2016 Federal formula funds are budgeted in the FY2016 Operating and Capital Budgets. Any remaining funds will be included in the FY2017 Operating and Capital Budgets for operating related capital assistance and capital expenditures as appropriate.

Consent Agenda Item #7.C. xiii

To: LYNX Board of Directors

From: David Dees
DIRECTOR OF RISK MANAGEMENT
Shannon White
(Technical Contact)

Phone: 407.841.2279 ext: 6127

Item Name: Miscellaneous
Authorization for LYNX Insurance Broker to Negotiate and Bind Coverage and Premium for Additional Leased Buses and Update Road Ranger Liability Policy

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to negotiate and bind coverage and premium for an additional five (5) newly leased buses effective October 1, 2015, amending coverage to include liability only on older Road Ranger vehicles that no longer require comprehensive/collision insurance.

BACKGROUND:

Five of the ten approved leased Compressed Natural Gas (CNG) buses need to be added to the Liability and Comprehensive Insurance, as they were received prior to October 1, 2016, however after the FY2016 Liability and Comprehensive Insurance quote was received from the carrier. This requires an increase in premium of \$5,298 for the period of 10/1/2015 – 10/1/2016.

Also, the Road Ranger vehicle policy (liability only) has an updated auto schedule with an increased premium of \$10,195 for the period of 10/1/2015 – 10/1/2016. Due to a technical error, the vehicles were deleted from the insurance policy instead of modifying the type of coverage as intended. The \$10,195 liability only premium fee places these vehicles back on our insurance roll with the reduced level of coverage.

FISCAL IMPACT:

LYNX staff included \$570,000 in the FY2016 Adopted Operating Budget for these services. The actual FY2015 expenses were \$468,029. The FY2017 Preliminary Operating Budget includes \$514,831 for these services.

Consent Agenda Item #7.C. xiv

To: LYNX Board of Directors

From: Blanche Sherman
DIRECTOR OF FINANCE
LEONARD ANTMANN
(Technical Contact)

Phone: 407.841.2279 ext: 6100

Item Name: Miscellaneous
Authorization to Transfer Three (3) VanPool Vehicles and Two (2) Revenue Vehicles to Life Concepts d/b/a Quest

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) or designee to transfer three (3) vanpool vehicles and two (2) revenue vehicles and components to Life Concepts d/b/a Quest.

BACKGROUND:

LYNX staff has identified three (3) vanpool vehicles and two (2) revenue vehicles for retirement. Life Concepts d/b/a Quest has expressed an interest in receiving the LYNX retired revenue vehicles to transport seniors and individuals with disabilities.

LYNX staff is preparing a submission to the Federal Transit Administration (FTA) for approval in order to waive or transfer any outstanding obligation associated with the vehicles and the related components, which is currently valued at \$0. Upon Board of Directors approval, LYNX staff will continue to work with Life Concepts d/b/a Quest to facilitate the transfer of the vehicles. If the transfer of the vehicles is not successful, LYNX staff will then include it in the upcoming public auction.

Vehicle Profile

Acquisition Date	Acquisition Value	Activity Code	Class	Company Asset Number	Description	Mfg Serial No	Net Book as of 2/29/16
3/4/2010	\$70,875.00	A	RV	NC-5204	Turtle Top Odyssey Bus Paratransit	1FDWE35L69DA67221	\$0
9/29/2010	\$70,875.00	A	RV	NC-5261	Turtle Top Odyssey Bus Paratransit	1FDXE4FL2ADA65933	\$0
9/30/2006	\$25,077.00	A	OV	26297	Van, 2006 Ford E-350 12Passenger	1FDSS31L76DB25197	\$0
9/30/2006	\$25,077.00	A	OV	26291	Van, 2006 Ford E-350 10Passenger	1FDNE31L66DB26457	\$0
9/30/2006	\$25,077.00	A	OV	26294	Van, 2006 Ford E-350 10Passenger	1FDNE31L66DB26460	\$0
Total	\$218,229.00						\$0

FISCAL IMPACT:

The net book value of the three (3) vanpool vehicles and two (2) revenue vehicles is \$0.

Consent Agenda Item #7.C. xv

To: LYNX Board of Directors

From: Blanche Sherman
DIRECTOR OF FINANCE
LEONARD ANTMANN
(Technical Contact)
Edward Velez
(Technical Contact)

Phone: 407.841.2279 ext: 6100

Item Name: Miscellaneous
Authorization to Dispose of Items Accumulated Through the Lost and Found Process

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to retire, transfer, discard, donate, recycle or sell at public auction, surplus Lost and Found items such as: wallets, handbags, books, phones, keys, backpacks, etc.

BACKGROUND:

It is LYNX' policy to hold a bi-annual auction to dispose of Board approved surplus assets. See below for a summary of the Lost and Found Articles. A detailed listing of the items being auctioned is available upon request.

FISCAL IMPACT:

The net proceeds from this sale will be included in LYNX' FY2016 non-operating revenue.

Lost and Found Articles

Article Description	Count of Article
Apron	6
Baby Stroller	4
Backpack	73
Bag	94
Bible	7
Bike	132
Books	20
Bus Pass	2
Cane	12
Card	75
Case	10
CD, DVD, Tape	1
Cellphone	253
Check/Checkbook	2
Clothing	14
Electronic Device	33
Envelope	4
Folder/Binder	20
Footware	19
Glasses	116
Gloves	1
Hat	41
I.D.	215
Jacket/Hoodie	27
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Passport	5
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Purse	12
Sweater/Sweatshirt	8
Thermos/Mug	6
Toy	7
Umbrella	87
Wallet	172
Watch	4
Grand Total	1687

Consent Agenda Item #7.C. xvi

To: LYNX Board of Directors

From: Andrea Ostrodka
DIRECTOR OF PLAN & DEVELOP
Belinda Balleras
(Technical Contact)
Timothy May
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Miscellaneous
Authorization to Amend the FY2016 Operating Budget for Sub-recipient
Award to The Opportunity Center for Section 5317 New Freedom Program
(NFP) Rural Transportation Services

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (CEO) or designee to amend the FY2016 Adopted Operating Budget, increasing the six sub-recipient awards from \$184,880 to \$219,880. The increased amount is for \$35,000 of Section 5317 funds sub-awarded to The Opportunity Center.

BACKGROUND:

In May 2015, the Board authorized staff to enter into a Sub-recipient Agreement to provide \$35,000 to The Opportunity Center under the Federal Transit Administration (FTA) Section 5317 New Freedom Program (NFP), for rural transportation services. Those funds were not expended in FY2015 and were not included in the FY2016 Adopted Operating Budget.

In November 2015, the Board authorized staff to extend six sub-recipient awards to selected human services agency projects for the FTA's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funding in the amount of \$184,880.

This request for budget amendment increases the sub-awards to The Opportunity Center from \$16,560 to \$51,560. The Opportunity Center will provide the 50% local match.

FISCAL IMPACT:

In November 2015, the LYNX Board amended the FY2016 Adopted Operating Budget for 5310 sub-recipient agency expenses to \$184,880. Upon approval, LYNX staff will further amend the

LYNX Board Agenda

FY2016 Adopted Operating Budget for sub-recipient agency expenses from \$184,880 to \$219,880.

Consent Agenda Item #7.C. xvii

To: LYNX Board of Directors

From: **Andrea Ostrodka**
DIRECTOR OF PLAN & DEVELOP
Belinda Balleras
(Technical Contact)
JAMES RODRIGUEZ
(Technical Contact)
Douglas Robinson
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Miscellaneous
Authorization to Submit FY2016/2017 Service Development Grant Proposals to the Florida Department of Transportation (FDOT) and the Authority to Execute a Joint Participation Agreement (JPA) Upon Notification of Funding

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chairman to execute Resolution #16-003 (attached hereto) authorizing the Interim Chief Executive Officer (ICEO) to submit FY2016/2017 Service Development Grant Applications to the Florida Department of Transportation (FDOT) and to execute a Service Development Grant Joint Participation Agreement (JPA) provided by FDOT upon project selection in FY2017.

BACKGROUND:

In April 2016, the Florida Department of Transportation (FDOT) will be soliciting applications for state FY2016/2017 Service Development Grants. Applications will be due in May 2016. This program is selectively applied to determine whether a new or innovative technique or measure can be used to improve or expand public transit. Service Development projects specifically include the use of new technologies, enhanced services/routes or increase in vehicle frequencies; the purchase of special transportation services and other techniques for increasing service to the riding public; and new technologies or methods for improving operations, maintenance and marketing. The FDOT priority for funding award is to select those projects that have the potential to benefit other transit systems and have not been undertaken by other agencies.

The proposed services, if awarded, will be programmed in the FDOT Work Program due for

development beginning October 2017. State funding availability for this solicitation is still unknown.

LYNX intends to request service development funding for two years of service implementation for at least one project. LYNX service enhancements identified by the Comprehensive Operational Analysis will be considered subject to continuing discussions with local jurisdictions and partnership opportunities. Potential LYNX projects include, but are not limited to, the implementation of new technologies, innovative coordinated planning, expanded or enhanced fixed-route and/or NeighborLink services, new NeighborLink services, and new Xpress Bus services.

FISCAL IMPACT:

LYNX staff will include FDOT grant awards in the appropriate LYNX fiscal year operating budgets upon confirmation of award and securing the local match.

CFRTA RESOLUTION #16-003

**A RESOLUTION OF THE CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY (d.b.a LYNX): AUTHORIZATION FOR
THE INTERIM CHIEF EXECUTIVE OFFICER TO SUBMIT GRANT APPLICATIONS
AND EXECUTE A JOINT PARTICIPATION AGREEMENT WITH THE FLORIDA
DEPARTMENT OF TRANSPORTATION (FDOT) FOR SERVICE
DEVELOPMENT PROJECTS**

WHEREAS, there is a Public Transit Service Development Program which shall be administered by the Florida Department of Transportation (FDOT) and the grant funds will provide initial funding for new or innovative technique or services to improve or expand public transit;

WHEREAS, LYNX has satisfied the requirement to complete a Transportation Development Plan (TDP) for FY 2016-25 which has been submitted to FDOT in August 2015 and the TDP is consistent with the five-year Transportation Improvement Program (TIP) and FDOT's State Work Program;

WHEREAS, this is a resolution of the GOVERNING BOARD of the Central Florida Regional Transportation Authority (hereinafter BOARD), which hereby authorizes the submission of service development grant applications and execution of future Joint Participation Agreements with the Florida Department of Transportation.

WHEREAS, this BOARD has the authority to authorize the execution of the Joint Participation Agreement.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The BOARD has the authority to authorize the submission of a service development grant application to the Florida Department of Transportation.
2. The BOARD authorizes the Chief Executive Officer to execute a Joint Participation Agreement, and subsequent agreements, with the Florida Department of Transportation for the awarded service development project(s) under this solicitation.
3. That the above authorization shall be continuing in nature until revoked by the Chairman of the Governing Board.

APPROVED AND ADOPTED this 24th day of March 2016, by the Governing Board of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Chairman

Attest:

Assistant Secretary

Action Agenda Item #8.A

To: LYNX Board of Directors

From: **Blanche Sherman**
DIRECTOR OF FINANCE
Julie Caple
(Technical Contact)
Salawu Ajala
(Technical Contact)

Phone: 407.841.2279 ext: 6100

Item Name: Amendment to LYNX' FY2016 Operating and Capital Budgets

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (ICEO) to amend the FY2016 Operating and Capital Budgets to correspond with previous Board item approvals and other various changes necessary to fund and operate LYNX services.

BACKGROUND:

The table below and corresponding bullets provide detailed information on the items comprising the operating budget amendment request:

Revenue	FY2016 Adopted Budget	Other Services - Unified Planning Work Program	Purchased Transportation - Maitland NL	Purchased Transportation - Sub Recipients	FY2016 Amended Budget Total
Fund Balance	\$ 571,571	\$ -	\$ -	\$ -	\$ 571,571
LYNX-Generated Revenue	37,392,598	-	4,654	-	37,397,252
Federal Revenue	16,087,336	42,000	-	97,380	16,226,716
State Revenue	14,103,842	59,528	28,983	-	14,192,353
Local Revenue	58,890,097	-	28,984	-	58,919,081
Total Revenue	\$ 127,045,444	\$ 101,528	\$ 62,621	\$ 97,380	\$ 127,306,973
Expense					
Salaries/Wages/Fringes	\$ 73,270,554	\$ -	\$ -	\$ -	\$ 73,270,554
Other Services	10,861,200	101,528	-	-	10,962,728
Fuel	13,569,071	-	-	-	13,569,071
Materials & Supplies	8,284,043	-	-	-	8,284,043
Utilities	1,454,571	-	-	-	1,454,571
Casualty & Liability	1,524,850	-	-	-	1,524,850
Taxes & Tags	434,605	-	-	-	434,605
Purchased Transportation	16,334,771	-	62,621	97,380	16,494,772
Miscellaneous	826,779	-	-	-	826,779
Interest & Leases	485,000	-	-	-	485,000
Total Operating Expenses	\$ 127,045,444	\$ 101,528	\$ 62,621	\$ 97,380	\$ 127,306,973

Professional Fees – At the November 12, 2015 Board Meeting, the Board approved funding for a Transportation Marketing and Education project to expand efforts in educating targeted audiences about transportation funding, local transportation projects and available technology to improve transit experiences. LYNX staff amended the FY2016 Adopted Operating Budget by \$101,528 for this effort as follows:

Funding Source	Adopted FY2016 Budget	Amendment	Amended FY2016 Budget
FDOT	\$ 32,500	\$ 59,528	\$ 92,028
Metroplan	-	42,000	42,000
Local	32,500	-	32,500
Total	\$ 65,000	\$ 101,528	\$ 166,528

Purchased Transportation – At the November 12, 2015 Board Meeting, the Board approved funding for second year pilot services of the Maitland SunRail NeighborLink. LYNX staff amended the FY2016 Adopted Operating Budget by \$62,621 to cover the operational expenses associated with the maintenance of service for Maitland Center NeighborLink 652.

Purchased Transportation - At the November 12, 2015 Board Meeting, the Board approved Section 5310 funding for the Urbanized Orlando and Kissimmee Section 5310 selected sub-recipient agency expenses that will support the travel needs of the elderly and individuals in the

LYNX service area. LYNX staff amended the FY2016 Adopted Operating Budget from \$122,500 to \$184,880, resulting in an increase in the amount of \$62,380 as follows:

Adopted Budget Allocation:		Amended Budget Allocation:	
5310 Sub-Recipient Funding	Amount	5310 Sub-Recipient Funding	Amount
Bright Starts	\$ 42,000	The Opportunity Center	\$ 16,560
Park Place	26,000	Meals on Wheels	38,068
Other sub-recipients	54,500	Osceola Mental Health	56,560
	-	Primrose Center	44,840
	-	ITN Orlando	20,700
	-		8,152
Total	\$ 122,500	Total	\$ 184,880

Purchased Transportation - An additional amendment of \$35,000 to the Adopted FY2016 Operating is being requested at the March 26, 2016 Board meeting for 5317 sub-recipient funds awarded to the Opportunity Center. This amendment will increase the sub-recipient awards to The Opportunity Center from \$16,560 to \$51,560, bringing the total sub-recipient awards to \$219,880 for FY2016.

The following table summarizes the adjustments mentioned above and formally amends the FY2016 Adopted Operating Budget from \$127,045,444 to \$127,306,973 as follows:

FY2016 Amended Operating Budget

	FY2016 Adopted Budget	Revisions	FY2016 Amended Budget Total
Operating Revenues			
Fund Balance	571,571	\$ -	\$ 571,571
LYNX-Generated Revenue	37,392,598	4,654	37,397,252
Federal Revenue	16,087,336	139,380	16,226,716
State Revenue	14,103,842	88,511	14,192,353
Local Revenue	58,890,097	28,984	58,919,081
Total Revenue	\$ 127,045,444	\$ 261,529	\$ 127,306,973

These funds are programmed to fund the following types of expenses:

	FY2016		FY2016
	Adopted	Revisions	Amended
Operating Expenses	Budget		Budget Total
Salaries/Wages/Fringes	\$ 73,270,554	\$ -	\$ 73,270,554
Other Services	10,861,200	101,528	10,962,728
Fuel	13,569,071	-	13,569,071
Materials & Supplies	8,284,043	-	8,284,043
Utilities	1,454,571	-	1,454,571
Casualty & Liability	1,524,850	-	1,524,850
Taxes & Tags	434,605	-	434,605
Purchased Transportation	16,334,771	160,001	16,494,772
Miscellaneous	826,779	-	826,779
Interest & Leases	485,000	-	485,000
Total Operating Expenses	\$ 127,045,444	\$ 261,529	\$ 127,306,973

The following table reflects adjustments related to increasing the FY2016 Adopted Capital Budget from \$95,543,799 to \$91,734,305 as follows:

FY2016 Amended Capital Budget			
	FY2016		FY2016
Capital Contributions	Adopted	Revisions	Amended
	Budget		Budget
Federal Contributions	\$ 87,313,091	\$ (2,550,611)	\$ 84,762,480
State Contributions	429,256	-	429,256
Local Contributions	6,601,452	(258,883)	6,342,569
Reserves	200,000	-	200,000
Total	\$ 94,543,799	\$ (2,809,494)	\$ 91,734,305

These funds are programmed to fund the following types of expenditures:

Capital Expenditures	FY2016	Osceola			FY 2016
	Adopted	Leasehold	CNG Bus	Carryover	Amended Capital
	Capital Budget	Improvements	Procurement	Adjustment	Budget
Revenue Vehicles	\$ 53,604,430	\$ -	\$ 10,038	\$ (1,258,875)	\$ 52,355,593
BRT	14,070,635	-	-	(986,741)	13,083,894
Facilities	5,776,330	8,065	-	(161,739)	5,622,656
Passenger Amenities	10,064,773	-	-	(287,729)	9,777,044
Technology	5,578,366	-	-	(36,035)	5,542,331
Security	603,995	-	-	(12,395)	591,600
Support Equipment	4,845,270	-	-	(84,083)	4,761,187
Total	\$ 94,543,799	\$ 8,065	\$ 10,038	\$ (2,827,597)	\$ 91,734,305

Change order for the 2015 CNG Bus procurement/build – At the November 12, 2015 Board Meeting, LYNX Board of Directors approved LYNX staff to move forward with issuing a

LYNX Board Agenda

Change Order in the amount of \$36,330 to Gillig, LLC for the 2015 CNG Bus procurement/build. LYNX staff included \$25,950 in the FY2016 Adopted Capital Budget. An additional \$10,038 is being added to the FY2016 Adopted Capital Budget through this amendment with funding from \$2 local capital funds.

LYNX Osceola Satellite Facility (OSF) leasehold improvements increase – At the January 28, 2016 Board Meeting, the Board approved LYNX staff to move forward with increasing the one-time capital cost for leasehold improvements for the LYNX Osceola Satellite Facility from \$24,000 to \$32,065. An additional \$8,065 is being added to the FY2016 Capital Budget through this amendment.

OSF Leasehold Improvements Projection:

Cabling	\$	6,187.00
System Rack		1,766.00
Switches/Hardware		10,223.00
Renovations		10,974.00
Sub Total		29,150.00
10% Contingency		2,915.00
Total	\$	32,065.00

Carryover Adjustments – This budget amendment includes carryover adjustments for reductions of (\$2,827,597) in the amounts brought forward into the FY2016 Adopted Capital Budget based on true-up of expenditures through September 30, 2015.

FISCAL IMPACT:

The FY2016 Amended Operating Budget will increase from \$127,045,444 to \$127,306,973. The FY2016 Amended Capital Budget will decrease from \$94,543,799 to \$91,734,305 as indicated.

FY2016 Amended Operating & Capital Budgets

Presented to the
LYNX Board of Directors
by Blanche W. Sherman, CPA
Director of Finance
April 14, 2016

FY2016 Operating Budget Overview



	FY2016 Adopted Budget	FY2016 Amended Budget	% Change
Operating Revenue	\$ 127,045,444	\$ 127,306,973	0.2%
Operating Expenses	127,045,444	127,306,973	0.2%
Operating Income/(Deficit)	\$ -	\$ -	0.0%

Key Operating Budget Amendment Basis

- Transportation Marketing and Education project to expand efforts in educating targeted audiences about transportation funding, local transportation projects and available technology to improve transit experiences \$101,528

Funding Source	Adopted FY2016 Budget	Amendment	Amended FY2016 Budget
FDOT	\$ 32,500	\$ 59,528	\$ 92,028
Metroplan	-	42,000	42,000
Local	32,500	-	32,500
Total	\$ 65,000	\$ 101,528	\$ 166,528

- Second year pilot services of the Maitland SunRail NeighborLink \$62,621

Key Operating Budget Amendment Basis

- Section 5310 funding increase from \$122,500 to \$184,880 for the Urbanized Orlando and Kissimmee selected sub-recipient agency expenses \$62,380

5310 Sub-Recipient Funding	Amount
The Opportunity Center	\$ 16,560
Meals on Wheels	38,068
Osceola Mental Health	56,560
Primrose Center	44,840
ITN Orlando	20,700
	8,152
Total	<u>\$184,880</u>

- Additional amendment for 5317 sub-recipient funds awarded to The Opportunity Center \$35,000

FY2016 Operating Revenue



	FY2016 Adopted Budget	FY2016 Amended Budget	Dollar Change Amount	% Change
Operating Revenues				
Fund Balance	\$ 571,571	\$ 571,571	\$ -	0%
Customer Fares	29,451,480	29,456,134	4,654	0.0%
Contract Services	5,398,265	5,398,265	-	0.0%
Advertising on Buses	2,050,000	2,050,000	-	0.0%
Advertising - Trade	30,000	30,000	-	0.0%
Interest & Other Income	462,853	462,853	-	0.0%
Federal Revenue	16,087,336	16,226,716	139,380	0.9%
State Revenue	14,103,842	14,192,353	88,511	0.6%
Local Revenue	58,890,097	58,919,081	28,984	0.0%
Total Revenue	\$127,045,444	\$ 127,306,973	\$ 261,529	0.2%

FY2016 Operating Expenses



	FY2016 Adopted Budget	FY2016 Amended Budget	Dollar Change Amount	% Change
Operating Expenses				
Salaries/Wages/Fringes	\$ 73,270,554	\$ 73,270,554	\$ -	0.0%
Other Services	10,861,200	10,962,728	101,528	0.9%
Fuel	13,569,071	13,569,071	-	0.0%
Materials & Supplies	8,284,043	8,284,043	-	0.0%
Utilities	1,454,571	1,454,571	-	0.0%
Casualty & Liability	1,524,850	1,524,850	-	0.0%
Taxes & Tags	434,605	434,605	-	0.0%
Purchased Transportation	16,334,771	16,494,772	160,001	1.0%
Miscellaneous	826,779	826,779	-	0.0%
Interest & Leases	485,000	485,000	-	0.0%
Total Operating Expenses	\$ 127,045,444	\$ 127,306,973	\$ 261,529	0.2%

Key Capital Budget Amendment Reclassifications

- LYNX Osceola Satellite Facility (OSF) leasehold improvements \$8,065
- 2015 CNG Bus procurement/build change order \$10,038
- Carryover Adjustments for reductions in the amounts brought forward into the FY2016 Capital Budget based on the true up of expenditures through September 30, 2015 (\$2,827,597)

FY2016



Capital Budget Overview

	FY2016 Adopted Budget	FY2016 Amended Budget	% Change
Capital Contributions	\$ 94,543,799	\$ 91,734,305	-3.0%
Capital Expenditures	94,543,799	91,734,305	-3.0%
Capital Gains/(Losses)	\$ -	\$ -	N/A

FY2016 Capital Budget Contributions



Capital Contributions	FY2016 Adopted Budget	Revisions	FY2016 Amended Budget
Federal Contributions	87,313,091	(2,550,611)	84,762,480
State Contributions	429,256	-	429,256
Local Contributions	6,601,452	(258,883)	6,342,569
Reserves	200,000	-	200,000
Total	\$ 94,543,799	\$ (2,809,494)	\$ 91,734,305

FY2016 Capital Expenditures



Capital Expenditures	FY2016 Adopted Budget	Revisions	FY2016 Amended Budget
Revenue Vehicles	\$ 53,604,430	\$ (1,248,837)	\$ 52,355,593
BRT	14,070,635	\$ (986,741)	13,083,894
Facilities	5,776,330	\$ (153,674)	5,622,656
Passenger Amenities	10,064,773	\$ (287,729)	9,777,044
Technology	5,578,366	\$ (36,035)	5,542,331
Security	603,995	\$ (12,395)	591,600
Support Equipment	4,845,270	\$ (84,083)	4,761,187
Total	\$ 94,543,799	\$ (2,809,494)	\$ 91,734,305

Conclusion



The FY2016 Amended Operating and Capital Budgets will be presented to the Board of Directors for final consideration and approval at the April 14, 2016 Board Meeting.

	FY2016 Adopted Budget	FY2016 Amended Budget	% Change
Operating	\$ 127,045,444	\$ 127,306,973	0.2%
Capital	94,543,799	91,734,305	-3.0%
Total	\$ 221,589,243	\$ 219,041,278	-1.1%

Action Agenda Item #8.B

To: LYNX Board of Directors

From: Blanche Sherman
DIRECTOR OF FINANCE
Nancy Navarro
(Technical Contact)

Phone: 407.841.2279 ext: 6100

Item Name: Acceptance of the Annual Financial Audit and Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ending September 30, 2015

Date: 4/14/2016

ACTION REQUESTED

Staff is requesting the Board of Directors' acceptance of the annual financial audit and Comprehensive Annual Financial Report (CAFR) for the fiscal year ending September 30, 2015.

BACKGROUND:

In accordance with Chapter 218.39, Florida Statutes, LYNX is required to have an annual financial audit performed by an independent certified public accountant.

The Single Audit Act Amendments of 1996 require state or local governments that receive at least \$500,000 in Federal financial assistance in a year to have an independent audit conducted for that year in accordance with the Office of Management and Budget (OMB) Circular A-133. The State of Florida recently enacted similar legislation, the Florida single Audit Act, related to audits of State financial assistance. Pursuant to these Acts, LYNX' independent certified public accountants, Cherry, Bekaert, L.L.P., have conducted the audit for the fiscal year ended September 30, 2015.

The auditors have issued an unmodified "clean" opinion on both financial and compliance audits. The auditor's Management Letter Comments and Management's responses are included as a separate document accompanying the annual financial report. See attached copy.

An unbound draft copy of the CAFR, which includes the audit report of Cherry, Bekaert, L.L.P. is attached for your review. The final report will be provided to each member of the Board at the April 14, 2016 Board Meeting.

The results of operations and the annual audit were explained in detail at the Finance & Audit Committee meeting and the Oversight Committee meeting.

DRAFT

**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

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX**

**COMPREHENSIVE ANNUAL FINANCIAL REPORT
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**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX**

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CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

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

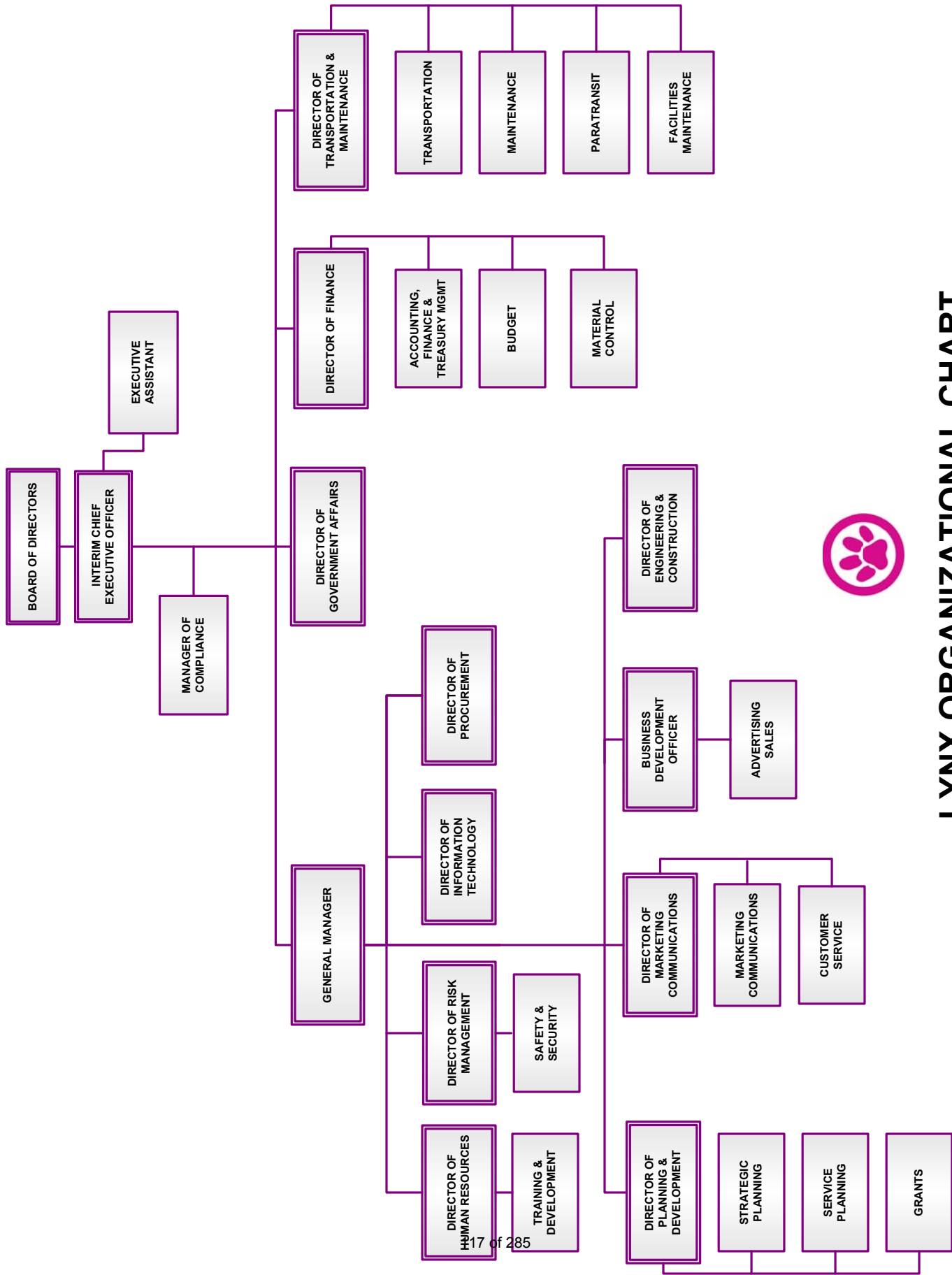
Susan Black	Interim Chief Executive Officer
Susan Black	General Manager

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.

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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. Noepetro 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

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.

A handwritten signature in black ink that reads "Cheryl Behrman LLP". The signature is written in a cursive, flowing style.

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
	58,378,521	52,754,732
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	4,854,184	2,183,142
	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
	147,069,020	151,574,719
Net pension asset	6,283,485	234,450
	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	<u>48,797,701</u>	<u>51,556,456</u>
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	<u>114,214,226</u>	<u>120,537,107</u>
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	<u>72,401,682</u>	<u>70,742,470</u>
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	<u>(68,783,639)</u>	<u>(69,076,051)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Proceeds from assistance grants	<u>71,837,213</u>	<u>80,747,756</u>
Net cash provided by noncapital financing activities	<u>71,837,213</u>	<u>80,747,756</u>
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	<u>24,431,426</u>	<u>42,068,551</u>
Net cash used in capital and related financing activities	<u>6,675,317</u>	<u>(2,043,538)</u>
CASH FLOWS FROM INVESTING ACTIVITIES:		
Interest income	<u>29,344</u>	<u>32,427</u>
Net cash provided by investing activities	<u>29,344</u>	<u>32,427</u>
NET CHANGE IN CASH AND CASH EQUIVALENTS	9,758,235	9,660,594
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	<u>37,411,991</u>	<u>27,751,397</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u>\$ 47,170,226</u>	<u>\$ 37,411,991</u>
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	<u>1,318,794</u>	<u>-</u>
Net cash used in operating activities	<u>\$ (68,783,639)</u>	<u>\$ (69,076,051)</u>
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	2014
Pool Investments -Florida PRIME	\$ 669,780	\$ 616,772
Bank Deposits	46,500,446	36,795,219
Total Cash and Cash Equivalents and Investments	<u>\$ 47,170,226</u>	<u>\$ 37,411,991</u>

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	2014
Customers	\$ 2,030,868	\$ 1,313,857
Local Funding Partners	394,935	673,817
Medicaid Assistance	-	714,856
Total	<u>\$ 2,425,803</u>	<u>\$ 2,702,530</u>

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:

	<u>Years</u>
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	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	<u>\$ 10,744,752</u>	<u>\$ 7,419,133</u>

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	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	<u>\$ 4,708,650</u>	<u>\$ 4,490,430</u>
Amount due within one year	<u>\$ 4,170,615</u>	<u>\$ 3,967,050</u>

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	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	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:

<u>Fiscal Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
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 currently receiving benefits and DROP	330
Terminated employees entitled to but not yet receiving benefits	66
Active plan participants	<u>762</u>
Total	<u><u>1,158</u></u>

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:

<u>Total pension liability</u>		<u>2015</u>
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
<u>Plan fiduciary net position</u>		
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 between 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	<u>\$ 3,315,057</u>	<u>1,313,843</u> <u>\$ 1,318,794</u>

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:

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

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:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Rate of Return</u>
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:

	Current Single Discount Rate Assumption	
1% Decrease		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	<u>\$ 1,683,525</u>	<u>\$ 1,424,525</u>	<u>\$ 1,189,525</u>

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:

<u>Year Ending</u>	<u>Annual OPEB Cost</u>	<u>Percentage of OPEB Cost Contributed</u>	<u>Net OPEB Obligation</u>
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.

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

<u>Total pension liability</u>		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	
<u>Plan fiduciary net position</u>			
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 *

Annual money-weighted rate of return net of investment expense	<u>2015</u> 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.

Methods and Assumptions Used to Determine Contribution Rates:

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
	<u>49,901,501</u>	<u>48,797,701</u>	<u>(1,103,800)</u>
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
	<u>127,306,937</u>	<u>114,214,226</u>	<u>13,092,711</u>
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
	<u>75,740,150</u>	<u>72,027,808</u>	<u>(3,712,342)</u>
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		<u>19,670,180</u>	
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.

	<u>Pages</u>
<u>Debt Capacity</u>	
This schedule presents information to help the reader assess the ability of LYNX to service its outstanding debt.	51
<u>Revenue Capacity</u>	
These schedules contain information to help the reader assess LYNX' most significant revenue sources.	52-54
<u>Financial Trends</u>	
These schedules contain trend information to help the reader understand how LYNX' financial performance and financial position have changed over time.	49-50, 55-57, 65-67
<u>Demographic and Economic Information</u>	
These schedules contain demographic and economic indicators to help the reader understand the environment within which LYNX' financial activities take place.	48, 58-63
<u>Other Operating Information</u>	
These schedules contain service levels and capital asset data and insurance information to help the reader understand how the information in LYNX' financial report relates to the services the Authority provides to its customers and the community.	64, 68-69

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

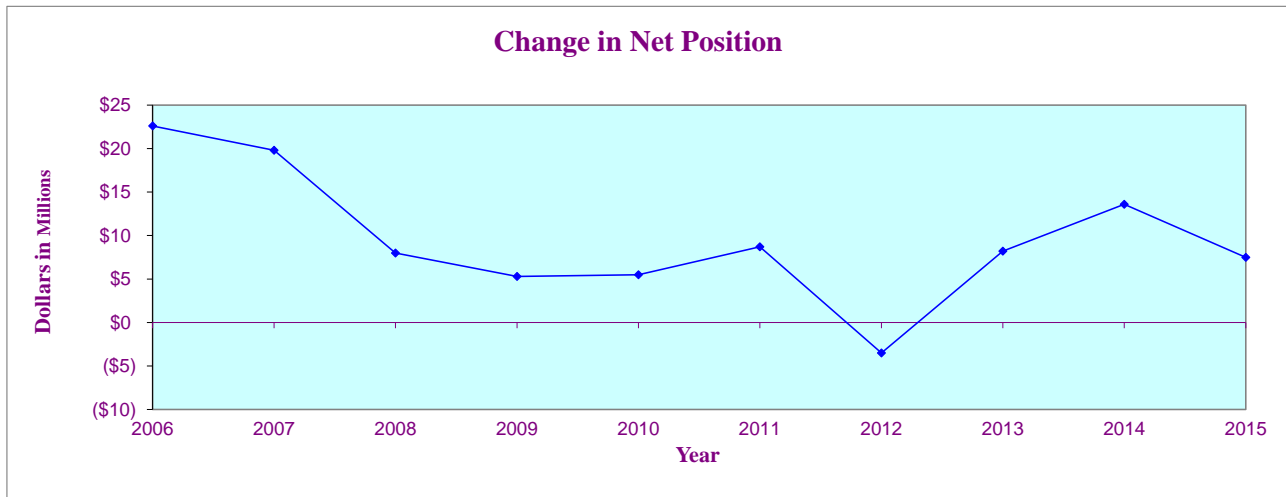
Form of Government	Local Government (Independent Special District)
Number of Directors	Five (5) Voting
Area Population	2,003,626
Counties Served	Orange, Seminole and Osceola
Number of Service Routes	76
Peak Vehicle Requirement	255
Hours of Operation	4:00 a.m. to 3:10 a.m.
Average Weekday Passengers	88,600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

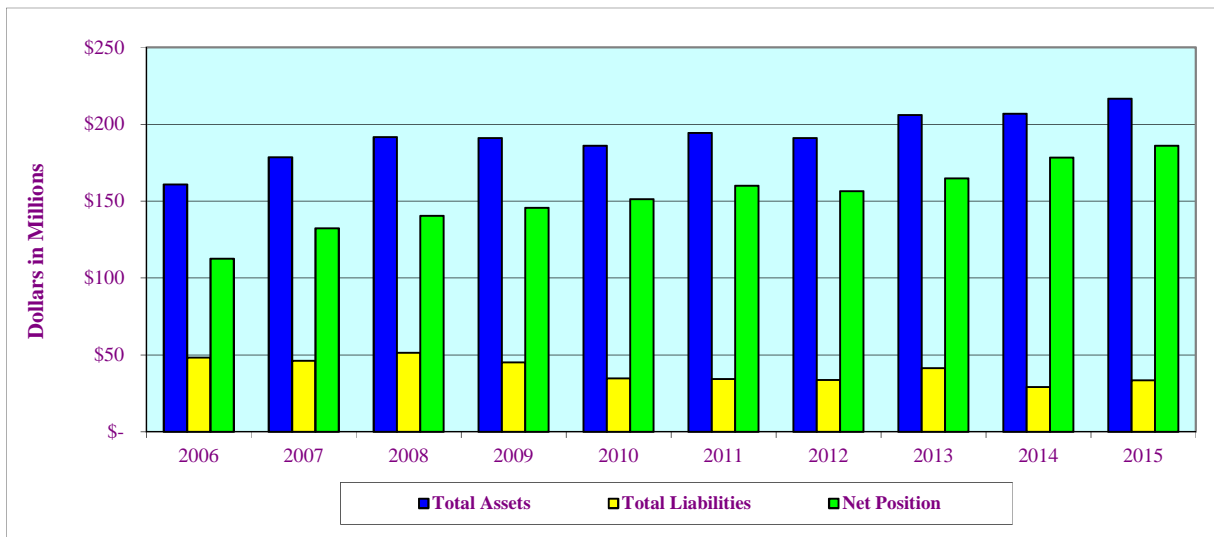
Condensed Summary of Net Position

Last Ten Years

Dollars in Millions

(Unaudited)

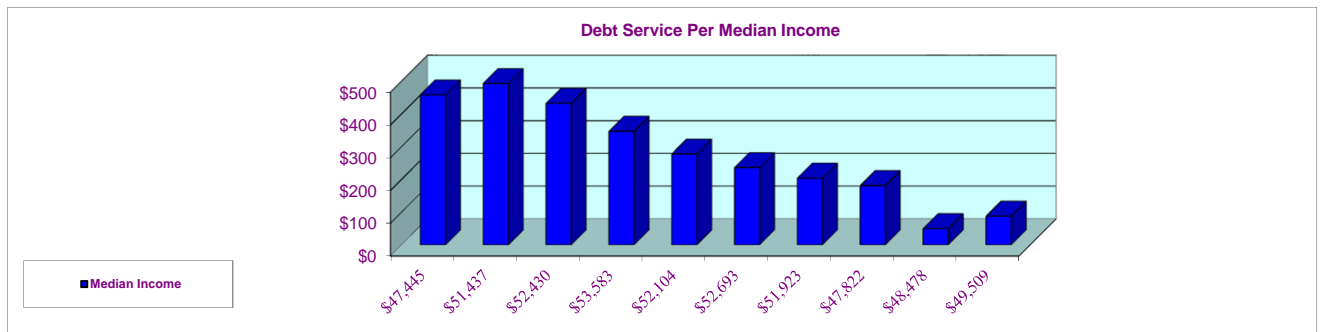
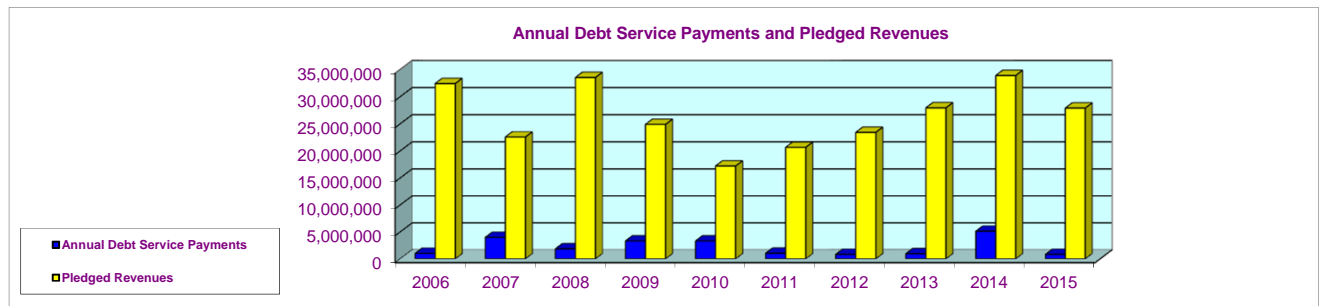
Year	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total Assets	\$160.9	\$178.5	\$191.7	\$190.9	\$185.9	\$194.3	\$191.0	\$206.0	\$206.7	\$216.6
Deferred Outflow of Resources	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6	\$0.0	\$0.1	\$0.8	\$4.1
Deferred Inflow of Resources	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$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 TRANSPORTATION 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**

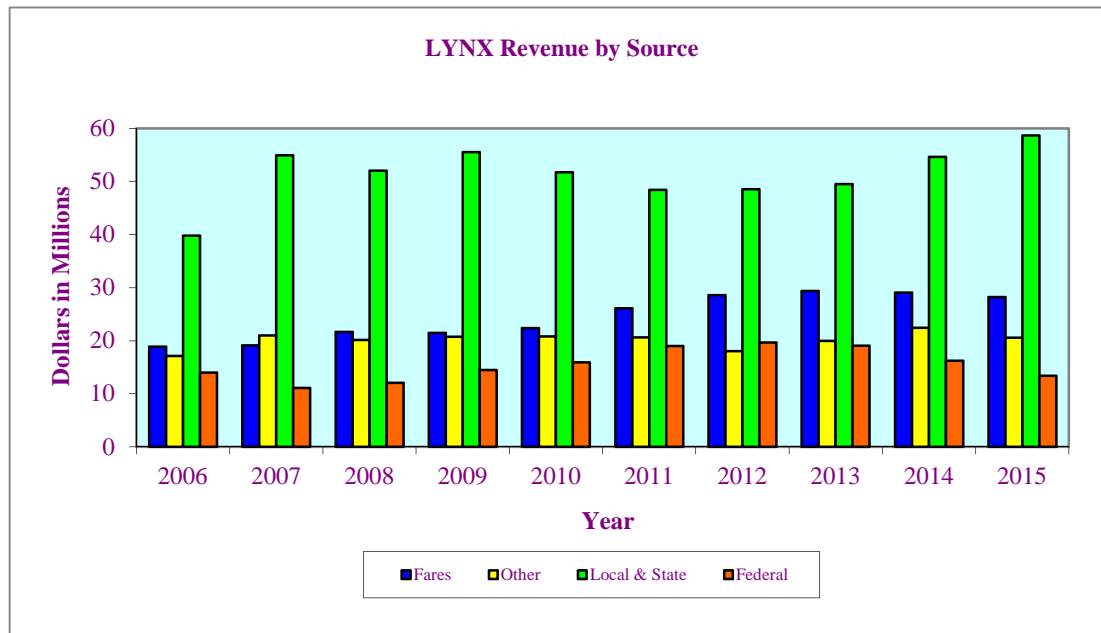
Revenue by Source

Last Ten Years

Dollars in Millions

(Unaudited)

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

FISCAL YEAR	OPERATING AND OTHER MISCELLANEOUS REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE
	FARES	OTHER	TOTAL	LOCAL & STATE	FEDERAL	TOTAL	
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

APTA 2015 Transportation Fact Book - Page 26

* 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)

Fiscal Year	CASH FARES				PASSES			
	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

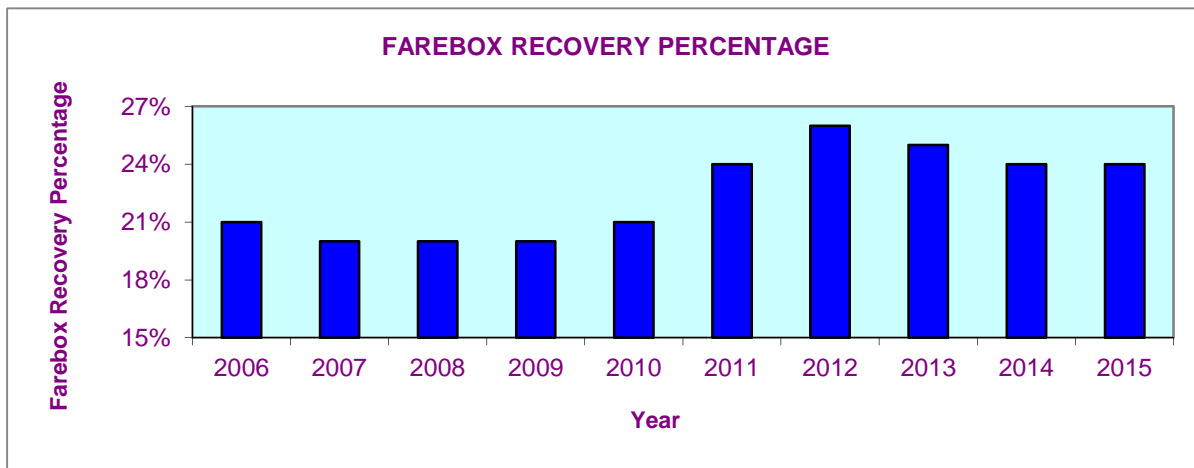


The table and graph show the amount of each standard fixed-route fare type by year. In keeping with the Authority's commitment to keep fares as low as fiscally feasible and to make relatively small rate increases periodically, no fare rate increases were made in 2015. In 2015 customer fares were approximately 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)**

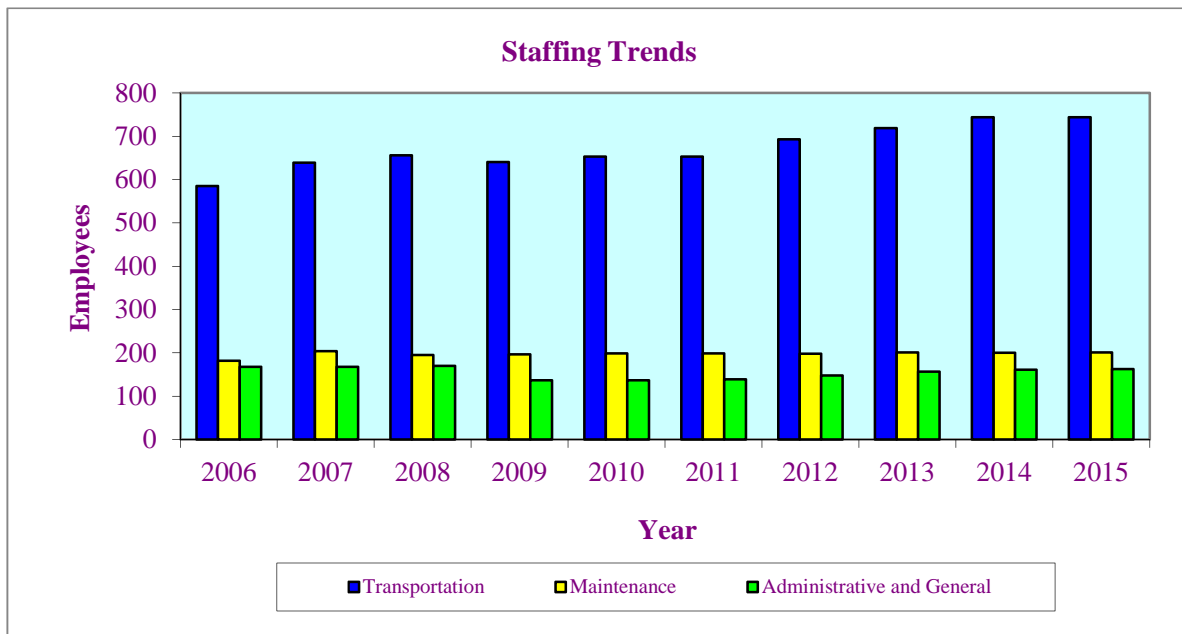
Fiscal Year	Percentage
2006	21%
2007	20%
2008	20%
2009	20%
2010	21%
2011	24%
2012	26%
2013	25%
2014	24%
2015	25%



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)

Company	2015			2006		
	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%	8,946	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)

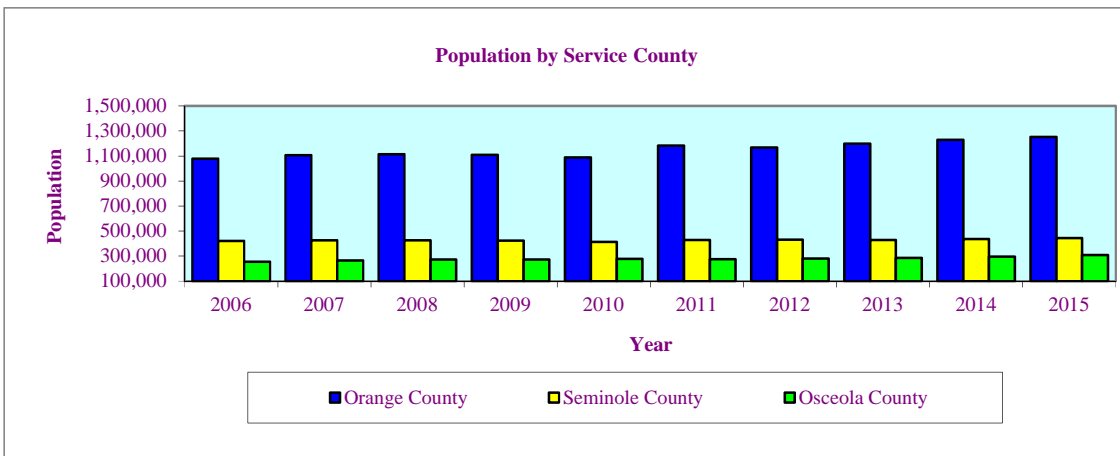
Year	Manufacturing	Construction	Transportation	Finance	Government	Retail Trade	Service	Total
2006	4.1%	8.0%	4.9%	6.2%	10.6%	20.3%	45.9%	100.0%
2007	4.0%	7.8%	4.9%	5.9%	11.0%	20.6%	45.8%	100.0%
2008	3.8%	6.6%	3.9%	6.2%	11.0%	15.3%	53.2%	100.0%
2009	3.9%	6.0%	3.1%	6.4%	11.7%	11.1%	57.8%	100.0%
2010	3.7%	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

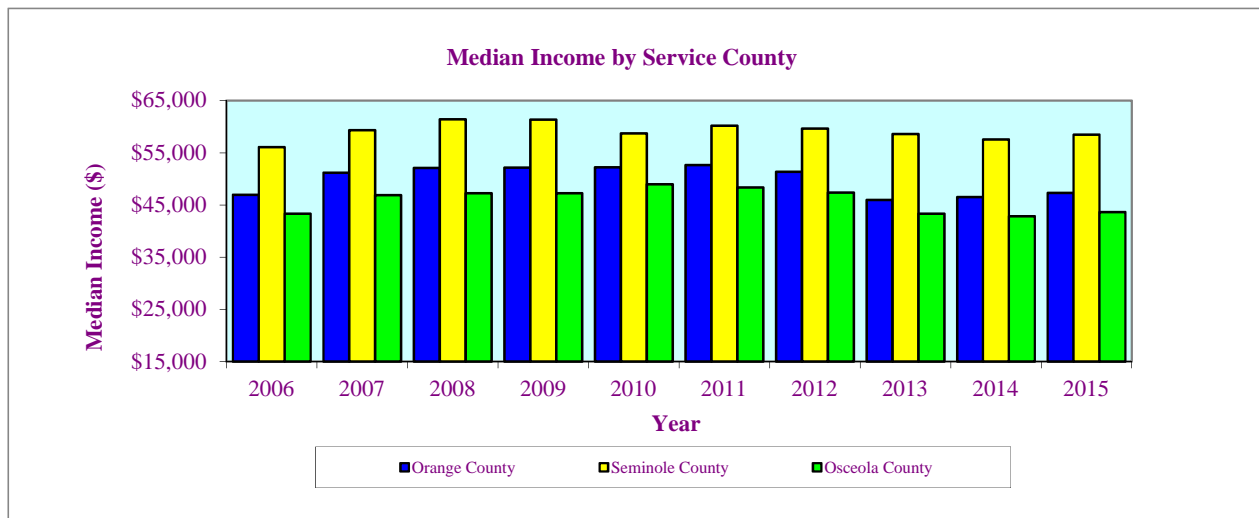
**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX**

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



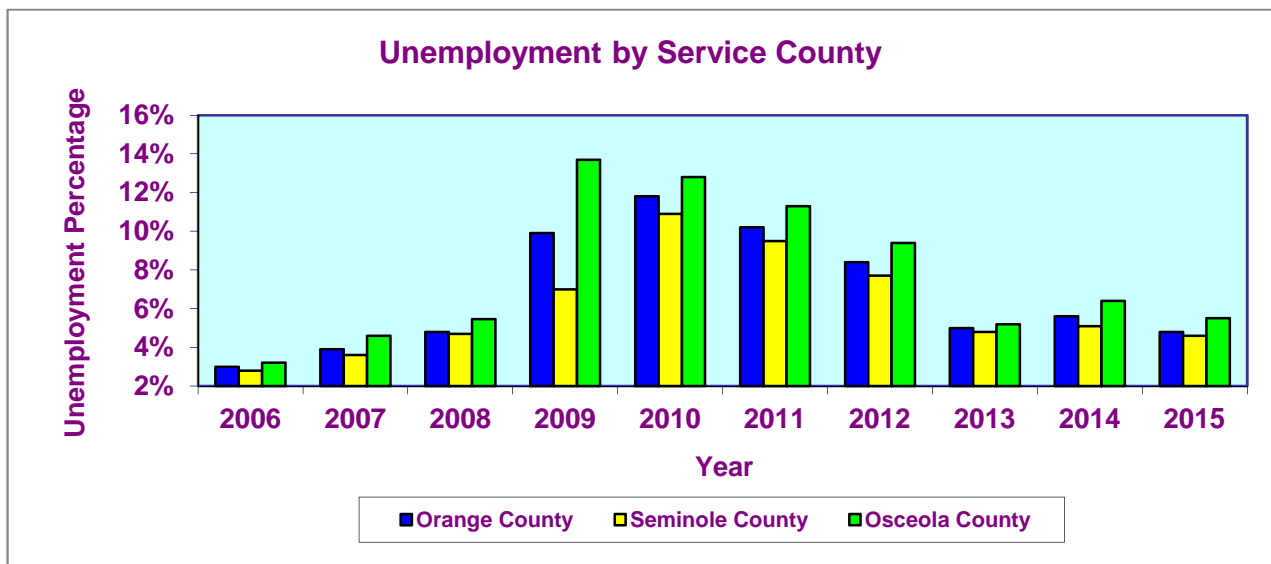
Median household income is useful in public transportation planning because it is one determinant of the need for, and probability of use, of public transportation. The lower the median income the greater, in most cases, will be the need for, and use of, public transportation. Overall the tri-county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

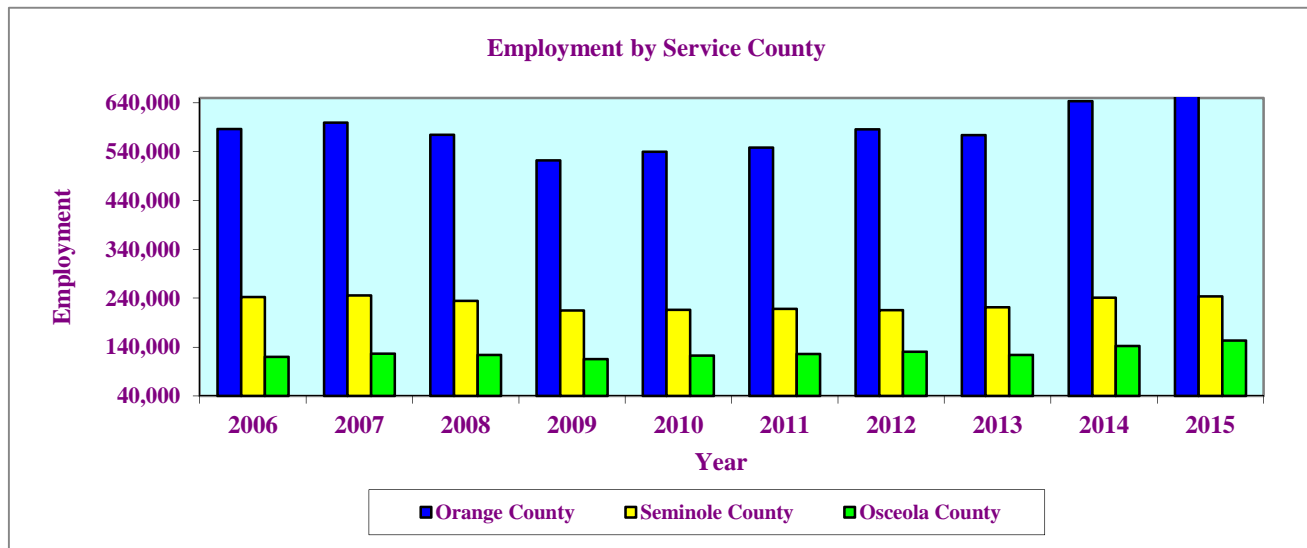
**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX**

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 Ten Years
(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**

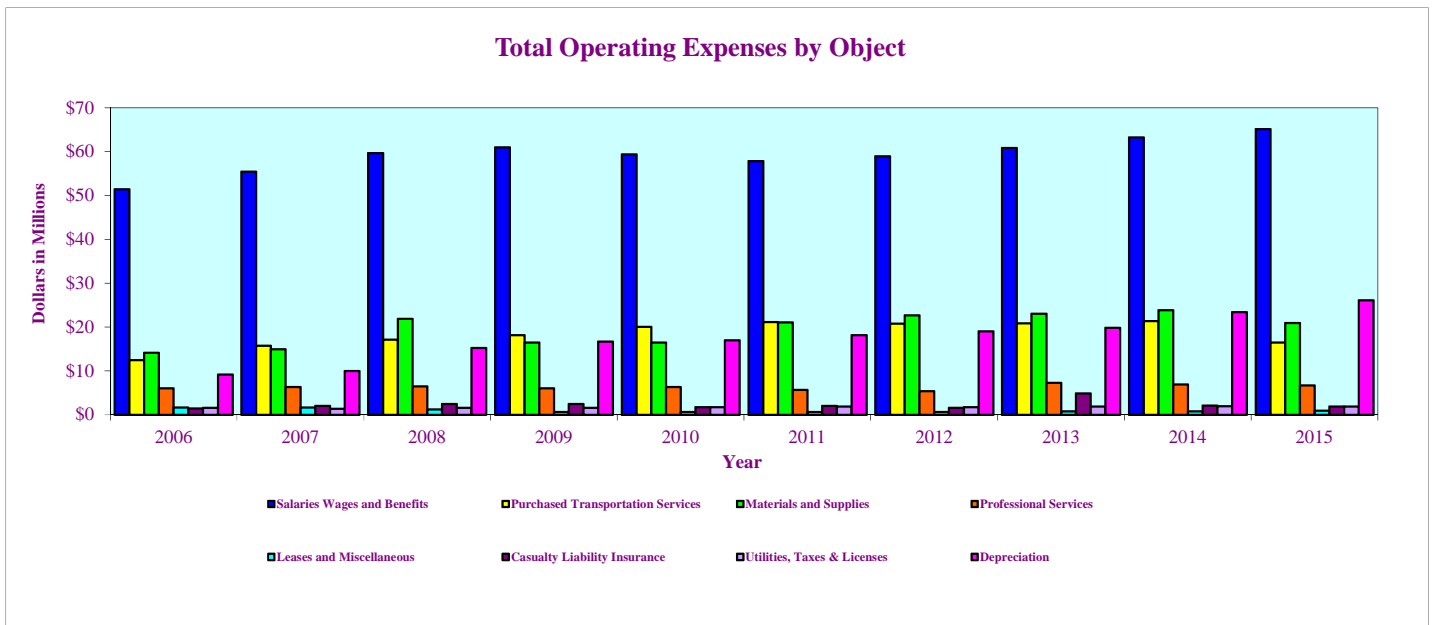
Operating Expenses by Object

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

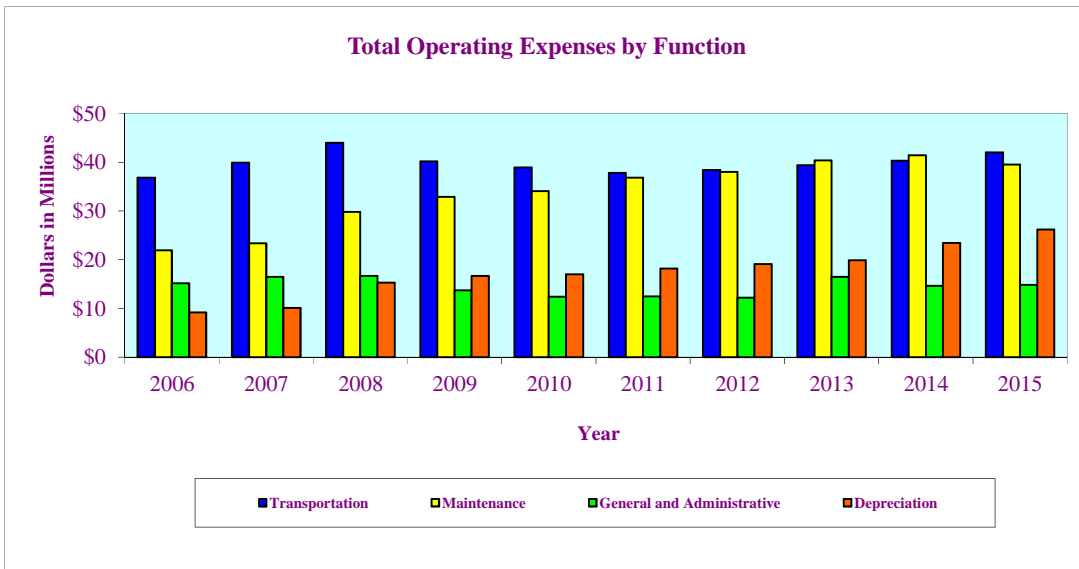


The table and graph show the annual amount for each of the 8 primary object classifications of operating expenses during the last ten years. Total operating expenses for fiscal year 2015 reflects a 42.82% increase from fiscal year 2006. At 46.43% of total operating expenses in fiscal year 2015, the Salaries, 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

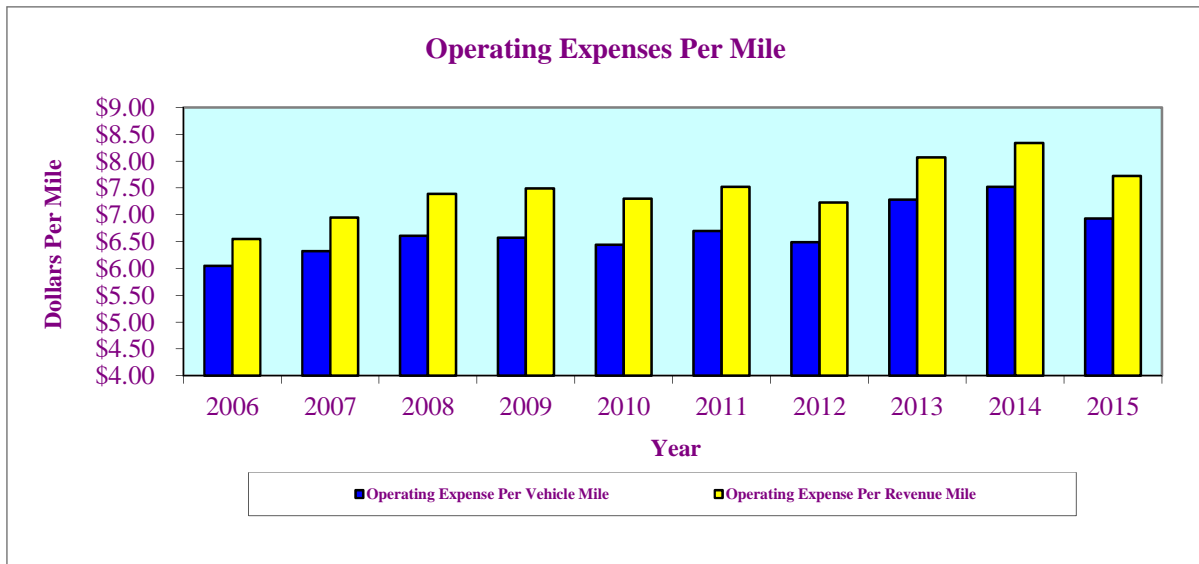
**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX**

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.				\$76,960,831	\$10,000 per occurrence, except FLAT Named Windstorm	0%
	Property	\$178,856				
	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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CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY db/a LYNN
 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							
Capital assistance	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 Investment							
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 db/a LYNN
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 Metropolitan Orlando	20-505	FL80-X023 FL80-X024	262,531 287,162	86,965 -	(108,254) (123,713)	30,332 129,364	9,043 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 1,338,034	165,428 165,428	(352,558) (352,558)	374,260 374,260	187,130 187,130
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		Expenditures	September 30, 2015	
		Unearned (Receivable)	Transfers/ Receipts		Unearned (Receivable)	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
		<u>29,296,272</u>	<u>4,921,659</u>	<u>(9,973,301)</u>	<u>10,103,284</u>	<u>5,051,642</u>
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
		<u>3,465,161</u>	<u>511,377</u>	<u>(1,548,237)</u>	<u>1,387,584</u>	<u>350,724</u>
Total Florida Department of Transportation		<u>32,761,433</u>	<u>5,433,036</u>	<u>(11,521,538)</u>	<u>11,490,868</u>	<u>5,402,366</u>
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
		<u>7,456,457</u>	<u>932,103</u>	<u>(4,039,881)</u>	<u>3,728,974</u>	<u>621,196</u>
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
		<u>1,285,250</u>	<u>209,165</u>	<u>(1,150,416)</u>	<u>1,285,250</u>	<u>343,999</u>
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:

<u>Grant</u>	<u>Award Amount</u>	<u>Toll Revenue Credits Applied during Fiscal 2015</u>
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	\$ <u>147,640,644</u>	\$ <u>7,282,075</u>

**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.

A handwritten signature in black ink that reads "Cheryl Behrman LLP". The signature is written in a cursive, flowing style.

Orlando, Florida
March 17, 2016

**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.



Orlando, Florida
March 17, 2016

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

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? yes no

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.

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.

A handwritten signature in black ink that reads "Cheryl Behrman" followed by a stylized flourish.

Orlando, Florida
March 17, 2016

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.



Orlando, Florida
March 17, 2016

Action Agenda Item #8.C

To: LYNX Board of Directors

From: **Andrea Ostrodka**
DIRECTOR OF PLAN & DEVELOP
BRUCE DETWEILER
(Technical Contact)
Antonio Pimpinella
(Technical Contact)
Douglas Robinson
(Technical Contact)
Presented By: Andrea Ostrodka, Director of Planning & Development

Phone: 407.841.2279 ext: 6019

Item Name: Authorization to Implement the April 24, 2016 Proposed Service Changes

Date: 4/14/2016

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (CEO) or designee to implement the proposed service changes effective April 24, 2016.

BACKGROUND:

On July 23, 2015 staff received authorization from the Board of Directors to initiate the Public Participation Process for consideration of proposed service changes that would go into effect April 24, 2016. A total of three (3) public workshops/public hearings were held between March 1, 2016 and March 3, 2016. LYNX customers and the public were able to provide input on the service changes at the following workshops/public hearings:

Date/Time: Tuesday, March 1, 2016 5-7 PM
Location: Kissimmee City Hall, Kissimmee, FL
Public Participation: Two (2) attendees, 1 comment

Date/Time: Wednesday, March 2, 2016 5-7 PM
Location: Altamonte Springs City Hall, Altamonte Springs, FL
Public Participation: One (1) attendee, no comments

Date/Time: Thursday, March 3, 2016 4-6 PM
Location: LYNX Central Station, Orlando, FL
Public Participation: Four (4) attendees, 3 comments

To provide a focused outreach for the proposed elimination of Link 14, LYNX scheduled two public workshops at the Calvary Towers residential community to answer questions about how the Links 9 and 23 would serve the area currently served by the Link 14. The additional workshops included:

Date/Time: Tuesday, March 8, 2016 9:30-10:30 AM

Location: Calvary Towers Community Room, Winter Park, FL

Date/Time: Tuesday, March 15, 2016 2:00-3:00 PM

Location: Calvary Towers Community Room, Winter Park, FL

The public comment period for the proposed April 24, 2016 service changes ran from February 24, 2016 to March 24, 2016. Generally, citizen comments were favorable or neutral with respect to proposed changes. However, LYNX did receive a citizen comment against the proposed Link 15 realignment to remove service from Egan, Autumnvale and Colton Drives. Public notices for the service change information and the public meetings were posted in the LYNX Central Station terminal lobby and at bus bays, at SuperStops throughout the service area, on www.golynx.com, and on LYNX's social media sites including Facebook and Twitter.

PROPOSED SERVICE CHANGES:

The proposed major service changes include the elimination of Link 14, improvements to headways on weekdays and creation of Sunday service on Links 10 and 26 in Osceola County, and a 1.1-mile extension to Link 45 along International Pkwy to H.E. Thomas Jr. Pkwy. Funds for Link 10 and 26 improvements will come from the additional gas tax implemented by the Osceola Board of County Commissioners. Further details on each major service changes is provided on the following pages. The remaining service changes, which are considered minor, are also listed below. Major and minor service changes are determined in accordance with service change policy thresholds in LYNX's Public Participation Program.

Other important proposed changes include the expansion of the NeighborLink 641 service area east along the Central Florida Pkwy to include a portion of John Young Pkwy between SR 528 and Central Florida Pkwy. The NeighborLink 641 will continue serving the Williamsburg area and Turkey Lake Rd around the Dr. P. Phillips Hospital, where it connects with Link 21.

Trip additions or eliminations are proposed for Links 1, 7, 10, 13, 15, 10, 21, 25, 28, 36, 48, 49, 54, 104, 105, 106, 125, 319, 436S.

Time adjustments are proposed for Links 1, 3, 7, 9, 10, 13, 15, 18, 23, 25, 26, 28, 29, 38, 40, 42, 45, 48, 49, 51, 55, 56, 57, 61, 103, 104, 106, 111, 125, 426, 436N, 436S and FastLink 441.

Maps and schedules are being finalized and once complete will be posted on www.golynx.com. The next service change is scheduled for August 2016.

APRIL 24 SERVICE PROPOSAL

ELIMINATED SERVICE:

- **Link 14** – Calvary Towers (Orange County) – Service will be eliminated. Alternate service to Calvary Towers via Fairbanks Avenue will be provided Weekdays/Saturdays by Link 23 and on Sundays by Link 9.

ADJUSTED SERVICE:

- **Link 1** – Winter Park/Altamonte Springs (Orange County) – Saturday 5:15 a.m. trip departing Denning Drive/Swoope Avenue to the Altamonte Mall will be eliminated. Minor schedule adjustments.
- **Link 3** – Lake Margaret (Orange County) – Sunday 6:56 and 7:56 p.m. trips departing Dixie Belle Drive/Gatlin Avenue to LYNX Central Station will be changed to 6:36 and 7:36 p.m.
- **Link 7** – S. Orange Avenue/Florida Mall (Orange County) – Weekday midnight trip departing The Florida Mall will be eliminated. A new trip from The Florida Mall to LYNX Central Station will be added at 4:05 a.m.
- **Link 9** – Winter Park/Rosemont (Orange County) – Sunday service will be extended via West Fairbanks Avenue to Calvary Towers and will operate every 45 minutes. Minor schedule adjustments.
- **Link 10** – East U.S. 192/St. Cloud (Osceola County) – Weekday service will operate every 30 minutes. Hourly Sunday service will be added 5 a.m.-10:43 p.m. Major service change.
- **Link 13** – University of Central Florida (Orange County) – The 4:30 a.m. weekday/Saturday and Sunday 5:45 a.m. trips departing LYNX Central Station will be eliminated. Minor schedule adjustments.
- **Link 15** – Curry Ford Road/Valencia College East (Orange County) –Weekday trip departing Valencia College East at 12:15 a.m. will be eliminated. Service on Colton Drive and Egan Drive will be eliminated, buses will use Goldenrod Road for all trips. Minor schedule adjustments.
- **Link 18** – S. Orange Avenue/Kissimmee (Orange County/Osceola County) – Minor schedule adjustments.
- **Link 21** – Universal Studios (Orange County) – Sunday trips added from LYNX Central Station at 5:45 a.m., 6:45 a.m., 8:15 p.m. and from Sand Lake Commons at 4:15 p.m.

LYNX Board Agenda

- **Link 23** – Winter Park/Springs Plaza (Orange County) – Weekday and Saturday service will be extended to Calvary Towers via Clay Street. Minor schedule adjustments.
- **Link 25** – Mercy Drive/Shader Road (Orange County) – Weekday trips will be added from the LYNX Operations Center at 4:45 a.m. and on Sundays at 5 a.m. The Saturday 5:45 a.m. trip from LYNX Central Station and Sunday 8:07 p.m. from the LYNX Operations Center will be eliminated. Minor schedule adjustments.
- **Link 26** – Pleasant Hill Road/Poinciana (Osceola County) – Weekday service will operate every 30 minutes from 5:05 a.m. to 9:05 a.m. and from 12:05 p.m. to 8:05 p.m. Hourly Sunday service will be added 6:05 a.m.-9:43 p.m. Major service change.
- **Link 28** – East Colonial Drive/Azalea Park (Orange County) – Weekday 12:41 a.m. trip from Semoran Boulevard/Curry Ford Road will be eliminated. A new 4:55 a.m. trip from Semoran Boulevard/Curry Ford Road will be added.
- **Link 29** – E. Colonial Drive/Goldenrod (Orange County) –Weekday trips departing Aloma Avenue/Forsyth Road at 12:05 a.m. and 1:05 a.m. will be changed to 11:45 p.m. and 12:45 a.m.
- **Link 36** – Lake Richmond (Orange County) – Weekday/Saturday trips from LYNX Central Station at 4:30 and 5 a.m.; and weekday from Prince Hall Boulevard/Bruton Boulevard 11:44 p.m, Saturday 9:42 p.m. and Sundays at 7:44 p.m. will be eliminated.
- **Link 38** – Downtown Orlando/SeaWorld (Orange County) – Trips departing LYNX Central Station between 8:30 a.m. and 2:30 p.m. will operate every 90 minutes. Adjusted service with schedule changes.
- **Link 40** – Americana Boulevard/Universal Orlando (Orange County) – Timepoint No. 2 will relocate to the Amtrak Station. Minor schedule adjustments.
- **Link 42** – International Drive/Orlando International Airport (Orange County) – Minor schedule adjustments.
- **Link 45** – Lake Mary (Seminole County) – Service will be extended north on International Parkway to H.E. Thomas Jr. Parkway. Major service change.
- **Link 48** – West Colonial Drive/Powers Drive (Orange County) – Weekday trips from Silver Star Road/Hiawassee Road at 3:50 a.m. and Sunday at 4:35 a.m. will be added. Weekday trips from Silver Star Road/Hiawassee Road will depart 15 minutes earlier until 7 p.m. Saturday at 9:45 p.m. and Sunday at 7:45 p.m. trips will be added from LYNX Central Station. The weekday trip departing LYNX Central Station at 4:45 a.m. will be eliminated. Minor schedule adjustments.
- **Link 49** – W. Colonial Drive/Pine Hills Road (Orange County) – Weekday trips from Silver Hills Center at 4:17 a.m., Saturday at 4:50 a.m. and Sunday 4:45 a.m. will be

added. Saturday trips from LYNX Central Station at 10:15 p.m. and Sunday LYNX Central Station at 8:15 p.m. will be added. The weekday 5 a.m. trip and the 5:15 a.m. trip on Saturdays and Sundays from LYNX Central Station will now begin at Silver Hills Center. Weekday trips departing Silver Hills Center will depart 15 minutes earlier until 7 p.m. Minor schedule adjustments.

- **Link 51** – Conway Road/Orlando International Airport (Orange County) – Weekday/Saturdays departure times from LYNX Central Station will change to a quarter past the hour or :15. Minor schedule adjustments.
- **Link 54** – Old Winter Garden Road (Orange County) – Saturday trip departing LYNX Central Station at 5:30 a.m. will be eliminated.
- **Link 55** – W. U.S. 192/Crosstown (Osceola County) – Minor schedule adjustments.
- **Link 56** – W. U.S. 192/Magic Kingdom (Osceola County) – Minor schedule adjustments.
- **Link 57** – John Young Parkway (Orange County/Osceola County) – Minor schedule adjustments.
- **Link 61** – LYMMO Lime Line (Orange County) – Minor schedule adjustments.
- **Link 103** – North 17-92/Sanford (Seminole County) – Weekday service will be changed to operate every 20 minutes 5:40 a.m.-6:40 p.m. Minor schedule adjustments.
- **Link 104** – East Colonial (Orange County) – Weekday 4:35 a.m. trip and Sunday 5:05 a.m. trip added from the University of Central Florida. Minor schedule adjustments.
- **Link 105** – West Colonial (Orange County) – Sunday 9:15 p.m. trip will be added from LYNX Central Station.
- **Link 106** – N. U.S. 441/Apopka (Orange County) – Weekday 7:15 p.m. trip will be added from LYNX Central Station. Minor schedule adjustments.
- **Link 111** – Orlando International Airport (OIA) /Sea World (Orange County) – Minor schedule adjustments.
- **Link 125** – Silver Star Road Crosstown (Orange County) – Trips Saturday at 4:15 a.m. from the West Oaks Mall and Sunday from LYNX Central Station at 8:45 p.m. will be added. Minor schedule adjustments.
- **Link 319** – Richmond Heights (Orange County) – Weekday 5 a.m. and Sunday at 4:45 a.m. and 5:45 a.m. trips from LYNX Central Station will start at the Washington Shores SuperStop. Saturday trips from LYNX Central Station at 5 a.m. and 12:45 a.m. from the Washington Shores SuperStop will be eliminated.

- **Link 426** – Poinciana Circulator (Osceola County) – Minor schedule adjustments.
- **Link 436N** – SR 436 Crosstown (Orange County/Seminole County) – Weekday 12:05 a.m. trip from Fernwood Boulevard/Oxford Road will change to 12:15 a.m. Minor schedule adjustments.
- **Link 436S** – SR 436 Crosstown (Orange County/Seminole County) – Weekday 4:35 a.m. trip from Orlando International Airport and a Sunday 10:25 p.m. trip will be added. Minor schedule adjustments.
- **FastLink 441** – Orlando/Kissimmee (Orange County/Osceola County) – Trips will be changed to depart LYNX Central Station at the top of the hour or :00 and from the LYNX Kissimmee Intermodal Station at ten to the hour or :50. Minor schedule changes.
- **NeighborLink 641** – Williamsburg (Orange County) – Service area will be extended east to John Young Parkway.

FISCAL IMPACT:

All proposed changes will be supported with funds included in the FY2016 Adopted Operating Budget or additional funding, if necessary, from FDOT and/or LYNX Local Funding Partners upon their approval of the proposed service change.

Action Agenda Item #8.D

To: LYNX Risk Management Committee

From: Susan Black
INTERIM CHIEF EXECUTIVE OFFICER
Deborah Morrow
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Status Report Regarding Matters Related to Pension Plan and Retirement Plan

Date: 4/14/2016

LYNX' Board of Directors General Counsel, Pat Christiansen, Akerman LLC, will provide a status report regarding matters related to Amalgamated Transit Union Local 1596 Pension Plan and Retirement Plan.

Work Session Item #9.A

To: LYNX Board of Directors

From: **Blanche Sherman**
DIRECTOR OF FINANCE
Julie Caple
(Technical Contact)

Phone: 407.841.2279 ext: 6100

Item Name: Overview of the FY2017 Preliminary Operating Budget

Date: 4/14/2016

BACKGROUND:

On January 28, 2016, staff presented a list of budget assumptions and the budget calendar to LYNX' Oversight Committee for discussion and input. The FY2017 Preliminary Operating Budget was prepared based on the following key assumptions:

- FY2017 Funding based on the adopted LYNX Funding Model
- Maximize current service levels through efficiencies
- Apply additional Flex (NeighborLink) services, where appropriate
- Maintain current Preventative Maintenance funding level, as approved by LYNX' Board
- Maximize use of anticipated Advertising Revenue
- Anticipated increase in Royalties from third party usage of Compressed Natural Gas (CNG)
- Salary increases consistent with Funding Partners
- Anticipated impact of a new Union contract
- Continuation of Fuel Hedging Program, as appropriate
- Annualized impacts of conversion to Compressed Natural Gas (CNG)
- Impacts of converting to Self-Insured Health Insurance Program
- Continued application of reductions based on LYNX ownership of Paratransit vehicles
- Continuation of Bio-diesel Program, as appropriate
- Anticipated cost savings from implementing a Mobile Ticketing System

OVERVIEW:

The FY2017 Preliminary Operating Budget totals \$129,927,962 in revenues and \$129,927,962 in expenses. The Preliminary Operating Budget is funded by a combination of LYNX - generated revenue and federal, state and local dollars. These funds are used to fund personnel expenses, services, materials, supplies, taxes, utilities, casualty and liability expenses, purchased transportation expenses, leases and miscellaneous expenses. Again, this preliminary budget does not include a fare increase, additional Preventative Maintenance funding, or the utilization of reserves.

Specifically, this budget includes funds from the following sources:

Operating Revenues	FY2017 Preliminary Budget
Fund Balance	\$ 268,638
Customer Fares	26,148,826
Contract Services	5,567,075
Advertising on Buses	2,332,134
Advertising - Trade	30,000
Interest & Other Income	681,206
Federal Revenue	16,598,651
State Revenue	13,529,285
Local Revenue	64,772,147
Total Revenue	\$ 129,927,962

The funds are programmed to fund the following types of expenses:

Operating Expenses	FY2017 Preliminary Budget
Salaries/Wages/Fringes	\$ 76,108,171
Other Services	12,981,111
Fuel	9,679,958
Materials & Supplies	7,973,395
Utilities	1,475,080
Casualty & Liability	1,583,631
Taxes & Tags	436,843
Purchased Transportation	18,251,224
Miscellaneous	854,476
Interest & Leases	584,073
Total Operating Expenses	\$ 129,927,962

Based on discussions with the LYNX Board of Directors, County and City Commissioners, and staff, LYNX is continuing the utilization of its funding model to allocate each jurisdiction's share of the costs of operations in FY2017. Through use of the model, LYNX is able to properly fund its operation and the cost of services is appropriately distributed based on service supplied.

As a result of utilizing the funding model, the FY2017 local funding amounts have increased by 9.21% as follows:

LYNX FY2017 Preliminary Local Funding				
	Amended Local Funding FY2016	Preliminary Regional Model Need for FY2017	Dollar Change	Percentage Change
Orange County	\$ 39,730,495 *	\$ 43,272,293	\$ 3,541,798	8.91%
Osceola County	6,393,683 *	7,128,995	735,312	11.50%
Seminole County	6,175,067	7,149,433	974,366	15.78%
City of Orlando	4,046,660 *	4,542,603	495,943	12.26%
City of Orlando - LYMMO	2,305,411	2,200,910	(104,501)	-4.53%
Subtotal	<u>\$ 58,651,316</u>	<u>\$ 64,294,234</u>	<u>\$ 5,642,918</u>	9.62%
St. Cloud	\$ -	\$ -	\$ -	0.00%
Altamonte Springs	120,900	120,900	-	0.00%
Sanford	93,000	93,000	-	0.00%
Lake County	259,990	264,013	4,023	1.55%
Subtotal	<u>\$ 473,890</u>	<u>\$ 477,913</u>	<u>\$ 4,023</u>	0.85%
Capital Contributions:				
Orange County	\$ 1,701,304	\$ 1,698,160	\$ (3,144)	-0.18%
Osceola County	203,270	198,914	(4,356)	-2.14%
Seminole County	214,016	215,822	1,806	0.84%
Subtotal	<u>\$ 2,118,590</u>	<u>\$ 2,112,896</u>	<u>\$ (5,694)</u>	-0.27%
Total Local Funds	<u><u>\$ 61,243,796</u></u>	<u><u>\$ 66,885,043</u></u>	<u><u>\$ 5,641,247</u></u>	9.21%

**Includes prepaid funding from Osceola County, City of Orlando, and Orange County for new Service Development routes.*

LYNX staff has included approximately \$1,029,359 in feeder services funded by the Florida Department of Transportation (FDOT) and other operating expenses to support SunRail in FY2017. Also, LYNX staff has included approximately \$920,500 in facility maintenance operating expenses to support the federal commitments to ensuring safe, efficient, and reliable public transit system facilities. The Federal Transit Administration encourages programming federal funds to maintain transit assets in a “State of Good Repair”. As such, these expenses are funded 100% with federal funds.

CONCLUSION:

LYNX’ staff will be seeking direction from the Board of Directors regarding the FY2017 Operating Budget. Based on the Board’s direction, the FY2016 budget will be updated as necessary.

In accordance with the FY2017 budget calendar, the proposed FY2017 budget will be presented to the funding partners. After which, the FY2017 budget will be presented to the Board of Directors for final consideration and approval in September of 2016.

FY2017 Preliminary Operating Budget

**Presented to the
LYNX Board of Directors
by Blanche W. Sherman, CPA
Director of Finance**

April 14, 2016

Key Budget Assumptions - Overall



- FY2017 Funding based on the adopted LYNX Funding Model
- Maximize current fixed route service levels through leveraging efficiencies as generally directed by funding partners throughout the year
- Identify and implement appropriate transit solutions beyond fixed route service, such as Flex (NeighborLink) services

Key Budget Assumptions - Revenue



- Maintain current Preventative Maintenance funding Level, as approved by LYNX' Board via adoption of the funding model
- Maximize use of Anticipated Advertising Revenue
- Anticipated annualized increase in Royalties from third party usage of Compressed Natural Gas (CNG)

Key Budget Assumptions - Expenses



- Consideration of salary increases consistent with Funding Partners
- Anticipated impact of a new Union contract
- Continuation of Fuel Hedging Program, as appropriate
- Annualized impact of conversion to Compressed Natural Gas (CNG)

Key Budget Assumptions - Expenses



- Impacts of converting to Self-Insured Health Insurance Program
- Continued application of costs reductions based on LYNX ownership of Paratransit vehicles
- Continuation of Bio-diesel Program, as appropriate

Pending Items



- Anticipated I-4 Construction Mitigation Funding
- Implementation of Funding Partner approved COA Recommendations
- Impacts of SunRail Phase 2 (South & North) expansion
- Consideration of a Fare increase in FY2017, is warranted



FY2017 Operating Budget Overview

	FY2016 Amended	FY2017 Preliminary	% Change
Operating Revenue	\$ 127,306,973	\$ 129,927,962	2.1%
Operating Expenses	127,306,973	129,927,962	2.1%
Operating Income/(Deficit)	\$ -	\$ -	N/A

FY2017 Operating Revenue



	FY2017 Preliminary Budget	FY2016 Amended Budget	Dollar Change Amount	% Change
Operating Revenues				
Fund Balance*	\$ 268,638	\$ 571,571	\$ (302,933)	-53.0%
Customer Fares	26,148,826	29,456,134	(3,307,308)	-11.2%
Contract Services	5,567,075	5,398,265	168,810	3.1%
Advertising on Buses	2,332,134	2,050,000	282,134	13.8%
Advertising - Trade	30,000	30,000	-	0.0%
Interest & Other Income	681,206	462,853	218,353	47.2%
Federal Revenue	16,598,651	16,226,716	371,935	2.3%
State Revenue	13,529,285	14,192,353	(663,068)	-4.7%
Local Revenue	64,772,147	58,919,081	5,853,066	9.9%
Total Revenue	\$ 129,927,962	\$ 127,306,973	\$ 2,620,989	2.1%



FY2017 Operating Expenses

	FY2017 Preliminary Budget	FY2016 Amended Budget	Dollar Change Amount	% Change
Operating Expenses				
Salaries/Wages/Fringes	\$ 76,108,171	\$ 73,270,554	\$ 2,837,617	3.9%
Other Services	12,981,111	10,962,728	2,018,383	18.4%
Fuel	9,679,958	13,569,071	(3,889,113)	-28.7%
Materials & Supplies	7,973,395	8,284,043	(310,648)	-3.7%
Utilities	1,475,080	1,454,571	20,509	1.4%
Casualty & Liability	1,583,631	1,524,850	58,781	3.9%
Taxes & Tags	436,843	434,605	2,238	0.5%
Purchased Transportation	18,251,224	16,494,772	1,756,452	10.6%
Miscellaneous	854,476	826,779	27,697	3.3%
Interest & Leases	584,073	485,000	99,073	20.4%
Total Operating Expenses	\$ 129,927,962	\$ 127,306,973	\$ 2,620,989	2.1%

FY2016 Local Revenue by Jurisdiction



LYNX FY2017 Preliminary Local Funding				
	Amended Local Funding FY2016	Preliminary Regional Model Need for FY2017	Dollar Change	Percentage Change
Orange County	\$ 39,730,495 *	\$ 43,272,293	\$ 3,541,798	8.91%
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Subtotal	<u>\$ 58,651,316</u>	<u>\$ 64,294,234</u>	<u>\$ 5,642,918</u>	9.62%
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Total Local Funds	<u>\$ 61,243,796</u>	<u>\$ 66,885,043</u>	<u>\$ 5,641,247</u>	9.21%

**Includes prepaid funding from Osceola County, City of Orlando, and Orange County for new Service Development routes.*

Future Items



- Maintain planned stability and financial benefits of converting to a self-insured Health Insurance Program
- Continue to review the type of fixed route vehicles used in future operations
- Ongoing efforts to secure funding for service expansion, satellite facilities and BRT to support service demands
- Continue to seek State grant funding opportunities for capital projects

Operating Budget Calendar



FY2017 Key Budget Assumptions Presented to Finance & Audit Committee	January 19
FY2017 Key Budget Assumptions Presented to Oversight Committee & Board of Directors	January 28
FY2017 Preliminary Operating Budget Presentation- Finance & Audit Committee	March 16
FY2017 Preliminary Operating Budget Presentation- Oversight Committee & Board of Directors	April 14
Funding Request Letters Submitted to Funding Partners	May
Budget Presentation Osceola & Orange Counties	June/July
Budget Presentation Seminole County	August
Final Board Action	September 22
Budget Year 16 – 17 Commences	October 1

LYNX staff will be seeking direction from the Board regarding the Preliminary FY2017 Operating Budget. After Board direction, the proposed budget will be submitted to the funding partners for their consideration.

Information Item A: Parramore BRT Project Update

To: LYNX Board of Directors

From: Andrea Ostrodka
DIRECTOR OF PLAN & DEVELOP
Laura Minns
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Parramore BRT Project Update

Date: 4/14/2016

Background

LYNX and Balfour Beatty Construction, LLC (BBC) entered into Contract No. 14-C26 on February 24, 2015 and Notice to Proceed (NTP) for construction was given March 26, 2015. The Guaranteed Maximum Price (GMP) for the contract totals \$12,031,480. The total LYMMO Parramore project budget includes contingency of \$1,083,918.

This contract is separated into two discrete sub-projects as follows:

- Bus Rapid Transit (BRT) Lime Line: BBC was awarded a GMP of \$11,444,021. The total project contingency for the BRT construction is \$1,030,198.
- Environmental Remediation: BBC was awarded a GMP of \$587,459. The total project contingency for the environmental remediation effort is \$53,720.

Parramore BRT Lime Line Change Orders

The following table represents the change orders previously authorized by the LYNX Board of Directors for the Parramore BRT project:

Change Order #	Description – Parramore BRT Project	Amount
1	City of Orlando Permitting Fees	\$ 241,000
2	I-4 Ultimate Project – Deductive	(243,385)
3	Depression in soil – Livingston Street Right-of-way (Delete)	-
4	I-4 Ultimate Project – Professional Services	17,218
5	Soft Utility Deduct for Time Warner & AT&T	(50,777)
6	UCF Sanitary Sewer Stub out	6,747
7	OUC Added Electrical Scope	39,155
8	Sidewalk Blending	1,853

LYNX Board Agenda

9	Salvage and Palletize Brick Pavers	41,992
Total Proposed BRT Project Changes		\$ 53,803

The following change orders have been added since the November Board meeting and are summarized below:

- **Change Order #5**

Change order #5 is a deductive change in the estimated amount of (\$50,777) requested by the City of Orlando. This deductive change order eliminates soft utility work associated with Time Warner Telecom, and revises soft utility work previously associated with AT&T. This will return \$50,777 to project contingency.

- **Change Order #6: Information Item**

The University of Central Florida has requested additional work for a sanitary stub out, at an estimated cost not-to-exceed \$6,747. At the March 6, 2015 meeting LYNX' Board of Directors approved Resolution #15-005 authorizing the Chief Executive Officer to modify or expand the scope of work being performed under the Design-Build Contract between LYNX and Balfour-Beatty Construction as requested by the City of Orlando, and to execute associated change orders provided that the City of Orlando has committed to pay for all costs for the additional work requested. LYNX staff is working with City of Orlando staff to update an interlocal agreement as applicable for this additional work. The cost associated with this requested work will not impact project contingency.

- **Change Order #7 OUC Added Electrical Scope**

Minor revisions to the electrical scope were not included in the construction documents. As a result, the Parramore BRT contractor has submitted a change order request in the estimated amount of \$39,155. As part of the Parramore BRT project, LYNX and OUC entered into a Joint Participation Agreement that included the cost of work for electrical upgrades as well as contingency. However, this change order request exceeds the contingency funds committed for electrical work by \$8,374.

- **Change Order #8 Sidewalk Blending**

Some minor issues in the estimated amount of \$1,853 with respect to the sidewalk finishes were encountered as part of the construction of the streetscape improvements. This change will blend the planned sidewalks into the existing curb cuts and ADA ramps so that a more finished appearance will be obtained. Project contingency is being proposed for this item

- **Change Order #9 Salvage and Palletize Brick Pavers**

During the milling and resurfacing of the eastern section of Livingston Street the contractor encountered buried brick pavers. The City of Orlando's Engineering Standards Manual requires that the bricks be preserved, cleaned, and palletized by the contractor and delivered to the City of Orlando Streets Division yard. The estimated cost to the project is \$41,992 and would be paid for using project contingency funds.

LYNX Board Agenda

As a result of the changes previously approved and those proposed herein, the contingency associated with the Parramore BRT project will decrease by \$47,056, excluding change order #6 for UCF for a total project contingency of \$983,142 as follows (If FTA ultimately determines that Change Order #2 will not result in a project and grant de-scoping.):

Parramore Environmental Change Orders

There have been no change orders authorized for the Parramore Environmental Remediation project to date. Project contingency remains unchanged at \$53,720.

Information Item B: Notification of Settlement Agreement

To: LYNX Board of Directors

From: David Dees
 DIRECTOR OF RISK MANAGEMENT
 David Dees
 (Technical Contact)
 Cynthia Kuffel
 (Technical Contact)

Phone: 407.841.2279 ext: 6127

Item Name: Notification of Settlement Agreement
 Notification of Settlement Agreement Pursuant to Administrative Rule 6

Date: 4/14/2016

LYNX General Liability Settlements (December 24, 2015 through February 16, 2016)

Claimant	Date of Incident	Short Description	Settlement Amount	Date Paid
Clinton Davis	11/30/2014	Vehicular Accident	\$8,000.00	12/24/2015
Renee Moreau	02/14/2014	Vehicular Accident	\$13,400.00	12/24/2015
Olanne Desmoulin	02/14/2014	Vehicular Accident	\$17,000.00	12/24/2015
Cheryl Delane	9/21/2015	Passenger Injury	\$3,495.00	01/28/2016
Alamo Rent A Car	07/29/2015	Vehicular Accident	\$3,107.24	2/15/2016
William Ham	12/11/2015	Vehicular Accident	\$714.33	12/21/2015
Raymond Konopka	10/27/2015	Vehicular Accident	\$204.25	2/15/2016
Rebecca Lambert	12/07/2015	Vehicular Accident	\$19.80	1/21/2016

LYNX Board Agenda

John Murray	12/17/2015	Vehicular Accident	\$990.90	2/15/2016
Waterview Reserves	11/15/2015	Vehicular Accident	\$660.00	2/15/2016
Katerius Odom	12/5/2015	Vehicular Accident	\$1,305.72	2/15/2016
Bridgette Ballard	12/22/2015	Vehicular Accident	\$1,167.39	2/15/2016
Jeanette Conner	1/12/2014	Passenger Injury	\$4,000.00	12/31/2015
Corey Rader	7/21/2015	Pedestrian Injury	\$99,577.69	2/12/2016
Felicita Vega	10/3/2012	Passenger Injury	\$7,750.00	2/12/2016
LaShawn Allicott	12/8/2010	Passenger Injury	\$30,000.00	2/12/2016

Monthly Report A: Monthly Financial Report

To: LYNX Board of Directors

From: Blanche Sherman
DIRECTOR OF FINANCE
Nancy Navarro
(Technical Contact)

Phone: 407.841.2279 ext: 6100

Item Name: Monthly Financial Reports - February 29, 2016

Date: 4/14/2016

Please find attached the preliminary monthly financial report for the five months ending February 29, 2016. LYNX' Preliminary Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the five months ending February 29, 2016 reflect total revenue earned in the amount of \$49,663,567 and total expenses incurred in the amount of \$45,302,601 resulting in a net operating profit of \$4,360,966.

- Fixed route, Vanpool, and Neighbor Link services resulted in an operating profit of \$4,023,415 for the five months of the fiscal year.
- Paratransit services resulted in an operating profit of \$337,551 for the five months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than the budget at 89%. Customer fares are 13% lower than the budgeted amount year-to-date.

Advertising revenue is 61% of the amount budgeted for the month of February 2016 and year-to-date is 16% lower than the budgeted amount. Actual revenues through February 29, 2016, for advertising on buses, shelters, and in-kind (trade) transactions are \$439,091, \$273,947, and \$0, respectively. Direct Media's staff continue to enhance LYNX' advertising program and to increase the advertising revenue stream. Direct Media's sales staff is actively seeking new clients and working with existing clients to offer an attractive and affordable advertising program.

In an attempt to stabilize fuel cost in the future, LYNX' staff entered into a fuel hedging arrangement with Merrill Lynch Commodities, Incorporated. During the month of February 2016, LYNX locked in eighty-three percent (83%) of the total monthly purchases, resulting in the cap (LYNX locked) prices higher than the future (float) prices. At this time, LYNX is 34% under budget year-to-date. In the month of February LYNX paid an average price of \$1.15 (net) per gallon for diesel fuel and \$1.40 (net) per gallon for bio-diesel, plus fuel hedging losses which

is lower than the budgeted price per gallon of \$2.24 (net). The national diesel fuel price for the month of February 2016 was \$1.66 (net).

LYNX' staff proactively seeks ways to maximize operational efficiencies and improve services. As a result, fixed route operating expenses for salaries, wages and fringe benefits are 7% and 17% respectively under budget due to various vacancies as of February 29, 2016. Other materials and supplies expenses are 14% under budget. Professional service expenses are 63% under budget due to various planning projects that will commence later in the fiscal year. Expenditures associated with other services, contract maintenance and other miscellaneous expenses are less than budgeted.

Paratransit Operations:

The operating profit from Paratransit operations as of February 29, 2016 is due to Customer Fares is 16% over budget. Contract Services are on target at 100% of budgeted amount. The year-to-date cost of unleaded fuel is 38% lower than budgeted. During the month of February 2016, LYNX locked in forty six percent (46%) of the total monthly purchases, resulting in cap (LYNX locked) prices higher than the future (float) prices. The fuel is budgeted at a net price of \$2.37 (net) per gallon in the FY2016 budget. LYNX is currently paying \$1.02 (net) per gallon, plus fuel hedging losses. The national unleaded fuel price for the month of February 2016 was \$1.54 (net). An analysis of year-to-date purchased transportation trips and costs is as follows:

ACCESS LYNX			
FY2016	Trips (Year-to-Date)	Blended Trip Rate	Costs
Actual (with est.)	201,681	\$29.49	\$5,946,928
Budget (rounding)	206,336	\$27.86	\$5,747,879
Trips / Costs Over (Under) Budget	(4,655)	\$1.63	\$199,049

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF FEBRUARY 2016 AND THE FIVE MONTHS ENDED FEBRUARY 29, 2016
(UNAUDITED)

	Year to Date			Month of February		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 12,271,450	10,931,472	89%	\$ 2,454,290	\$ 2,173,690	89%
Contract Services:						
Local Financial Assistance	5,951,605	5,519,637	93%	1,190,321	1,144,049	96%
Other Contractual Services	1,557,877	1,601,257	103%	311,575	312,758	100%
Advertising	866,667	725,538	84%	173,333	106,156	61%
Other Operating Income	177,683	96,794	54%	35,537	18,306	52%
Total Operating Revenues	<u>20,825,282</u>	<u>18,874,699</u>	91%	<u>4,165,056</u>	<u>3,754,959</u>	90%
NONOPERATING REVENUES						
Operating assistance grants:						
State of Florida	4,315,425	4,280,722	99%	863,085	856,144	99%
Local	19,277,336	19,313,784	100%	3,855,467	3,882,130	101%
Planning and other assistance grants:						
Federal - Other	6,703,057	5,934,857	89%	1,340,611	1,234,170	92%
State of Florida - Other	1,561,176	1,193,958	76%	312,235	234,481	75%
Local Matching - Other	-	544	N/A	-	(376)	N/A
Interest Income	15,172	9,505	63%	3,034	1,738	57%
Gain / (Loss) on Sale of Assets	-	55,499	N/A	-	2,978	N/A
Total Nonoperating Revenues	<u>31,872,165</u>	<u>30,788,868</u>	97%	<u>6,374,433</u>	<u>6,211,264</u>	97%
Total Revenues	<u>52,697,447</u>	<u>49,663,567</u>	94%	<u>10,539,489</u>	<u>9,966,224</u>	95%
OPERATING EXPENSES						
Salaries and Wages	19,435,216	18,003,088	93%	3,887,043	3,488,637	90%
Fringe Benefits	11,094,181	9,201,330	83%	2,218,836	1,558,714	70%
Purchased Transportation Services	6,806,155	6,880,565	101%	1,361,231	1,360,969	100%
Fuel	5,653,780	3,681,013	65%	1,130,756	635,068	56%
Other Materials and Supplies	3,451,685	2,953,756	86%	690,337	637,452	92%
Professional Services	1,815,703	674,790	37%	363,141	217,894	60%
Other Services	2,407,445	1,827,013	76%	481,489	371,108	77%
Lease and Miscellaneous Expenses	494,793	420,065	85%	98,959	96,852	98%
Casualty and Liability Insurance	929,373	845,525	91%	185,875	119,225	64%
Utilities	606,071	530,187	87%	121,214	111,491	92%
Taxes and Licenses	189,419	228,548	121%	37,884	35,793	94%
Interest Expense	51,782	56,721	110%	10,356	10,996	106%
Total Operating Expenses	<u>52,935,602</u>	<u>45,302,601</u>	86%	<u>10,587,120</u>	<u>8,644,200</u>	82%
OPERATING GAIN / (LOSS)	<u>\$ (238,155)</u>	<u>\$ 4,360,966</u>	N/A	<u>\$ (47,631)</u>	<u>\$ 1,322,024</u>	N/A

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE, VANPOOL AND NEIGHORLINK SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF FEBRUARY 2016 AND THE FIVE MONTHS ENDED FEBRUARY 29, 2016
(UNAUDITED)

	Year to Date			Month of February		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
OPERATING REVENUES						
Customer Fares	\$ 11,594,402	\$ 10,140,596	87%	\$ 2,318,881	\$ 2,016,401	87%
Contract Services:						
Local Financial Assistance	5,951,605	5,519,637	93%	1,190,321	1,144,049	96%
Other Contractual Services	-	43,853	N/A	-	1,364	N/A
Advertising	866,667	725,538	84%	173,333	106,156	61%
Other Operating Income	<u>177,683</u>	<u>96,794</u>	54%	<u>35,537</u>	<u>18,306</u>	52%
Total Operating Revenues	<u>18,590,357</u>	<u>16,526,418</u>	89%	<u>3,718,071</u>	<u>3,286,276</u>	88%
NONOPERATING REVENUES						
Operating assistance grants:						
State of Florida	4,315,425	4,280,722	99%	863,085	856,144	99%
Local	15,516,313	15,614,415	101%	3,103,263	3,129,925	101%
Planning and other assistance grants:						
Federal - Other	5,285,603	4,610,606	87%	1,057,121	969,320	92%
State of Florida - Other	1,540,343	1,193,958	78%	308,069	234,481	76%
Local Matching - Other	-	544	N/A	-	(376)	N/A
Interest Income	15,172	9,505	63%	3,034	1,738	57%
Gain / (Loss) on the Sale of Assets	<u>-</u>	<u>55,499</u>	N/A	<u>-</u>	<u>2,978</u>	N/A
Total Nonoperating Revenues	<u>26,672,855</u>	<u>25,765,248</u>	97%	<u>5,334,571</u>	<u>5,194,209</u>	97%
Total Revenues	<u>45,263,212</u>	<u>42,291,666</u>	93%	<u>9,052,642</u>	<u>8,480,485</u>	94%
OPERATING EXPENSES						
Salaries and Wages	19,262,483	17,846,575	93%	3,852,497	3,453,699	90%
Fringe Benefits	10,981,875	9,105,008	83%	2,196,375	1,542,105	70%
Purchased Transportation Services	1,007,234	930,187	92%	201,447	177,813	88%
Fuel	4,591,287	3,022,581	66%	918,257	515,110	56%
Other Materials and Supplies	3,443,585	2,945,078	86%	688,717	636,765	92%
Professional Services	1,707,286	637,147	37%	341,457	210,734	62%
Other Services	2,303,200	1,748,639	76%	460,640	352,342	76%
Lease and Miscellaneous Expenses	492,293	418,937	85%	98,459	96,391	98%
Casualty and Liability Insurance	929,373	845,525	91%	185,875	119,225	64%
Utilities	584,292	511,122	87%	116,858	107,006	92%
Taxes and Licenses	160,357	200,731	125%	32,071	28,803	90%
Interest Expense	<u>51,782</u>	<u>56,721</u>	110%	<u>10,356</u>	<u>10,996</u>	106%
Total Operating Expenses	<u>45,515,047</u>	<u>38,268,252</u>	84%	<u>9,103,009</u>	<u>7,250,988</u>	80%
OPERATING GAIN / (LOSS)	<u>\$ (251,835)</u>	<u>\$ 4,023,415</u>	N/A	<u>\$ (50,367)</u>	<u>\$ 1,229,497</u>	N/A

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PARATRANSIT SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF FEBRUARY 2016 AND THE FIVE MONTHS ENDED FEBRUARY 29, 2016
(UNAUDITED)**

	Year to Date			Month of February		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 677,048	790,877	117%	\$ 135,410	157,289	116%
Contract Services:						
Local Financial Assistance	-	-	N/A	-	-	N/A
Other Contractual Services	1,557,877	1,557,404	100%	311,575	311,394	100%
Advertising	-	-	N/A	-	-	N/A
Other Operating Income	-	-	N/A	-	-	N/A
Total Operating Revenues	<u>2,234,925</u>	<u>2,348,281</u>	105%	<u>446,985</u>	<u>468,684</u>	105%
NONOPERATING REVENUES						
Operating assistance grants:						
State of Florida	-	-	N/A	-	-	N/A
Local	3,761,023	3,699,369	98%	752,205	752,205	100%
Planning and other assistance grants:						
Federal - Other	1,417,453	1,324,251	93%	283,491	264,850	93%
State of Florida - Other	20,833	-	N/A	4,167	-	N/A
Local Matching - Other	-	-	N/A	-	-	N/A
Interest Income	-	-	N/A	-	-	N/A
Gain / (Loss) on the Sale of Assets	-	-	N/A	-	-	N/A
Total Nonoperating Revenues	<u>5,199,310</u>	<u>5,023,620</u>	97%	<u>1,039,862</u>	<u>1,017,055</u>	98%
Total Revenues	<u>7,434,235</u>	<u>7,371,901</u>	99%	<u>1,486,847</u>	<u>1,485,739</u>	100%
OPERATING EXPENSES						
Salaries and Wages	172,734	156,514	91%	34,547	34,938	101%
Fringe Benefits	112,306	96,322	86%	22,461	16,609	74%
Purchased Transportation Services	5,798,921	5,950,378	103%	1,159,784	1,183,156	102%
Fuel	1,062,493	658,431	62%	212,499	119,958	56%
Other Materials and Supplies	8,100	8,678	107%	1,620	688	42%
Professional Services	108,417	37,643	35%	21,683	7,160	33%
Other Services	104,244	78,374	75%	20,849	18,766	90%
Lease and Miscellaneous Expenses	2,500	1,128	45%	500	461	92%
Casualty and Liability Insurance	-	-	N/A	-	-	N/A
Utilities	21,779	19,065	88%	4,356	4,485	103%
Taxes and Licenses	29,062	27,817	96%	5,812	6,990	120%
Interest Expense	-	-	N/A	-	-	N/A
Total Operating Expenses	<u>7,420,555</u>	<u>7,034,350</u>	95%	<u>1,484,111</u>	<u>1,393,212</u>	94%
OPERATING GAIN / (LOSS)	<u>\$ 13,680</u>	<u>\$ 337,551</u>	N/A	<u>\$ 2,736</u>	<u>\$ 92,527</u>	N/A

Monthly Report B: Monthly Financial Report

To: LYNX Board of Directors

From: Blanche Sherman
DIRECTOR OF FINANCE
Nancy Navarro
(Technical Contact)

Phone: 407.841.2279 ext: 6100

Item Name: Monthly Financial Reports - January 31, 2016

Date: 4/14/2016

Please find attached the preliminary monthly financial report for the four months ending January 31, 2016. LYNX' Preliminary Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the four months ending January 31, 2016 reflect total revenue earned in the amount of \$39,697,343 and total expenses incurred in the amount of \$36,658,401 resulting in a net operating profit of \$3,038,942.

- Fixed route, Vanpool, and Neighbor Link services resulted in an operating profit of \$2,793,918 for the four months of the fiscal year.
- Paratransit services resulted in an operating profit of \$245,024 for the four months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than the budget at 89%. Customer fares are 12% lower than the budgeted amount year-to-date.

Advertising revenue is 3% higher of the amount budgeted for the month of January 2016 and year-to-date is 11% lower than the budgeted amount. Actual revenues through January 31, 2016, for advertising on buses, shelters, and in-kind (trade) transactions are \$362,748, \$246,634, and \$0, respectively. Direct Media's staff continue to enhance LYNX' advertising program and to increase the advertising revenue stream. Direct Media's sales staff is actively seeking new clients and working with existing clients to offer an attractive and affordable advertising program.

In an attempt to stabilize fuel cost in the future, LYNX' staff entered into a fuel hedging arrangement with Merrill Lynch Commodities, Incorporated. During the month of January 2016, LYNX locked in seventy-eight percent (78%) of the total monthly purchases, resulting in the cap (LYNX locked) prices higher than the future (float) prices. At this time, LYNX is 32% under budget year-to-date. In the month of January LYNX paid an average price of \$1.12 (net) per gallon for diesel fuel and \$1.40 (net) per gallon for bio-diesel, plus fuel hedging losses which is

lower than the budgeted price per gallon of \$2.24 (net). The national diesel fuel price for the month of January 2016 was \$1.80 (net).

LYNX' staff proactively seeks ways to maximize operational efficiencies and improve services. As a result, fixed route operating expenses for salaries, wages and fringe benefits are 7% and 14% respectively under budget due to various vacancies as of January 31, 2016. Other materials and supplies expenses are 16% under budget. Professional service expenses are 69% under budget due to various planning projects that will commence later in the fiscal year. Expenditures associated with other services, contract maintenance and other miscellaneous expenses are less than budgeted.

Paratransit Operations:

The operating profit from Paratransit operations as of January 31, 2016 is due to Customer Fares is 17% over budget. Contract Services are on target at 100% of budgeted amount. The year-to-date cost of unleaded fuel is 37% lower than budgeted. During the month of January 2016, LYNX locked in forty nine percent (49%) of the total monthly purchases, resulting in cap (LYNX locked) prices higher than the future (float) prices. The fuel is budgeted at a net price of \$2.37 (net) per gallon in the FY2016 budget. LYNX is currently paying \$1.09 (net) per gallon, plus fuel hedging losses. The national unleaded fuel price for the month of January 2016 was \$1.73 (net). An analysis of year-to-date purchased transportation trips and costs is as follows:

ACCESS LYNX			
FY2016	Trips (Year-to-Date)	Blended Trip Rate	Costs
Actual (with est.)	161,796	\$29.45	\$4,764,462
Budget (rounding)	165,069	\$27.86	\$4,598,303
Trips / Costs Over (Under) Budget	(3,273)	\$1.59	\$166,159

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF JANUARY 2016 AND THE FOUR MONTHS ENDED JANUARY 31, 2016
(UNAUDITED)

	Year to Date			Month of January		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 9,817,160	8,757,783	89%	\$ 2,454,290	\$ 1,975,251	80%
Contract Services:						
Local Financial Assistance	4,761,284	4,375,589	92%	1,190,321	1,101,530	93%
Other Contractual Services	1,246,302	1,288,498	103%	311,575	324,771	104%
Advertising	693,333	619,382	89%	173,333	178,966	103%
Other Operating Income	142,146	78,488	55%	35,537	8,899	25%
Total Operating Revenues	<u>16,660,225</u>	<u>15,119,739</u>	91%	<u>4,165,056</u>	<u>3,589,417</u>	86%
NONOPERATING REVENUES						
Operating assistance grants:						
State of Florida	3,452,340	3,424,577	99%	863,085	856,144	99%
Local	15,421,869	15,431,655	100%	3,855,467	3,882,130	101%
Planning and other assistance grants:						
Federal - Other	5,362,445	4,700,687	88%	1,340,611	1,075,330	80%
State of Florida - Other	1,248,941	959,477	77%	312,235	225,914	72%
Local Matching - Other	-	921	N/A	-	702	N/A
Interest Income	12,138	7,766	64%	3,034	2,120	70%
Gain / (Loss) on Sale of Assets	-	52,521	N/A	-	2,169	N/A
Total Nonoperating Revenues	<u>25,497,732</u>	<u>24,577,604</u>	96%	<u>6,374,433</u>	<u>6,044,509</u>	95%
Total Revenues	<u>42,157,958</u>	<u>39,697,343</u>	94%	<u>10,539,489</u>	<u>9,633,926</u>	91%
OPERATING EXPENSES						
Salaries and Wages	15,548,173	14,514,451	93%	3,887,043	3,676,847	95%
Fringe Benefits	8,875,345	7,642,616	86%	2,218,836	1,459,796	66%
Purchased Transportation Services	5,444,924	5,519,596	101%	1,361,231	1,390,570	102%
Fuel	4,523,024	3,045,945	67%	1,130,756	740,745	66%
Other Materials and Supplies	2,761,348	2,316,304	84%	690,337	659,772	96%
Professional Services	1,452,562	456,896	31%	363,141	105,444	29%
Other Services	1,925,956	1,455,905	76%	481,489	452,314	94%
Lease and Miscellaneous Expenses	395,834	323,212	82%	98,959	77,022	78%
Casualty and Liability Insurance	743,499	726,300	98%	185,875	139,283	75%
Utilities	484,857	418,696	86%	121,214	109,205	90%
Taxes and Licenses	151,535	192,755	127%	37,884	40,150	106%
Interest Expense	41,426	45,725	110%	10,356	1,952	19%
Total Operating Expenses	<u>42,348,482</u>	<u>36,658,401</u>	87%	<u>10,587,120</u>	<u>8,853,100</u>	84%
OPERATING GAIN / (LOSS)	<u>\$ (190,524)</u>	<u>\$ 3,038,942</u>	N/A	<u>\$ (47,631)</u>	<u>\$ 780,826</u>	N/A

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE, VANPOOL AND NEIGHORLINK SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF JANUARY 2016 AND THE FOUR MONTHS ENDED JANUARY 31, 2016
(UNAUDITED)

	Year to Date			Month of January		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
OPERATING REVENUES						
Customer Fares	\$ 9,275,522	\$ 8,124,195	88%	\$ 2,318,881	\$ 1,811,251	78%
Contract Services:						
Local Financial Assistance	4,761,284	4,375,589	92%	1,190,321	1,101,530	93%
Other Contractual Services	-	42,489	N/A	-	13,180	N/A
Advertising	693,333	619,382	89%	173,333	178,966	103%
Other Operating Income	<u>142,146</u>	<u>78,488</u>	55%	<u>35,537</u>	<u>8,899</u>	25%
Total Operating Revenues	<u>14,872,285</u>	<u>13,240,142</u>	89%	<u>3,718,071</u>	<u>3,113,826</u>	84%
NONOPERATING REVENUES						
Operating assistance grants:						
State of Florida	3,452,340	3,424,577	99%	863,085	856,144	99%
Local	12,413,050	12,484,491	101%	3,103,263	3,129,925	101%
Planning and other assistance grants:						
Federal - Other	4,228,483	3,641,286	86%	1,057,121	810,480	77%
State of Florida - Other	1,232,274	959,477	78%	308,069	225,914	73%
Local Matching - Other	-	921	N/A	-	702	N/A
Interest Income	12,138	7,766	64%	3,034	2,120	70%
Gain / (Loss) on the Sale of Assets	<u>-</u>	<u>52,521</u>	N/A	<u>-</u>	<u>2,169</u>	N/A
Total Nonoperating Revenues	<u>21,338,284</u>	<u>20,571,039</u>	96%	<u>5,334,571</u>	<u>5,027,454</u>	94%
Total Revenues	<u>36,210,570</u>	<u>33,811,182</u>	93%	<u>9,052,642</u>	<u>8,141,280</u>	90%
OPERATING EXPENSES						
Salaries and Wages	15,409,986	14,392,876	93%	3,852,497	3,650,751	95%
Fringe Benefits	8,785,500	7,562,904	86%	2,196,375	1,439,703	66%
Purchased Transportation Services	805,787	752,375	93%	201,447	152,946	76%
Fuel	3,673,029	2,507,472	68%	918,257	613,518	67%
Other Materials and Supplies	2,754,868	2,308,313	84%	688,717	659,772	96%
Professional Services	1,365,829	426,413	31%	341,457	110,543	32%
Other Services	1,842,560	1,396,297	76%	460,640	433,549	94%
Lease and Miscellaneous Expenses	393,835	322,545	82%	98,459	77,101	78%
Casualty and Liability Insurance	743,499	726,300	98%	185,875	139,283	75%
Utilities	467,434	404,116	86%	116,858	104,690	90%
Taxes and Licenses	128,286	171,928	134%	32,071	35,372	110%
Interest Expense	<u>41,426</u>	<u>45,725</u>	110%	<u>10,356</u>	<u>1,952</u>	19%
Total Operating Expenses	<u>36,412,038</u>	<u>31,017,264</u>	85%	<u>9,103,009</u>	<u>7,419,178</u>	82%
OPERATING GAIN / (LOSS)	<u>\$ (201,468)</u>	<u>\$ 2,793,918</u>	N/A	<u>\$ (50,367)</u>	<u>\$ 722,102</u>	N/A

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PARATRANSIT SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF JANUARY 2016 AND THE FOUR MONTHS ENDED JANUARY 31, 2016
(UNAUDITED)**

	Year to Date			Month of January		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 541,638	633,588	117%	\$ 135,410	164,000	121%
Contract Services:						
Local Financial Assistance	-	-	N/A	-	-	N/A
Other Contractual Services	1,246,302	1,246,009	100%	311,575	311,591	100%
Advertising	-	-	N/A	-	-	N/A
Other Operating Income	-	-	N/A	-	-	N/A
Total Operating Revenues	<u>1,787,940</u>	<u>1,879,597</u>	105%	<u>446,985</u>	<u>475,591</u>	106%
NONOPERATING REVENUES						
Operating assistance grants:						
State of Florida	-	-	N/A	-	-	N/A
Local	3,008,819	2,947,164	98%	752,205	752,205	100%
Planning and other assistance grants:						
Federal - Other	1,133,963	1,059,401	93%	283,491	264,850	93%
State of Florida - Other	16,667	-	N/A	4,167	-	N/A
Local Matching - Other	-	-	N/A	-	-	N/A
Interest Income	-	-	N/A	-	-	N/A
Gain / (Loss) on the Sale of Assets	-	-	N/A	-	-	N/A
Total Nonoperating Revenues	<u>4,159,448</u>	<u>4,006,565</u>	96%	<u>1,039,862</u>	<u>1,017,055</u>	98%
Total Revenues	<u>5,947,388</u>	<u>5,886,162</u>	99%	<u>1,486,847</u>	<u>1,492,646</u>	100%
OPERATING EXPENSES						
Salaries and Wages	138,187	121,576	88%	34,547	26,096	76%
Fringe Benefits	89,845	79,712	89%	22,461	20,093	89%
Purchased Transportation Services	4,639,137	4,767,222	103%	1,159,784	1,237,625	107%
Fuel	849,994	538,473	63%	212,499	127,227	60%
Other Materials and Supplies	6,480	7,991	123%	1,620	-	0%
Professional Services	86,733	30,483	35%	21,683	(5,099)	-24%
Other Services	83,395	59,609	71%	20,849	18,766	90%
Lease and Miscellaneous Expenses	2,000	667	33%	500	(79)	-16%
Casualty and Liability Insurance	-	-	N/A	-	-	N/A
Utilities	17,423	14,579	84%	4,356	4,515	104%
Taxes and Licenses	23,249	20,827	90%	5,812	4,778	82%
Interest Expense	-	-	N/A	-	-	N/A
Total Operating Expenses	<u>5,936,444</u>	<u>5,641,138</u>	95%	<u>1,484,111</u>	<u>1,433,922</u>	97%
OPERATING GAIN / (LOSS)	<u>\$ 10,944</u>	<u>\$ 245,024</u>	N/A	<u>\$ 2,736</u>	<u>\$ 58,724</u>	N/A

Monthly Report C: Ridership Report

To: LYNX Board of Directors

From: **Andrea Ostrodka**
 DIRECTOR OF PLAN & DEVELOP
Douglas Robinson
 (Technical Contact)
OLANREWAJU ADELEKAN
 (Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Ridership Report - November and December 2015 (Final)

Date: 4/14/2016

YEAR TO DATE (NOVEMBER 2015)

<i>Service Mode</i>	<i>Oct-Nov(FY2015)</i>	<i>Oct-Nov(FY2016)</i>	<i>% Change</i>
LYMMO (ORANGE LINE)	156,491	132,613	-15.26%
LYMMO (GRAPEFRUIT LINE)	77,376	87,420	12.98%
REGULAR FIXED-ROUTE	4,745,817	4,359,103	-8.15%
NEIGHBORLINK	30,473	30,441	-0.11%
SUBTOTAL - FIXED ROUTE	5,010,157	4,609,577	-8.00%
SPECIAL SHUTTLE	9,883	21,525	N/A
EXPRESS LINK 208	2,148	1,932	-10.06%
ACCESSLYNX	92,539	89,240	-3.56%
VANPOOL	55,726	61,562	10.47%
SUBTOTAL - OTHER SERVICES	160,296	174,259	8.71%
TOTAL ALL SERVICES	5,170,453	4,783,836	-7.48%

LYNX has readjusted the running times over the last two service changes on most of its routes to improve on-time performance and make better connections for our customers. As part of the regular service change process, LYNX uses Board approved documents such as the Transit Development Plan and the Comprehensive Operational Analysis to determine the service improvements needed and the timing for implementing them. For the August 2015 service change, LYNX initiated two limited stop routes to Medical City, one from Downtown Orlando and the other from Downtown Kissimmee.

LYMMO: The Grapefruit Line in November experienced an increase in ridership due to the line being extended to the Citrus Bowl for two Orlando City Soccer games. The Orange Line saw a drop in ridership during the same period. For the January 2016 service change, LYNX

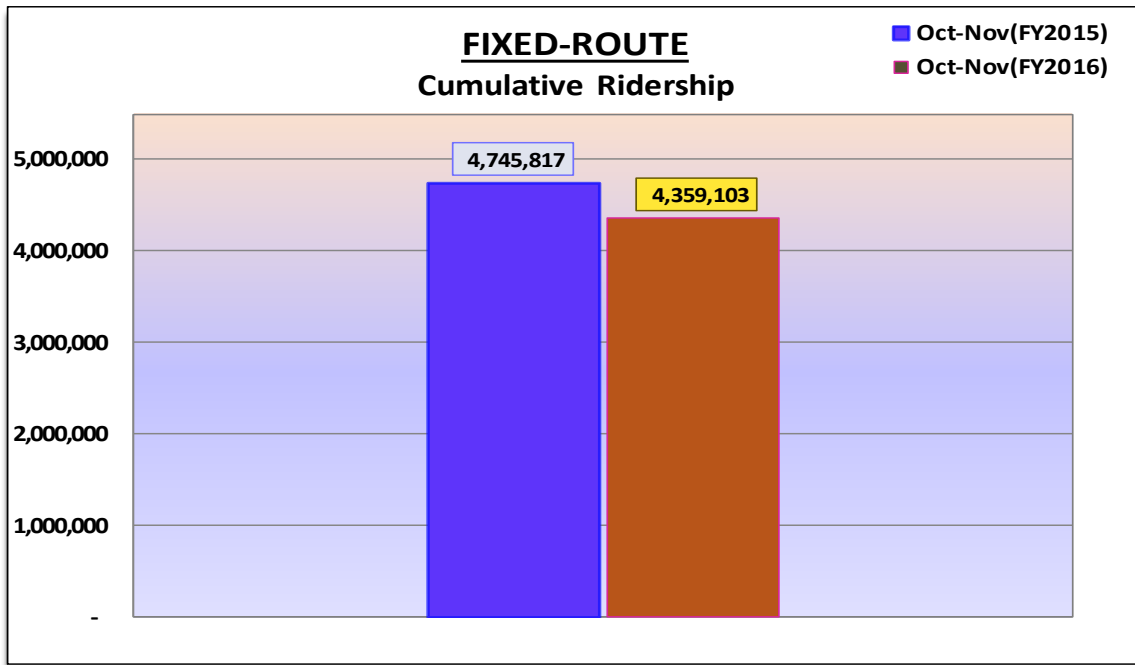
restructured the Orange Line to better serve our customers in order to get to downtown Orlando faster. LYNX anticipates this change would help improve the ridership on the Orange Line.

NeighborLink: The 13-route NeighborLink system ridership declined by 32 riders from the previous October.

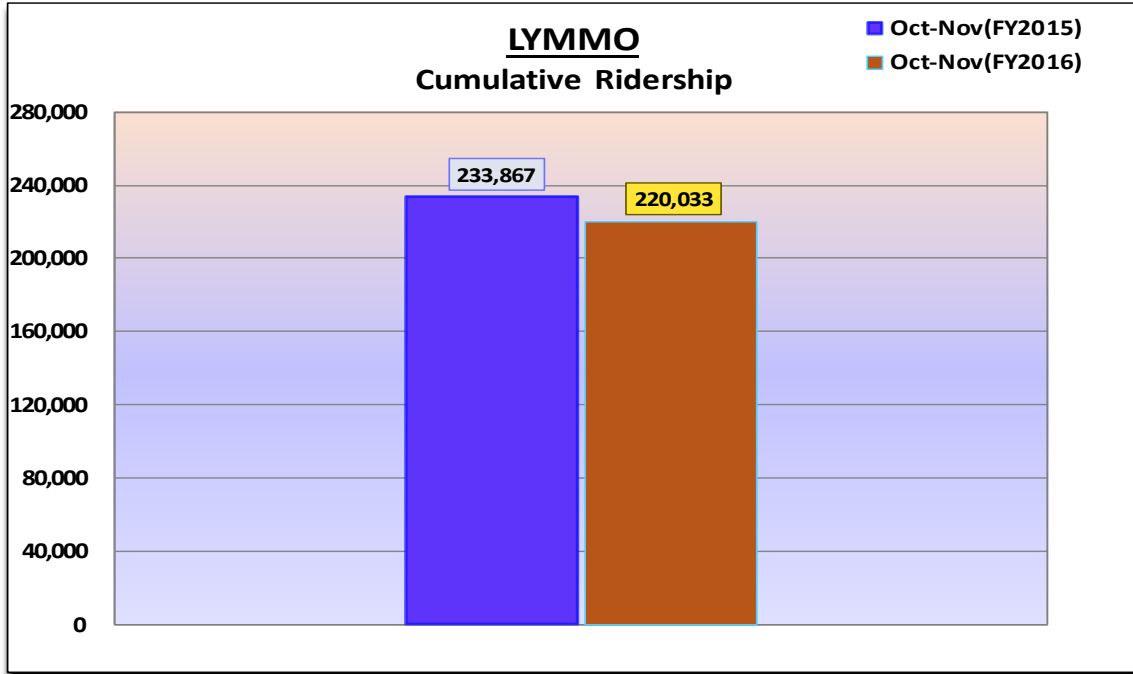
VanPool: The number of vanpools in service have increased by 40 over the last fiscal year giving LYNX a 10.5% increase in ridership so far this year.

Fixed-Route: Fixed route ridership continues to be affected by low gas prices, the improving economy and customers migrating from LYNX to SunRail on at least a portion of their weekday commute.

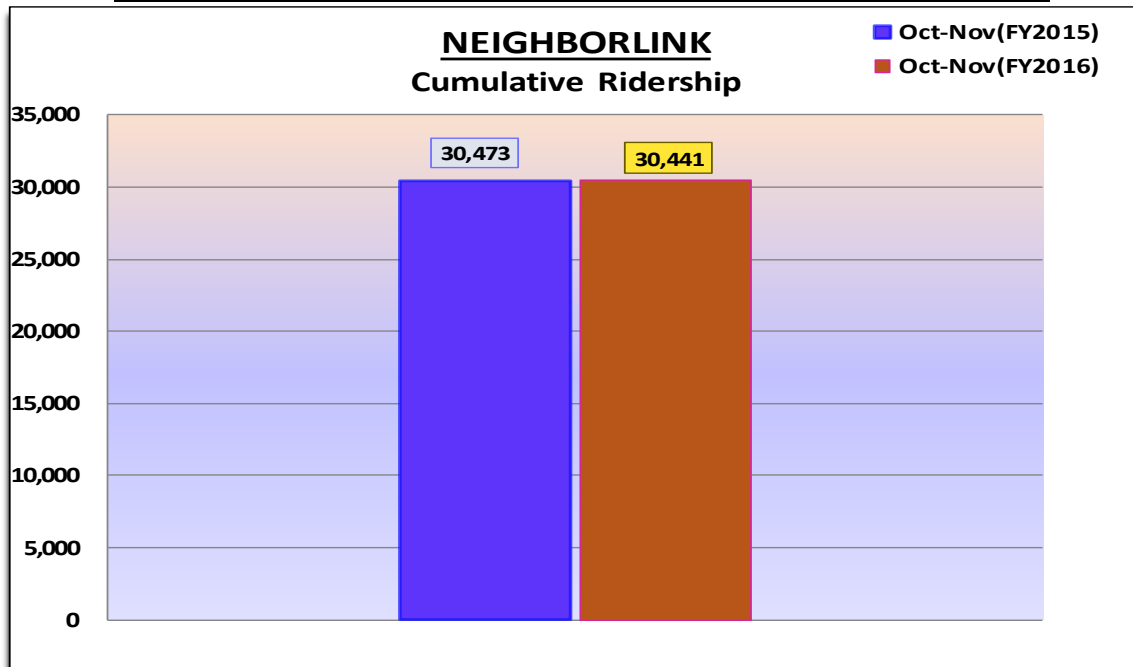
AccessLYNX: Due to a change in Medicaid policies which occurred in 2014, LYNX has experienced a significant, but not unexpected, decline in ridership. This decline is on the order of 3.6% from October through November.



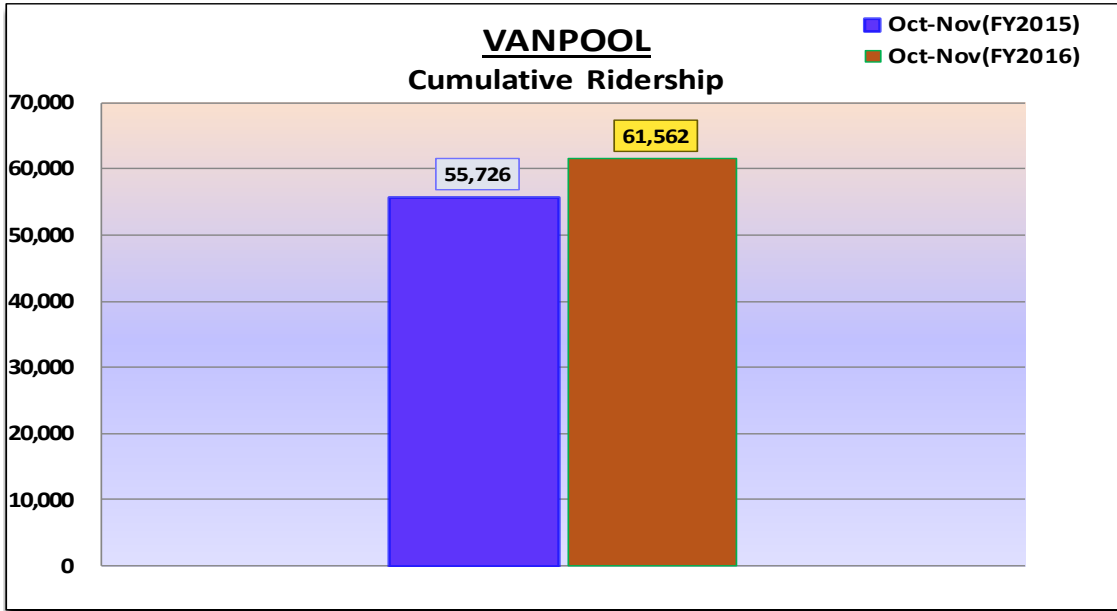
	Fy TOTAL	Significant decrease in gasoline costs may account for the decrease in fixed-route ridership		
Oct-Nov(FY2015)	4,745,817			
Oct-Nov(FY2016)	4,359,103	<i>Retail Gasoline Prices in Florida</i>	<i>Nov-14</i>	<i>Nov-15</i>
Change (%)	-8.15%	Source: U.S. Energy Info Administration	\$2.85	\$2.08



	FY TOTAL	Decrease in ridership is primarily associated to the Orange Line
Oct-Nov(FY2015)	233,867	
Oct-Nov(FY2016)	220,033	
Change (%)	-5.92%	

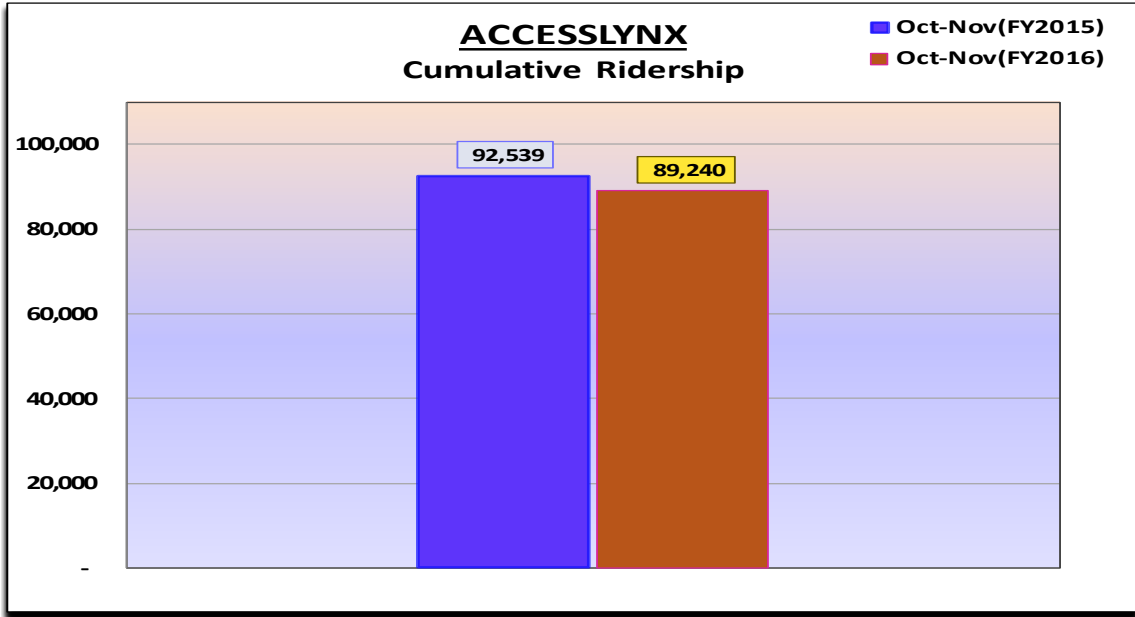


	FY TOTAL	Ridership is almost flat from November 2014.
Oct-Nov(FY2015)	30,473	
Oct-Nov(FY2016)	30,441	
Change (%)	-0.11%	



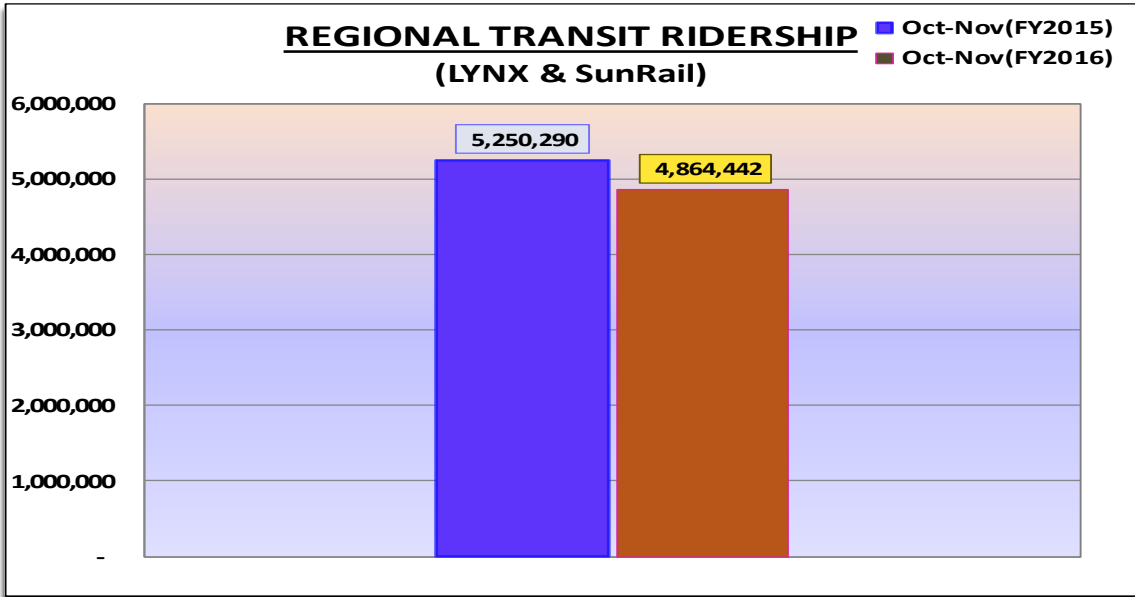
	<i>Fy TOTAL</i>	Ridership increase is due to partnership with other organizations resulting in an increased number of vans and an expanded opportunities to commuters
Oct-Nov(FY2015)	55,726	
Oct-Nov(FY2016)	61,562	
Change (%)	10.47%	

<i>Vehicles Operated in Maximum Service</i>	<i>Nov-14</i>	<i>Nov-15</i>	<i>Change</i>
Vehicles Operated	131	130	-0.76%



	Fy TOTAL	Significant drop in ridership occurred as a result of change to Medicaid policy
Oct-Nov(FY2015)	92,539	
Oct-Nov(FY2016)	89,240	
Change (%)	-3.56%	

Dates	Medicaid Policy Changes
August 1, 2014	Medicaid clients living in nursing homes were no longer eligible
October 1, 2014	All Medicaid recipients were switched to HMO.
March 1, 2015	Only transports Medicaid recipients who are eligible either through the American with Disabilities Act (ADA), Transportation Disadvantage (TD), or are 80 years and older.



	Fy TOTAL	Decrease in regional transit ridership is due to an improved economy and reduced gas price.			
Oct-Nov(FY2015)	5,250,290	Retail Gasoline Prices in Florida	Oct-14	Oct-15	Change
Oct-Nov(FY2016)	4,864,442	Source: U.S. Energy Info Administration	\$2.85	\$2.08	-26.98%
Change (%)	-7.35%				

SUNRAIL

LYNX Average Daily Boardings/Alightings by SunRail Station													
	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15
<i>Days of Operation</i>	19	22	20	20	22	22	20	22	22	21	21	22	20
SunRail Station													
Sanford	338	201	335	335	420	499	508	474	487	489	453	493	491
Lake Mary	104	65	118	68	94	114	123	114	112	111	100	87	78
Longwood	50	58	31	75	69	111	128	84	74	76	74	84	68
Altamonte Springs	166	49	220	199	173	159	209	202	208	210	218	211	188
Maitland	5	3	2	28	26	30	35	26	26	25	32	30	27
Winter Park	193	290	155	156	182	170	152	251	257	256	273	276	273
Florida Hospital/Health Village	322	284	407	382	446	489	515	457	447	450	467	492	464
LYNX Central Station													
Church Street Station													
Orlando Health/Amtrak	16	63	13	7	6	2	5	8	4	3	5	7	4
Sand Lake	342	298	381	358	351	281	362	336	326	324	328	314	281
Total - All Station	1,534	1,311	1,663	1,606	1,768	1,855	2,038	1,951	1,939	1,944	1,950	1,994	1,873

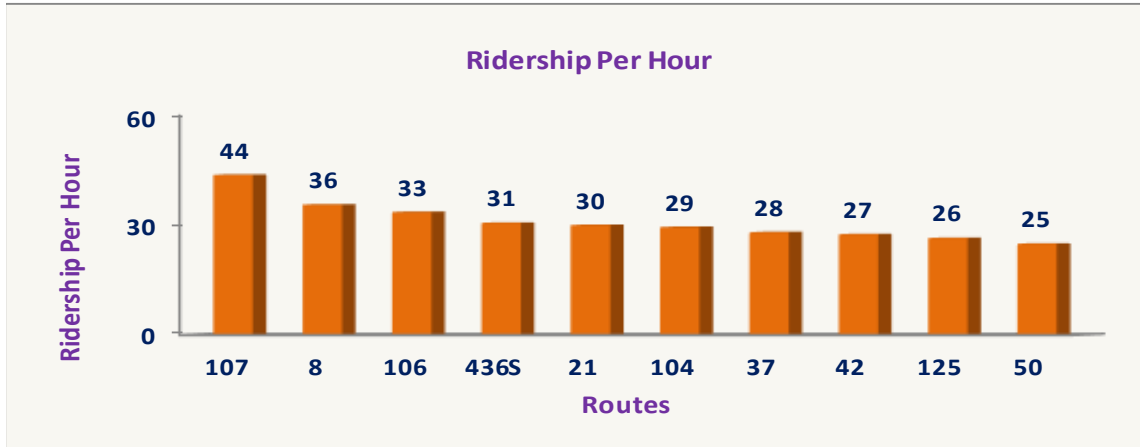
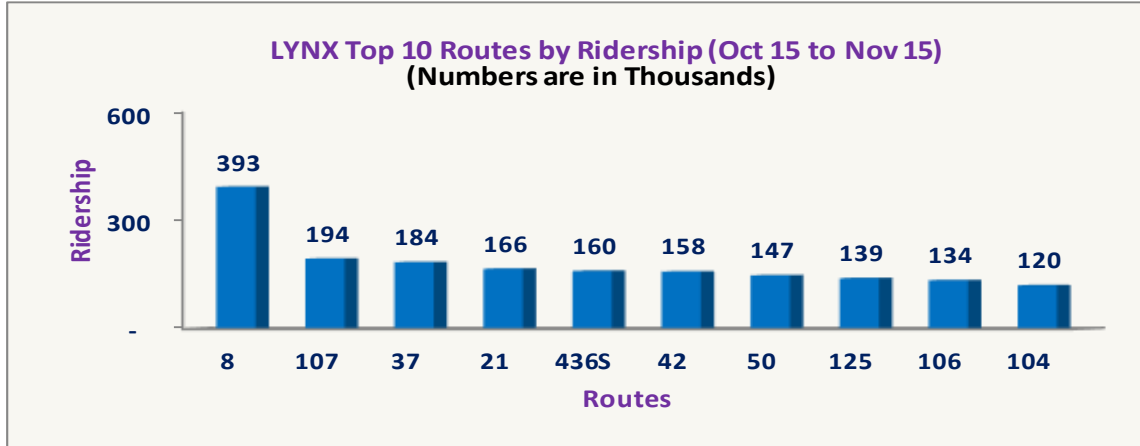
SunRail Connections

- Ridership Adjustments
 - In April 2014, LYNX readjusted services on 19 existing routes to provide feeder bus service to 9 SunRail Stations. These 19 routes represent 25% of LYNX's entire route structure.
 - LYNX Central Station connects SunRail with 34 routes in the LYNX system.

FY 2015 SunRail Monthly Ridership by Station													
	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15
<i>Days of Operation</i>	19	22	20	20	22	22	20	22	23	21	21	22	20
SunRail Station													
De Bary	7,389	9,810	9,281	8,772	10,862	9,854	8,659	9,545	11,425	9,209	7,907	8,447	8,253
Sanford	3,971	5,460	4,907	4,772	6,146	5,599	4,809	5,686	6,458	5,634	5,088	5,700	5,091
Lake Mary	5,594	7,441	6,604	6,411	7,957	7,866	6,578	7,629	8,193	7,045	6,278	6,654	6,551
Longwood	4,124	4,871	4,676	4,572	5,685	5,475	5,017	5,331	5,668	5,007	4,508	5,045	4,839
Altamonte Springs	4,447	5,323	5,108	4,752	5,816	5,313	4,851	5,452	5,610	4,833	4,811	5,154	4,799
Maitland	2,588	3,247	3,477	3,590	4,370	4,310	3,729	3,948	4,075	3,689	3,435	3,693	3,302
Winter Park	6,849	11,618	9,592	7,570	11,331	9,241	7,398	8,839	11,022	8,433	6,184	7,083	7,216
Florida Hospital/Health Village	3,277	3,292	3,741	3,826	4,815	4,856	4,091	4,589	4,734	4,046	3,912	4,122	3,980
LYNX Central Station	7,007	8,338	8,102	7,712	9,221	9,154	8,554	8,515	9,218	8,412	7,968	8,664	7,996
Church Street Station	5,788	8,391	8,610	8,131	9,507	9,470	7,740	8,304	8,964	7,599	7,034	7,970	7,560
Orlando Health/Amtrak	2,243	2,544	2,424	2,592	2,827	2,708	2,593	2,749	2,787	2,561	2,468	2,651	2,474
Sand Lake	7,476	9,502	9,264	8,546	10,358	9,172	8,712	9,940	11,633	9,857	8,394	9,550	8,482
Monthly Station Total	60,753	79,837	75,786	71,246	88,895	83,018	72,731	80,527	89,787	76,325	67,987	74,733	70,543
Average Daily Station Total	3,198	3,629	3,789	3,562	4,041	3,774	3,637	3,660	3,904	3,635	3,237	3,397	3,527

TRENDS: Who is traveling where?

FY 2016 LYNX TOP 10 FIXED-ROUTES BY RIDERSHIP (OCT 15 to NOV 15)						
Rank	Link No	Route Name	Oct-15	Nov-15	YTD	% of Total Ridership
1	8	W OAK RIDGE RD/INTL DR	202,481	190,055	392,536	9.00%
2	107	SOUTH US 441/FLA MALL	99,698	94,041	193,739	4.44%
3	37	PARK PROMENADE/FLORIDA MALL	95,467	88,553	184,020	4.22%
4	21	CARVER SHORES	86,871	78,792	165,663	3.80%
5	436S	436S - SOUTH S R 436	82,909	76,601	159,510	3.66%
6	42	INTL DR/ORLANDO INTL AIRPORT	81,236	76,595	157,831	3.62%
7	50	DOWNTOWN ORLANDO/MAGIC KIN	77,798	69,476	147,274	3.38%
8	125	SILVER STAR RD CROSSTOWN	73,938	65,488	139,426	3.20%
9	106	NORTH US 441/APOPKA	69,191	64,701	133,892	3.07%
10	104	EAST COLONIAL DR/UCF	64,528	55,360	119,888	2.75%
CUMULATIVE RIDERSHIP (ALL FIXED ROUTES)			4,359,103			41%

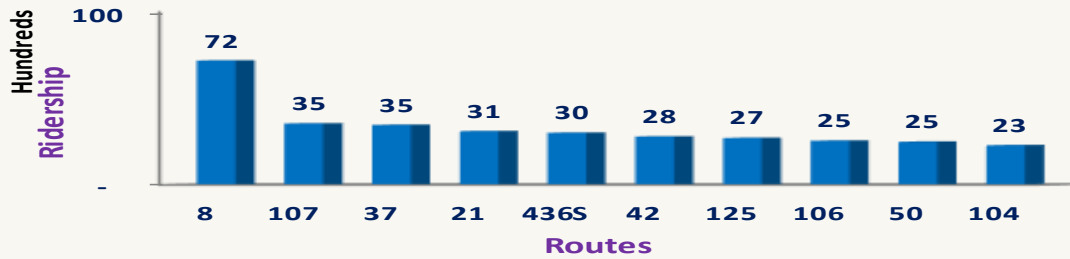


**TOP 10 ROUTES REPRESENTS
41% OF LYNX ENTIRE FIXED-ROUTE RIDERSHIP**

**FY 2016 LYNX TOP 10 FIXED-ROUTES
AVERAGE WEEKDAY RIDERSHIP (OCT 15 to Nov 15)**

Rank	Link No	Route Name	Oct-15	Nov-15
1	8	W OAK RIDGE RD/INTL DR	7,299	7,060
2	107	SOUTH US 441/FLA MALL	3,531	3,545
3	37	PARK PROMENADE/FLORIDA MALL	3,524	3,380
4	21	CARVER SHORES	3,171	3,019
5	436S	436S - SOUTH S R 436	3,038	2,961
6	125	SILVER STAR RD CROSSTOWN	2,804	2,592
7	42	INTL DR/ORLANDO INTL AIRPORT	2,802	2,770
8	106	NORTH US 441/APOPKA	2,604	2,471
9	50	DOWNTOWN ORLANDO/MAGIC KINGDOM	2,578	2,377
10	104	EAST COLONIAL DR/UCF	2,407	2,142

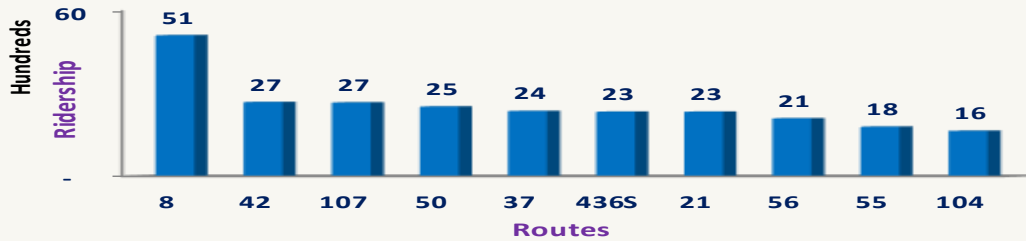
**LYNX Top 10 Routes (Oct 15 to Nov 15)
Avg. Weekday Ridership**



**FY 2016 LYNX TOP 10 FIXED-ROUTES
AVERAGE SATURDAY RIDERSHIP (OCT 15 to Nov 15)**

Rank	Link No	Route Name	Oct-15	Nov-15
1	8	W OAK RIDGE RD/INTL DR	4,947	5,250
2	107	SOUTH US 441/FLA MALL	2,820	2,503
3	42	INTL DR/ORLANDO INTL AIRPORT	2,690	2,669
4	50	DOWNTOWN ORLANDO/MAGIC KINGDOM	2,594	2,441
5	21	CARVER SHORES	2,414	2,243
6	436S	436S - SOUTH S R 436	2,390	2,267
7	37	PARK PROMENADE/FLORIDA MALL	2,313	2,398
8	56	WEST US 192/MAGIC KINGDOM	2,147	2,032
9	55	WEST US 192/FOUR CORNERS	1,777	1,799
10	104	EAST COLONIAL DR/UCF	1,733	1,536

**LYNX Top 10 Routes (Oct 15 to Nov 15)
Average Saturday Ridership**



LYNX Monthly Ridership by Mode

Fiscal Year 2016													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>YEAR TO DATE</i>
LYMMO (ORANGE LINE)	70,859	61,754											132,613
LYMMO (GRAPEFRUIT LINE)	48,989	38,431											87,420
REGULAR FIXED-ROUTE	2,285,215	2,073,888											4,359,103
NEIGHBORLINK	16,611	13,830											30,441
<i>SUBTOTAL - FIXED ROUTE</i>	2,421,674	2,187,903											4,609,577
SPECIAL SHUTTLES	15,382	6,143											21,525
EXPRESS LINK 208	1,015	917											1,932
ACCESS LYNX	46,624	42,616											89,240
VANPOOL	31,645	29,917											61,562
<i>SUBTOTAL - OTHER SERVICES</i>	94,666	79,593											174,259
TOTAL ALL SERVICES	2,516,340	2,267,496											4,783,836
% Change From Fiscal Year 2015 To Fiscal Year 2016													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>YEAR TO DATE</i>
LYMMO (ORANGE LINE)	-17.00%	-13.17%											-15.26%
LYMMO (GRAPEFRUIT LINE)	17.75%	7.44%											12.98%
REGULAR FIXED-ROUTE	-10.77%	-5.07%											-8.15%
NEIGHBORLINK	-1.36%	1.45%											-0.11%
<i>SUBTOTAL - FIXED ROUTE</i>	-10.47%	-5.09%											-8.00%
SPECIAL SHUTTLES	N/A	N/A											N/A
EXPRESS LINK 208	-11.04%	-8.94%											-10.06%
ACCESS LYNX	-5.70%	-1.11%											-3.56%
VANPOOL	7.10%	14.28%											10.47%
<i>SUBTOTAL - OTHER SERVICES</i>	17.52%	-0.19%											8.71%
TOTAL ALL SERVICES	-9.66%	-4.93%											-7.48%
Fiscal Year 2015													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>YEAR TO DATE</i>
LYMMO (ORANGE LINE)	85,372	71,119	79,455	71,918	79,636	75,360	73,554	68,556	72,331	77,788	73,568	71,205	899,862
LYMMO (GRAPEFRUIT LINE)	41,606	35,770	39,556	39,699	31,019	41,345	42,204	42,747	38,740	50,291	46,688	48,442	498,107
REGULAR FIXED-ROUTE	2,561,055	2,184,762	2,305,092	2,293,176	2,083,558	2,270,238	2,246,055	2,193,675	2,110,737	2,172,036	2,160,705	2,172,787	26,753,876
NEIGHBORLINK	16,840	13,633	15,320	15,572	14,136	15,287	15,682	14,118	13,812	14,742	16,101	16,199	181,442
<i>SUBTOTAL - FIXED ROUTE</i>	2,704,873	2,305,284	2,439,423	2,420,365	2,208,349	2,402,230	2,377,495	2,319,096	2,235,620	2,314,857	2,297,062	2,308,633	28,333,287
SPECIAL SHUTTLES	420	9,463	0	12,168	513	26,763	12,782	27,357	29,748	23,451	18,484	3,736	164,885
EXPRESS LINK 208	1,141.00	1,007.00	1,023.00	912.00	937.00	1,091.00	882.00	960.00	1,012.00	963.00	969.00	986.00	11,883.00
ACCESS LYNX	49,444	43,095	44,753	43,944	42,329	41,542	42,400	40,884	40,711	43,509	42,020	43,957	518,588
VANPOOL	29,548	26,178	27,944	27,635	28,651	31,353	32,493	29,870	29,264	30,732	27,469	27,955	349,092
<i>SUBTOTAL - OTHER SERVICES</i>	80,553	79,743	73,720	84,659	72,430	100,749	88,557	99,071	100,735	98,655	88,942	76,634	1,044,448
TOTAL ALL SERVICES	2,785,426	2,385,027	2,513,143	2,505,024	2,280,779	2,502,979	2,466,052	2,418,167	2,336,355	2,413,512	2,386,004	2,385,267	29,377,735

NOVEMBER 2015 RIDERSHIP HIGHLIGHTS

Total system-wide ridership in November 2015 was 2,267,496. This represents a decrease of -4.93% over the previous year (November 2014).

October Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>November-14</i>	<i>November-15</i>	<i>% Change</i>
LYMMO (ORANGE LINE)	Weekday	2,920	2,478	-15.13%
	Saturday	1,538	1,209	-21.38%
	Sunday	1,007	976	-3.04%
LYMMO (GRAPEFRUIT LINE)	Weekday	1,477	1,546	4.65%
	Saturday	706	710	0.50%
	Sunday	540	627	16.03%
REGULAR FIXED-ROUTE (72 LINKS)	Weekday (72 Links)	87,476	81,195	-7.18%
	Saturday (70 Links)	60,744	58,585	-3.55%
	Sunday (49 Links)	36,501	35,942	-1.53%
EXPRESS LINK 208	Weekday	50	46	-8.64%
	Saturday	-	-	N/A
	Sunday	-	-	N/A
ACCESSLYNX	Weekday	1,797	1,701	-5.36%
	Saturday	851	935	9.92%
	Sunday	580	632	9.00%
NEIGHBORLINK	Weekday	568	572	0.83%
	Saturday	377	365	-3.17%
VANPOOL	Weekday	1,150	1,250	8.70%
	Saturday	298	267	-10.28%
	Sunday	281	257	-8.48%
TOTAL <i>LYNX</i> <i>SERVICES</i>	Weekday	95,437	88,787	-6.97%
	Saturday	64,514	62,071	-3.79%
	Sunday	38,908	38,434	-1.22%

YEAR TO DATE (DECEMBER 2015)

<i>Service Mode</i>	<i>Oct-Dec(FY2015)</i>	<i>Oct-Dec(FY2016)</i>	<i>% Change</i>
LYMMO (ORANGE LINE)	235,946	194,390	-17.61%
LYMMO (GRAPEFRUIT LINE)	116,932	121,354	3.78%
REGULAR FIXED-ROUTE	7,050,909	6,495,193	-7.88%
NEIGHBORLINK	45,793	44,483	-2.86%
SUBTOTAL - FIXED ROUTE	7,449,580	6,855,420	-7.98%
SPECIAL SHUTTLE	9,883	24,486	N/A
EXPRESS LINK 208	3,171	2,823	-10.97%
ACCESSLYNX	137,292	132,876	-3.22%
VANPOOL	83,670	91,365	9.20%
SUBTOTAL - OTHER SERVICES	234,016	251,550	7.49%
TOTAL ALL SERVICES	7,683,596	7,106,970	-7.50%

LYNX has readjusted the running times over the last two service changes on most of its routes to improve on-time performance and make better connections for our customers. As part of the regular service change process, LYNX uses Board approved documents such as the Transit Development Plan and the Comprehensive Operational Analysis to determine the service improvements needed and the timing for implementing them. For the August 2015 service change, LYNX initiated two limited stop routes to Medical City, one from Downtown Orlando and the other from Downtown Kissimmee.

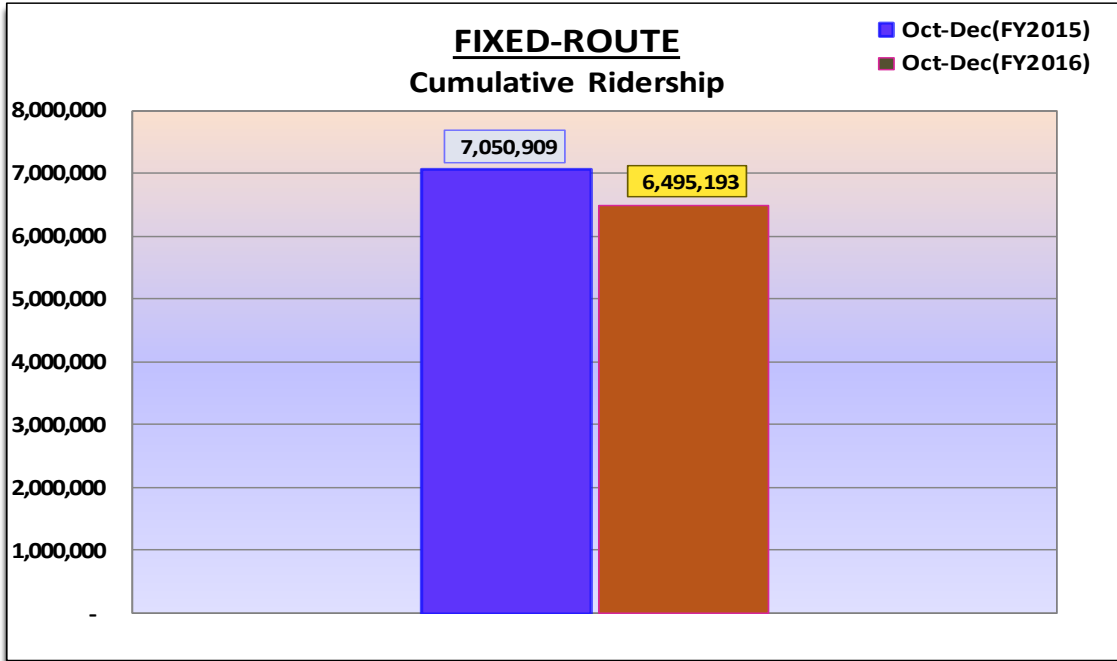
LYMMO: Ridership on the Grapefruit Line continues to trend upward due to the line being extended to the Citrus Bowl for two Orlando City Soccer games giving LYNX an overall increase of 3.78% from start of the fiscal year to December. The Orange Line saw a drop in ridership during the same period. For the January 2016 service change, LYNX restructured the Orange Line to better serve our customers in order to get to downtown Orlando faster. LYNX anticipates this change would help improve the ridership on the Orange Line.

NeighborLink: The 13-route NeighborLink system ridership declined by 1,310 riders from the previous December.

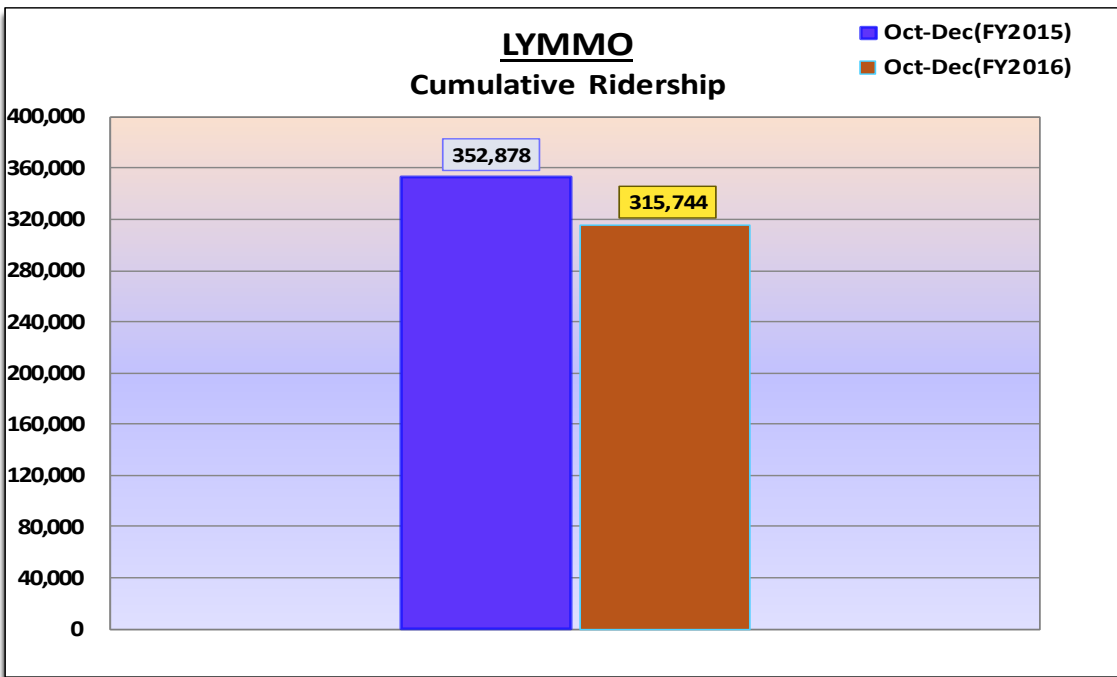
VanPool: The number of vanpools in service have increased by 40 over the last fiscal year giving LYNX a 9.2% increase in ridership so far this year.

Fixed-Route: Fixed route ridership continues to be affected by low gas prices, the improving economy and customers migrating from LYNX to SunRail on at least a portion of their weekday commute.

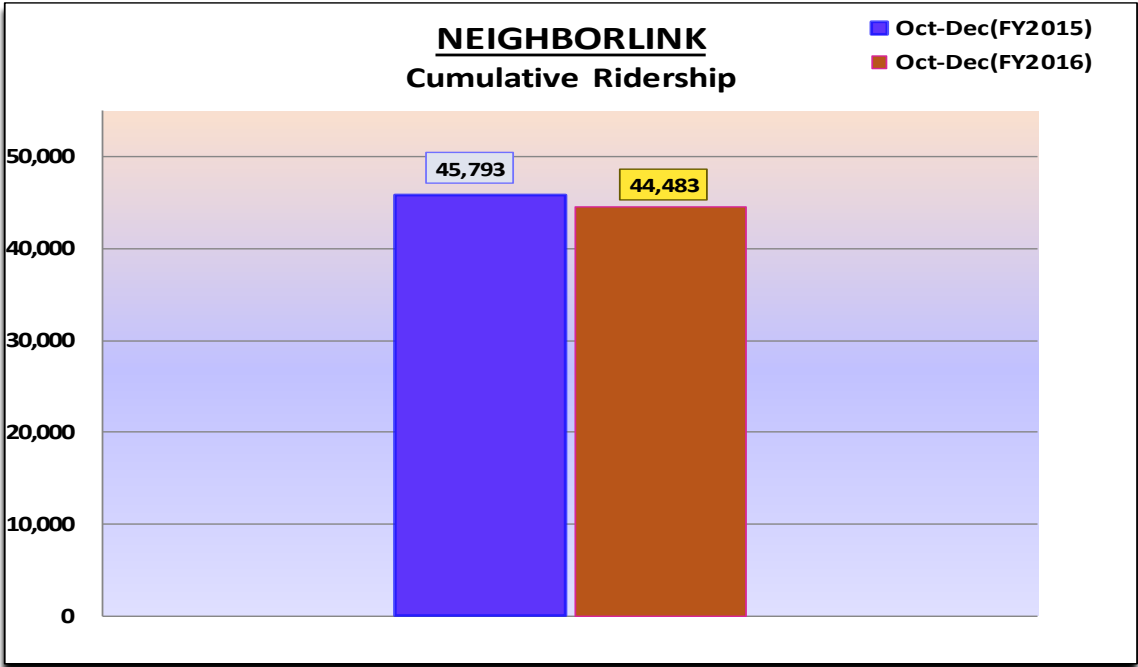
AccessLYNX: Due to a change in Medicaid policies which occurred in 2014, LYNX has experienced a significant, but not unexpected, decline in ridership. This decline is on the order of 3.2% from October through November.



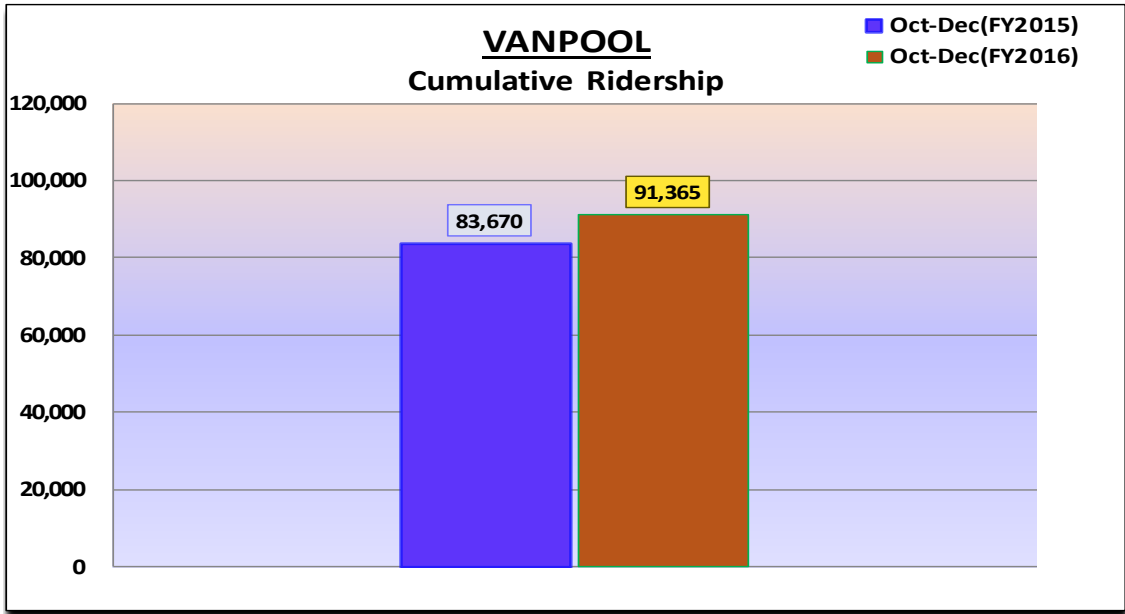
	Fy TOTAL	Significant decrease in gasoline costs may account for the decrease in fixed-route ridership			
Oct-Dec(FY2015)	7,050,909	Retail Gasoline Prices in Florida	Nov-14	Nov-15	Change
Oct-Dec(FY2016)	6,495,193	Source: U.S. Energy Info Administration	\$2.55	\$1.99	-21.93%
Change (%)	-7.88%				



	Fy TOTAL	Decrease in ridership is primarily associated to the Orange Line
Oct-Dec(FY2015)	352,878	
Oct-Dec(FY2016)	315,744	
Change (%)	-10.52%	

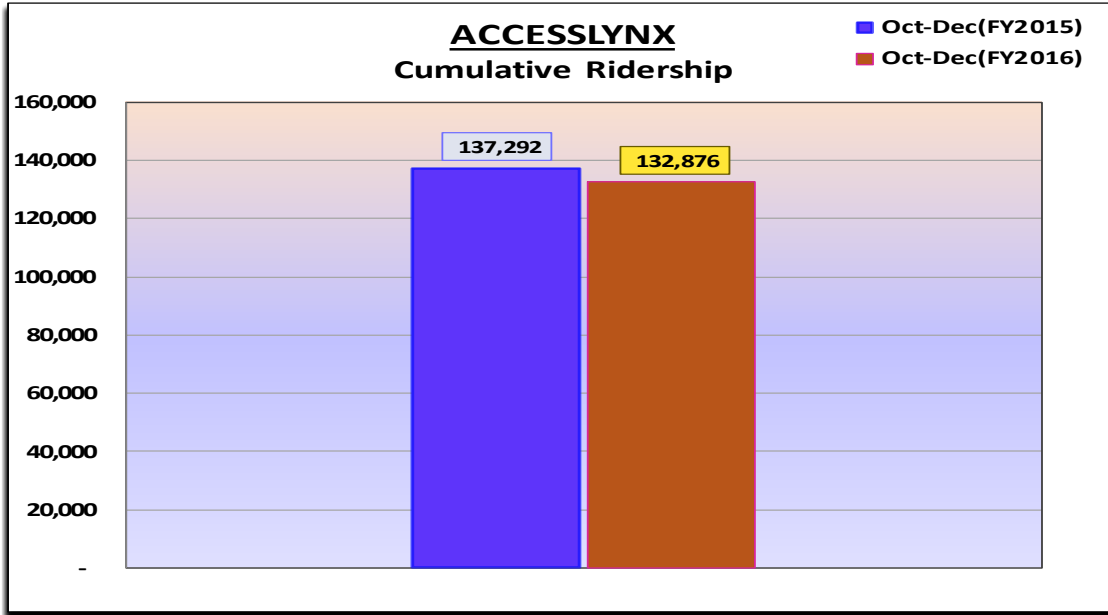


	<i>Fy TOTAL</i>	
Oct-Dec(FY2015)	45,793	Slight reduction in ridership in December 2015.
Oct-Dec(FY2016)	44,483	
Change (%)	-2.86%	



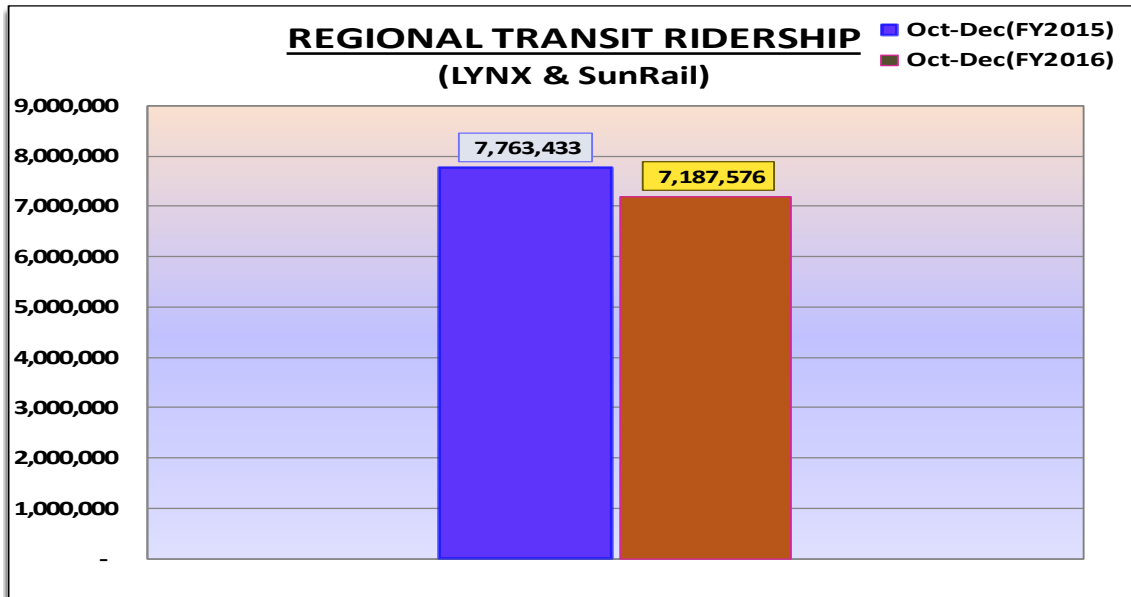
	<i>Fy TOTAL</i>	
Oct-Dec(FY2015)	83,670	Ridership increase is due to partnership with other organizations resulting in an increased number of vans and an expanded opportunities to commuters
Oct-Dec(FY2016)	91,365	
Change (%)	9.20%	

<i>Vehicles Operated in Maximum Service</i>	<i>Dec-14</i>	<i>Dec-15</i>	<i>Change</i>
Vehicles Operated	131	132	0.76%



	Fy TOTAL	Significant drop in ridership occurred as a result of change to Medicaid policy
Oct-Dec(FY2015)	137,292	
Oct-Dec(FY2016)	132,876	
Change (%)	-3.22%	

Dates	Medicaid Policy Changes
August 1, 2014	Medicaid clients living in nursing homes were no longer eligible
October 1, 2014	All Medicaid recipients were switched to HMO.
March 1, 2015	Only transports Medicaid recipients who are eligible either through the American with Disabilities Act (ADA), Transportation Disadvantage (TD), or are 80 years and older.



	Fy TOTAL	Decrease in regional transit ridership is due to an improved economy and reduced gas price.			
Oct-Dec(FY2015)	7,763,433	Retail Gasoline Prices in Florida	Oct-14	Oct-15	Change
Oct-Dec(FY2016)	7,187,576	Source: U.S. Energy Info Administration	\$2.55	\$1.99	-21.93%
Change (%)	-7.42%				

SUNRAIL

Average Daily Boardings & Alightings Station Area Activity													
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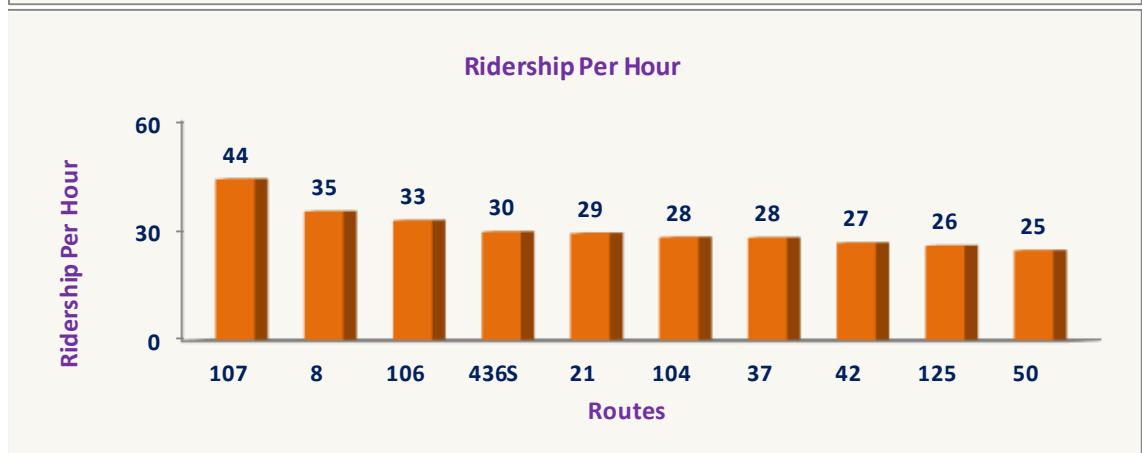
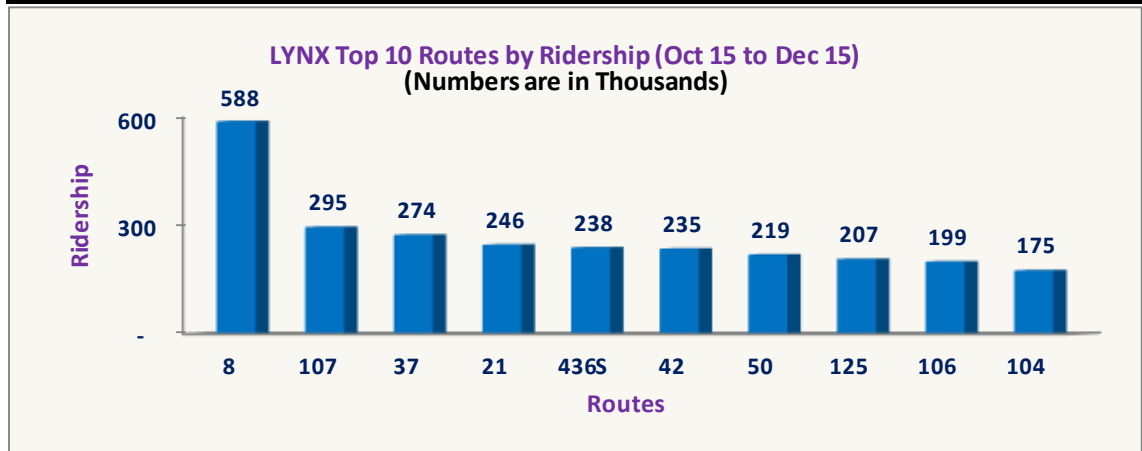
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Lake Mary	7,441	6,604	6,411	7,957	7,866	6,578	7,629	8,193	7,045	6,278	6,654	6,551	7,613
Longwood	4,871	4,676	4,572	5,685	5,475	5,017	5,331	5,668	5,007	4,508	5,045	4,839	5,533
Altamonte Springs	5,323	5,108	4,752	5,816	5,313	4,851	5,452	5,610	4,833	4,811	5,154	4,799	5,358
Maitland	3,247	3,477	3,590	4,370	4,310	3,729	3,948	4,075	3,689	3,435	3,693	3,302	3,494
Winter Park	11,618	9,592	7,570	11,331	9,241	7,398	8,839	11,022	8,433	6,184	7,083	7,216	10,303
Florida Hospital/Health Village	3,292	3,741	3,826	4,815	4,856	4,091	4,589	4,734	4,046	3,912	4,122	3,980	3,737
LYNX Central Station	8,338	8,102	7,712	9,221	9,154	8,554	8,515	9,218	8,412	7,968	8,664	7,996	8,578
Church Street Station	8,391	8,610	8,131	9,507	9,470	7,740	8,304	8,964	7,599	7,034	7,970	7,560	8,277
Orlando Health/Amtrak	2,544	2,424	2,592	2,827	2,708	2,593	2,749	2,787	2,561	2,468	2,651	2,474	2,782
Sand Lake	9,502	9,264	8,546	10,358	9,172	8,712	9,940	11,633	9,857	8,394	9,550	8,482	9,548
Monthly Station Total	79,837	75,786	71,246	88,895	83,018	72,731	80,527	89,787	76,325	67,987	74,733	70,543	80,606
Average Daily Station Total	3,629	3,789	3,562	4,041	3,774	3,637	3,660	3,904	3,635	3,237	3,397	3,527	3,664

TRENDS: Who is traveling where?

FY 2016 LYNX TOP 10 FIXED-ROUTES BY RIDERSHIP (OCT 15 to Dec 15)							
Rank	Link No	Route Name	Oct-15	Nov-15	Dec-15	YTD	% of Total Fixed Rte Ridership
1	8	W OAK RIDGE RD/INTL DR	202,481	190,055	195,801	588,337	9.06%
2	107	SOUTH US 441/FLA MALL	99,698	94,041	101,503	295,242	4.55%
3	37	PARK PROMENADE/FLORIDA MALL	95,467	88,553	89,749	273,769	4.21%
4	21	CARVER SHORES	86,871	78,792	80,290	245,953	3.79%
5	436S	436S - SOUTH S R 436	82,909	76,601	78,912	238,422	3.67%
6	42	INTL DR/ORLANDO INTL AIRPORT	81,236	76,595	77,143	234,974	3.62%
7	50	DOWNTOWN ORLANDO/MAGIC KIN	77,798	69,476	71,695	218,969	3.37%
8	125	SILVER STAR RD CROSSTOWN	73,938	65,488	67,214	206,640	3.18%
9	106	NORTH US 441/AOPKA	69,191	64,701	65,511	199,403	3.07%
10	104	EAST COLONIAL DR/UCF	64,528	55,360	55,134	175,022	2.69%
CUMULATIVE RIDERSHIP (ALL FIXED ROUTES)			6,495,193				41%

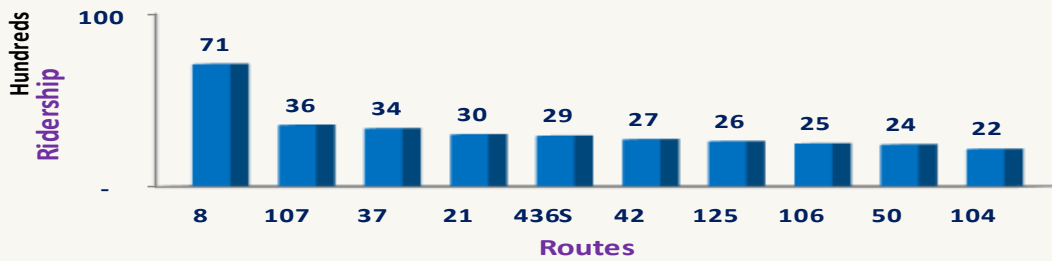


**TOP 10 ROUTES REPRESENTS
41% OF LYNX ENTIRE FIXED-ROUTE RIDERSHIP**

**FY 2016 LYNX TOP 10 FIXED-ROUTES
AVERAGE WEEKDAY RIDERSHIP (OCT 15 to Dec 15)**

Rank	Link No	Route Name	Oct-15	Nov-15	Dec-15
1	8	W OAK RIDGE RD/INTL DR	7,299	7,060	6,912
2	107	SOUTH US 441/FLA MALL	3,531	3,545	3,615
3	37	PARK PROMENADE/FLORIDA MALL	3,524	3,380	3,198
4	21	CARVER SHORES	3,171	3,019	2,876
5	436S	436S - SOUTH S R 436	3,038	2,961	2,816
6	125	SILVER STAR RD CROSSTOWN	2,804	2,592	2,470
7	42	INTL DR/ORLANDO INTL AIRPORT	2,802	2,770	2,628
8	106	NORTH US 441/APOPKA	2,604	2,471	2,402
9	50	DOWNTOWN ORLANDO/MAGIC KINGDOM	2,578	2,377	2,336
10	104	EAST COLONIAL DR/UCF	2,407	2,142	1,978

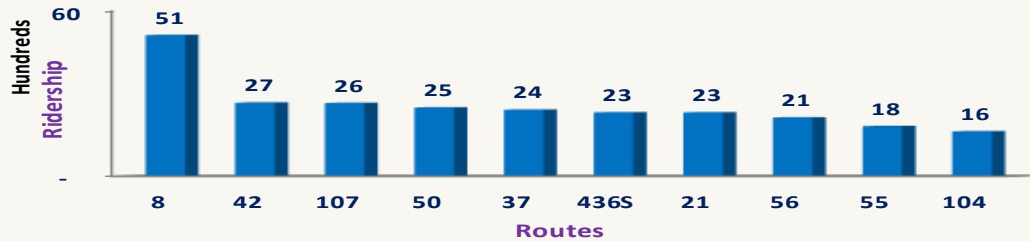
**LYNX Top 10 Routes (Oct 15 to Dec 15)
Avg. Weekday Ridership**



**FY 2016 LYNX TOP 10 FIXED-ROUTES
AVERAGE SATURDAY RIDERSHIP (OCT 15 to Dec 15)**

Rank	Link No	Route Name	Oct-15	Nov-15	Dec-15
1	8	W OAK RIDGE RD/INTL DR	4,947	5,250	5,127
2	107	SOUTH US 441/FLA MALL	2,820	2,503	2,603
3	42	INTL DR/ORLANDO INTL AIRPORT	2,690	2,669	2,605
4	50	DOWNTOWN ORLANDO/MAGIC KINGDOM	2,594	2,441	2,415
5	21	CARVER SHORES	2,414	2,243	2,249
6	436S	436S - SOUTH S R 436	2,390	2,267	2,254
7	37	PARK PROMENADE/FLORIDA MALL	2,313	2,398	2,491
8	56	WEST US 192/MAGIC KINGDOM	2,147	2,032	2,185
9	55	WEST US 192/FOUR CORNERS	1,777	1,799	1,831
10	104	EAST COLONIAL DR/UCF	1,733	1,536	1,578

**LYNX Top 10 Routes (Oct 15 to Dec 15)
Average Saturday Ridership**



LYNX Monthly Ridership by Mode

Fiscal Year 2016													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>YEAR TO DATE</i>
LYMMO (ORANGE LINE)	70,859	61,754	61,777										194,390
LYMMO (GRAPEFRUIT LINE)	48,989	38,431	33,934										121,354
REGULAR FIXED-ROUTE	2,285,215	2,073,888	2,136,090										6,495,193
NEIGHBORLINK	16,611	13,830	14,042										44,483
<i>SUBTOTAL - FIXED ROUTE</i>	2,421,674	2,187,903	2,245,843										6,855,420
SPECIAL SHUTTLES	15,382	6,143	2,961										24,486
EXPRESS LINK 208	1,015	917	891										2,823
ACCESS LYNX	46,624	42,616	43,636										132,876
VANPOOL	31,645	29,917	29,803										91,365
<i>SUBTOTAL - OTHER SERVICES</i>	94,666	79,593	77,291										251,550
TOTAL ALL SERVICES	2,516,340	2,267,496	2,323,134										7,106,970
% Change From Fiscal Year 2015 To Fiscal Year 2016													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>YEAR TO DATE</i>
LYMMO (ORANGE LINE)	-17.00%	-13.17%	-22.25%										-17.61%
LYMMO (GRAPEFRUIT LINE)	17.75%	7.44%	-14.21%										3.78%
REGULAR FIXED-ROUTE	-10.77%	-5.07%	-7.33%										-7.88%
NEIGHBORLINK	-1.36%	1.45%	-8.34%										-2.86%
<i>SUBTOTAL - FIXED ROUTE</i>	-10.47%	-5.09%	-7.94%										-7.98%
SPECIAL SHUTTLES	N/A	N/A	N/A										N/A
EXPRESS LINK 208	-11.04%	-8.94%	-12.90%										-10.97%
ACCESS LYNX	-5.70%	-1.11%	-2.50%										-3.22%
VANPOOL	7.10%	14.28%	6.65%										9.20%
<i>SUBTOTAL - OTHER SERVICES</i>	17.52%	-0.19%	4.84%										7.49%
TOTAL ALL SERVICES	-9.66%	-4.93%	-7.56%										-7.50%
Fiscal Year 2015													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>YEAR TO DATE</i>
LYMMO (ORANGE LINE)	85,372	71,119	79,455	71,918	79,636	75,360	73,554	68,556	72,331	77,788	73,568	71,205	899,862
LYMMO (GRAPEFRUIT LINE)	41,606	35,770	39,556	39,699	31,019	41,345	42,204	42,747	38,740	50,291	46,688	48,442	498,107
REGULAR FIXED-ROUTE	2,561,055	2,184,762	2,305,092	2,293,176	2,083,558	2,270,238	2,246,055	2,193,675	2,110,737	2,172,036	2,160,705	2,172,787	26,753,876
NEIGHBORLINK	16,840	13,633	15,320	15,572	14,136	15,287	15,682	14,118	13,812	14,742	16,101	16,199	181,442
<i>SUBTOTAL - FIXED ROUTE</i>	2,704,873	2,305,284	2,439,423	2,420,365	2,208,349	2,402,230	2,377,495	2,319,096	2,235,620	2,314,857	2,297,062	2,308,633	28,333,287
SPECIAL SHUTTLES	420	9,463	0	12,168	513	26,763	12,782	27,357	29,748	23,451	18,484	3,736	164,885
EXPRESS LINK 208	1,141.00	1,007.00	1,023.00	912.00	937.00	1,091.00	882.00	960.00	1,012.00	963.00	969.00	986.00	11,883.00
ACCESS LYNX	49,444	43,095	44,753	43,944	42,329	41,542	42,400	40,884	40,711	43,509	42,020	43,957	518,588
VANPOOL	29,548	26,178	27,944	27,635	28,651	31,353	32,493	29,870	29,264	30,732	27,469	27,955	349,092
<i>SUBTOTAL - OTHER SERVICES</i>	80,553	79,743	73,720	84,659	72,430	100,749	88,557	99,071	100,735	98,655	88,942	76,634	1,044,448
TOTAL ALL SERVICES	2,785,426	2,385,027	2,513,143	2,505,024	2,280,779	2,502,979	2,466,052	2,418,167	2,336,355	2,413,512	2,386,004	2,385,267	29,377,735

DECEMBER 2015 RIDERSHIP HIGHLIGHTS

Total system-wide ridership in December 2015 was 2,323,134. This represents a decrease of -7.56% over the previous year (December 2014).

December Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>December-14</i>	<i>December-15</i>	<i>% Change</i>
LYMMO (ORANGE LINE)	Weekday	3,072	2,311	-24.76%
	Saturday	1,701	1,183	-30.44%
	Sunday	1,015	972	-4.22%
LYMMO (GRAPEFRUIT LINE)	Weekday	1,428	1,329	-6.93%
	Saturday	913	452	-50.52%
	Sunday	899	392	-56.41%
REGULAR FIXED-ROUTE (72 LINKS)	Weekday (72 Links)	84,970	78,211	-7.95%
	Saturday (70 Links)	63,544	58,613	-7.76%
	Sunday (49 Links)	36,315	36,200	-0.32%
EXPRESS LINK 208	Weekday	44	41	-6.82%
	Saturday	-	-	N/A
	Sunday	-	-	N/A
ACCESSLYNX	Weekday	1,670	1,681	0.68%
	Saturday	889	932	4.84%
	Sunday	699	703	0.54%
NEIGHBORLINK	Weekday	609	571	-6.23%
	Saturday	429	356	-16.86%
VANPOOL	Weekday	1,115	1,261	13.09%
	Saturday	287	225	-21.64%
	Sunday	286	204	-28.67%
TOTAL <i>LYNX</i> <i>SERVICES</i>	Weekday	92,907	85,405	-8.08%
	Saturday	67,762	61,760	-8.86%
	Sunday	39,214	38,471	-1.90%

Monthly Report D: Planning and Development Report

To: LYNX Board of Directors

From: **Andrea Ostrodka**
DIRECTOR OF PLAN & DEVELOP
Douglas Robinson
(Technical Contact)
Belinda Balleras
(Technical Contact)

Phone: 407.841.2279 ext: 6019

Item Name: Planning and Development Report - March 2016

Date: 4/14/2016

STRATEGIC PLANNING:

STATE ROAD 436 CORRIDOR STUDY

LYNX staff is working with City of Orlando, Orange County, and Seminole County to develop a scope and interlocal agreement for a corridor study on State Road (SR) 436. SR 436 is identified as a transit emphasis corridor in the LYNX 2030 Vision Plan and is among the premium transit project priorities identified in MetroPlan Orlando's Long Range Transportation Plan (LRTP). This corridor is one of Central Florida's busiest, and serves as the gateway to (and first impression of) Orlando for over 30 million visitors traveling through Orlando International Airport each year.

PINE HILLS BUS TRANSFER CENTER

The proposed Pine Hills Bus Transfer Center project continues to advance through the development process. The property appraisal for the Belco Drive site was completed in November 2015 and the review appraisal on the property was completed in early January 2016. These documents were forwarded to the FTA for their concurrence, which was received on February 2, 2016. LYNX is requesting authorization to enter into negotiations and execute a purchase agreement with the Community Properties (d.b.a. Central Florida Urban League) at this board meeting for the site on Belco Drive.

VETERANS TRANSPORTATION AND COMMUNITY LIVING INITIATIVE

The Systems Requirements document was updated to incorporate stakeholders' comments and the final document has been reviewed and accepted by staff. The Stakeholder Team met February 18, 2016 to discuss the development of the High Level Design document. After

conversations with the Heart of Florida United Way (HFUW) and their 211 database management contractor, additional modifications have been made to the draft MOU between LYNX and HFUW that allows the final Veterans Transportation Resources and Community Service (VTRACS) system access to the comprehensive human and social service resource database in the 211 system; the modified MOU is pending signatures. LYNX staff met to discuss to numerous apps and websites under development, the need for cohesive products, and generally the development and maintenance associated with so many new products; staff will continue to discuss development of the web-based and applications products. As such, integration with other tools will likely impact the timeline of the VTRACS High Level Design, and subsequent steps.

GEOGRAPHIC INFORMATION SYSTEMS

The kick-off for GIS Strategic Plan Update project was held on February 18. The consultant team will conduct interviews and execute the research needed to develop five-year action plan and ten-year conceptual targets in connection with the recommendations for the ITS Strategic Plan. The GIS the ITS project teams are coordinating their efforts in conducting needs assessment interviews with LYNX departments and stakeholders.

LYNX GIS Staff updated all data and map sharing pages on inLYNX and GoLYNX web sites. Streets and service area data was sent to update the base map for Trapeze PASS application. This update will make the street base map data the same for both Trapeze PASS and Trapeze FX. The street file was enhanced with lines to indicate parking lot spaces and shopping mall entrances to better indicate where buses can circulate enter and exit off-street facilities such as SuperStops. The GIS staff updated the level of service information by city, county and urban areas for the January 2016 service changes.

The GIS staff conducted training with Customer Service Representatives for use of the LYNX Customer Service App, which now includes information for all currently active detours. Detour information is input by LYNX Operations, using another interactive application. The new Detour information appears on the LYNX Customer Service application within five minutes of entering new detour information. A new version for VUEWorks Asset Management System 10.2.1 was installed on February 11, 2016. With this upgrade, LYNX VUEWorks users receive better application interface and have direct access to the application support team. A GIS Users Group meeting for all users of LYNX Interactive applications and ArcGIS Desktop was held on February 12, 2016.

GIS staff and Service Planning staff began work on the upcoming service changes for April 2016 bid period.

NEIGHBORLINK TECHNOLOGY

The contractor has trained the operating staff on the operation of the technology and the equipment has been installed on the NeighborLink vehicles. LYNX and MV Transit are in the process of deploying the back office software to familiarize the staff with its operation in revenue service prior to making it available to customers. This step is to allow operations staff to

become familiar and comfortable with the operations of the software prior to assisting customers with their direct interaction with the scheduling software via mobile phones and the internet-based web site.

TRANSIT SIGNAL PRIORITY

LYNX and the Florida Department of Transportation (FDOT) are working together to deploy Transit Signal Priority (TSP) within the LYNX service area. The LYNX buses for Phase 1 of the project have been equipped with the TSP transmitters. LYNX will be installing an update to the Trapeze computer aided dispatch software on the buses in April 2016 that will enable the system to turn the transmitters on when the bus exceeds a configurable threshold and off when the bus is below the threshold. The contractor for FDOT is in the process of installing equipment at the traffic signals and has estimated completion of Phase 1 work in May 2016.

CAPITAL PROJECTS

The Engineering and Construction Department was merged with the Planning and Development Department in October 2015. The following is a summary of capital projects that are ongoing or recently completed.

Parramore BRT (LYMMO Lime Line)

Construction of the Parramore LYMMO BRT continues with a projected substantial completion date of May 20, 2016. The following work has been completed as of January 27, 2016:

- Phase 1 Revenue service began on January 24, 2016. The interim route alignment begins at Central Blvd and I-4 serving the Amway Center and supporting transfers to the LYMMO Grapefruit Line to Thornton Park; then heads north on Garland Avenue to Amelia Street serving LYNX Central Station, the Orange Line, and SunRail; the route then travels west on Amelia Street to Ronald Blocker Avenue, then south and east along Alexander Place, serving the Centroplex Garage and the Bob Carr Theater. From the garage, the route then goes south along Hughey Avenue to Washington Street serving the FAMU Law School and Federal Courthouse, travels west on Washington Street to Division; then south on Division to Central Blvd and back to the designated station area under I-4.
- Terry Avenue Construction continued. Subgrade stabilization, underground water main completed at tennis courts, vertical structures of mast arms were installed, structural soils, irrigation sleeving, and tree well installations were completed and the bus shelter layout and underground electrical rough were completed.
- Livingston Street activities included completion of underground utilities (sanitary sewer, storm sewer, water main and electric) on Livingston Street from Terry Avenue to just west of Bob Carr, curb and gutter installation is in progress and underground signalization interconnect was completed. East Livingston from Hughey to just west of Bob Car activities included underground water main installation (in progress), selective demolition for the BRT lane, existing asphalt and removal of existing abandoned utilities.
- Work began on the shelter at Hughey and Livingston. Utility borings were completed as well as work on the median splitter necessary for the BRT lane as it travels from the existing

BRT lane in front of Orange County Public Schools and past the current LYMMO Orange Line entrance into the Centroplex Garage.

Bus Shelters

- Since January 2016, LYNX has installed or is in the process of reaching substantial completion on another 16 bus shelters.
- After extensive coordination with the Florida Department of Transportation, LYNX was able to move the other two non-traditional shelters through permitting and into final construction.
- Prompted by significant changes in the permitting process, LYNX staff worked extensively with Orange County to develop a process to streamline the bus shelter permitting process. While coordination with Orange County took some time initially, LYNX is no longer required to submit building permits for each shelter installation in Orange County. A Masterfile submittal when the building code changes limits LYNX's permit requirements to Right of Way Utilization and Maintenance of Traffic (MOT).
- LYNX started permitting additional shelters at sites within Seminole County. The County has a new Chief Plans Examiner. Based on past experience with this staff member at another funding partner, the recent UL listing work for bus solar panels will be put to use in now Seminole County.
- LYNX received Board approval for the OUC solar sculpture at LYNX Central Station. The next step is for FTA to approve this installation as an Incidental Use. Pending FTA approval, OUC anticipates that the sculpture could be installed during summer 2016.

Transfer Centers

- LYNX has entered into a 20-year agreement with the Seminole Center Shopping Center. This agreement allows LYNX to keep its transfer center at this location. During the next few months, LYNX will work on improvements to the transfer center including the placement of new bus shelters.
- LYNX completed the local jurisdictional approvals for the Pine Hills Transfer Center at Belco Drive. This included both a land use and zoning change. LYNX also has obtained both an initial appraisal and a review appraisal for the property. With the FTA concurrence, LYNX is seeking at this Board meeting to enter into negotiations for the property purchase. Once this occurs, the selection process for a design firm will begin.

GRANTS:

- We continue to provide advice and guidance to the Parramore BRT Project Team relative to compliance with FTA regulations, Scope of Work (SOW), grant budget, and allowable/allocable activities. This includes reviews of multiple proposed change orders.

- We are working to reconcile grant expenditures and final payment due to the design/build contractor (PCL) for the East/West BRT Project in preparation of grant closeout
- We continue to work on Section 5310 awards to new sub-recipients that agree to provide transportation services beyond paratransit.
- We are working on updating sub-recipient monitoring forms in order to remain in compliance with the newest 5310 Circular, 9070.1G.
- LYNX's Local Coordinated Public Transit Human Services Transportation Plan (Community Connector Plan CTC) is in the process of going through its required update for 2016. The project is on track for completion in late March and involves participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public.
- Public Workshops were held on February 17 in Orange County, February 25 in Osceola County and March 1 in Seminole County.
- Two surveys were conducted as part of the plan, a Public Survey and a Transportation Provider Survey.

SERVICE PLANNING:

The Service Planning Division activities during this period have been primarily devoted to the planning associated with the April 2016 service changes. Activities have included conducting public workshops and hearings, holding meetings with operators and transportation supervisors to seek their input, sharing the list of changes with the key stakeholders.

Service Planning staff submitted the FY 2015 National Transit Database Annual Report to FTA. Our staff has been working with the FTA analysis staff to verify and validate the reported data in order to close out the annual report. Service Planning participated with the Grants Division staff to successfully complete the FTA Triennial Review of the agency.

Service Planning has also been working with the LYNX Engineering staff to provide support to the Parramore BRT project. Phase 1 of the new route started operation on January 24, 2016. Service Planning staff is working with the Engineering staff to meet the FTA readiness for operations analysis, which will need to be completed for the route to fully open.

The Service Planning staff is working with SunRail planning and operations staff to determine the impacts on LYNX routes for potential changes to the SunRail operating schedule. Staff is also working with SunRail to provide ridership and service information on routes serving the airport as part of the SunRail Phase 3 analysis.

Monthly Report E: Communications Report

To: LYNX Board of Directors

From: **Matthew Friedman**
DIRECTOR OF MARKETING COMM
Matthew Friedman
(Technical Contact)
Theresa Veley
(Technical Contact)
Cindy Zuzunaga
(Technical Contact)

Phone: 407.841.2279 ext: 6206

Item Name: Communications Report: January - February, 2016

Date: 4/14/2016

APTA Transit CEOs Seminar

LYNX served as the host agency for the American Public Transportation Association (APTA) Transit CEOs seminar Jan. 30 – Feb. 2. Interim CEO Susan Black welcomed the group to Orlando and customer service representatives were onsite to answer questions and offer bus passes throughout the registration period. The agency also secured Phil Rawlins, founder and president of Orlando City Soccer Club, to deliver a presentation highlighting the importance of partnerships between sports teams and public transportation agencies.

Tourism Orlando

More than 40 tourism professionals visited LYNX on Feb.19 as part of Tourism Orlando, a program hosted by the International Drive Resort Area Chamber of Commerce. The group learned all about the agency and got a behind the scenes look at how we operate.

Public Service Bus

The agency is currently accepting applications for the 15th annual Public Service Bus now through March 31. Fifteen qualified organizations will receive one year of free advertising on the Public Service Bus which travels the three-county service area. An unveiling event will be held at the Dr. Phillips Center for the Performing Arts on April 20.

LYNX Press Releases | Media Notes: January – February, 2016

January 12	MEDIA NOTE: LYNX Board Approves January 2016 Service Changes
February 9	MEDIA ALERT: LYNX to Accept Applications for 15th Annual Public Service Bus Contest
February 11	MEDIA ALERT: LYNX to Hold Public Workshops for Community Connector Update
February 12	MEDIA ALERT: LYNX Prepares for Local Operator and Maintenance Rodeo
February 24	MEDIA ALERT: LYNX to Hold Public Hearings and Workshops for April Service Proposal

LYNX News Articles: January – February, 2016

January 4	<p>Architectural and Engineering Services Bids in Florida Bids in Florida Florida Bid Network provides construction bids and government ... Buyer: LYNX (Central Florida Regional Transportation Authority).</p>
January 7	<p>Osceola County 5 cent gas tax goes into effect Osceola News-Gazette County officials said money derived would allow for increases in the budget to pay for improvements to LYNX bus service, an increased road ...</p>
January 9	<p>Here's what to expect from Legislature 2016 Orlando Sentinel Now, the Florida Hospital Association is supporting some transparency ... board of the Central Florida Regional Transportation Authority, the agency ...</p> <p>Here's what to expect from Legislature 2016 Orlando Sentinel Bob Cortes, R-Altamonte Springs, is sponsoring a bill that would privatize the LYNX bus system and change the makeup of the board of the Central ...</p>
January 12	<p>Privatizing LYNX (Orlando Sentinel subscription required, full article shown below) Orlando Sentinel Congressman John Mica, R-Winter Park, wants to let private companies run the region's publicly funded bus system. But local leaders have been practically unanimous in their opposition, with Orange County Mayor Teresa Jacobs leading the way. Still, Freshman Rep. Bob Cortes, R-Winter Springs, filed a bill (HB 155) to make Mica's privatization dreams come true. This bill has so much blowback — including questions about how an underfunded bus agency would be helped by letting private companies siphon away some of those public funds for profits — that Cortes says he may revise his bill and instead push for a study. Watch</p>

LYNX News Articles: January – February, 2016	
	<p>carefully.</p> <p>OUC and LYNX install 10 USB ports in solar powered bus shelters Bungalower.com Ten LYNX bus stops will soon be equipped with solar-powered USB charging stations...</p>
January 16	<p>Tia Mitchell: Local funding requests compete against other state budget priorities Florida Times-Union LYNX public transportation system of Central Florida — \$4 million to ...</p>
January 17	<p>Federal Lobbying Services LYNX Bids in Florida Buyer: LYNX (Central Florida Regional Transportation Authority). Address: 455 N Garland Ave. City: Orlando, State: FL, Zip/Postal Code: 32801.</p>
January 20	<p>LYNX privatization off table - but still on menu Topix Placing the LYNX bus system in private hands won't happen this year, but lawmakers who like the idea aren't giving up on the proposal. Rep.</p>
January 21	<p>LYNX privatization off table - but still on menu Orlando Sentinel Four of the current board members - Orlando Mayor Buddy Dyer, Orange County Mayor Teresa Jacobs, Osceola County Commissioner Viviana Janer ...</p>
January 22	<p>City announces new additions to downtown LYMMO service Orlando Business Journal The new LYMMO Lime Line will begin service Sunday, January 24, providing connection for the Parramore neighborhood to access LYNX Central Station, ...</p> <p>LYNX privatization off table, but still on menu AFSCME Information Highway Bob Cortes, R-Altamonte Springs, is sponsoring HB 155, which would require the Central Florida Regional Transportation Authority to request bids ...</p> <p>New fare-free LYNX bus route to connect Downtown and Parramore Orlando Weekly (blog) 24, the fare-free bus service will include the new LYMMO Lime Line, which will connect Parramore residents to the LYNX Central Station, the SunRail ...</p> <p>City announces new additions to LYNX and LYMMO - Bungalower LYMMO's Lime Line debuts this weekend - Orlando Sentinel</p> <p>New fare-free LYNX bus route to connect Downtown and Parramore Orlando Weekly New fare-free LYNX bus route to connect Downtown and Parramore. Image credit: Photo via na.no on Instagram ...</p>

LYNX News Articles: January – February, 2016

	<p>LYNX system privatization off table but still on menu PressReader TALLAHASSEE — Putting Central Florida's LYNX bus system into private hands won't happen this year, but lawmakers who like the idea aren't giving ...</p> <p>LYMMO's Lime Line debuts this weekend Orlando Sentinel Orlando Mayor Buddy Dyer last year hailed the Lime Line's groundbreaking as the start of construction on the long-awaited development project.</p>
<p>January 26</p>	<p>FHP: LYNX bus crashes with 2 vehicles in Osceola County Central Florida News 13 A LYNX bus has crashed with two vehicles in Osceola County, the Florida ... just after 1:30 p.m. on the 400 block of Simpson Road in Kissimmee.</p> <p>LYNX passengers hurt after teen causes crash Osceola News-Gazette A number of LYNX bus passengers were taken to area hospitals Monday after a teenage St. Cloud girl caused a crash on Simpson road, according to ...</p> <p>LYNX bus struck from behind at stop, 9 hurt, FHP says Florida NewsGrio Nine passengers suffered minor injuries Monday morning when a LYNX bus was struck from behind while stopped at a Kissimmee bus stop, the ...</p> <p>Osceola County road closed after LYNX bus crash The Orlando News.Net Simpson Road in Kissimmee is blocked after a LYNX bus collided with two cars Monday ...</p>
<p>January 27</p>	<p>Deputies: Man, 80, injured in LYNX van carjacking Orlando Sentinel A man is accused of carjacking an ACCESS LYNX van with two passengers inside near Altamonte Springs Monday, then driving erratically and ...</p> <p>Elderly vet suffers serious injuries when man carjacks LYNX bus WKMG Orlando ALTAMONTE SPRINGS, Fla. - A LYNX bus was stolen and taken for a wild ride with the driver and a passenger inside. That passenger is now in the ...</p> <p>Elderly man hurt in LYNX Bus carjacking Orlando Sentinel Rene Burgos is accused of carjacking a LYNX van with two passengers inside near Altamonte Springs and injuring an 80-year-old passenger who ...</p> <p>LYNX bus struck from behind at stop, 9 hurt, FHP says</p>

LYNX News Articles: January – February, 2016

	<p>Orlando Echo A LYNX bus sits idle after being involved in an accident with 2 other vehicles ...</p> <p>LYNX bus rear-ended at bus stop Orlando Echo A LYNX bus stopped at a bus stop was rear-ended by two vehicles Monday afternoon ...</p> <p>9 taken to hospital after LYNX bus crash in Kissimmee USA Related news from 9 taken to hospital after LYNX bus crash in Kissimmee.</p> <p>Deputies: Man, 80, injured in LYNX van carjacking Orlando Sentinel "We're happy that everyone that was involved is safe," LYNX spokesman Matt Friedman said. The ACCESS LYNX vans, which ferry people with ...</p>
January 28	<p>Elderly man hurt in ACCESS LYNX carjacking Orlando Echo Herbert 'Herbie' Doktor was seriously hurt when someone carjacked the ACCESS LYNX vehicle he was...</p>
February 7	<p>County officials weighing feasibility of converting school buses to CNG Daily Commercial School district officials say it costs \$108,000 to buy a diesel fuel bus and a CNG bus would ... County Public Schools and the Central Florida Regional Transportation Authority, or LYNX. LYNX is converting its public bus fleet to CNG.</p>
February 17	<p>LYNX Seeks Input On Service For Disabled & Elderly Bus Riders WMFE The Central Florida Regional Transportation Authority wants to know whether ... kicks off this afternoon at LYNX Central Station in downtown Orlando.</p> <p>PHOTOS: Mass transit maintenance at the LYNX Operations Center Orlando Business Journal (blog) The wheels on the bus may go 'round, but someone has to keep them greased. A team of 81 technicians keeps mass transit maintained at the LYNX ...</p> <p>PHOTOS: Mass transit maintenance at the LYNX Operations Center MyInforms The wheels on the bus may go 'round, but someone has to keep them greased. A team of 81 technicians keeps mass transit maintained at the LYNX ...</p>

LYNX Board Agenda

Social Media: January – February, 2016	
January 1	Happy New Year!
January 2	Tell us what you'd like us to post more about in 2016. Solar Bears game day – ride LYMMO.
January 3	LYNX bus wraps from 2015. Which one is your favorite? Solar Bears game day – ride LYMMO.
January 4	Response to customer complaint. Shared with customer service team. January service changes. Thanked customers for feedback.
January 5	CNG buses are expected to hit the road in 2016. Response to questions about CNG buses. Service alert: Disney marathon weekend.
January 6	Aerial shot of Creative Village. Service alert: Disney Spring construction detour.
January 7	Service alert reminder: Disney marathon weekend. New bus shelters equipped with USB ports.
January 8	January 24 service changes. Response to question about real-time bus technology. Response to complaint about Disney's detour. Thanked customer for positive feedback. Response to customer complaint concerning a Disney detour.
January 9	New LYMMO Lime line.
January 10	Sunday Funday.
January 11	LYMMO Orange line changes. Service alert: Soccer stadium construction.
January 12	Service alert: Eatonville's MLK Jr. parade. January 24 bus stop changes.
January 13	MLK Jr. day schedule. Updated cover photo to MLK bus wrap. Service alert: MLK Jr. Day parade in downtown Orlando. Response to question about January 24 bus stop changes.
January 14	Throwback Thursday. Response to question about LYNX job openings.
January 15	It's a soggy day... we've got you covered. Response to customer complaint about LYMMO Grapefruit line.
January 16	New maps for kiosks.
January 17	Service changes. Reminder: LYNX buses will operate a normal weekday schedule on MLK day.
January 18	Happy MLK Jr. Day!
January 19	Hope aboard a LYNX bus and let us take you where you need to go.
January 20	Response to customer complaint. Referred to customer service. Public transit etiquette. January 24 bus stop changes.

LYNX Board Agenda

Social Media: January – February, 2016	
	Detour for 17/92 has been postponed.
January 21	Response to complaints about Links 10 and 26. Shared Mayor Dyer's post about the new LYMMO Lime line.
January 22	January 24 service changes. Updated cover photo.
January 23	Don't miss your bus! Service changes will go into effect tomorrow.
January 24	New service changes effective today.
January 25	Ride the New LYMMO Lime line!
January 26	LYMMO Orange line now operates as two separate routes. LYMMO Orange-Downtown image. Response to question about LYMMO Orange.
January 27	Road Ranger. Visit more locations via the new LYMMO Lime line.
January 28	Video: What do those numbers on a bus mean? The Boy Scouts stopped by our board meeting this afternoon!
January 29	Goodbye gray, hello blue skies! How we've missed you!
January 30	LYMMO bus – Art in Odd Places.
January 31	Happy Sunday from LYNX Central Station!
February 1	LYNX 2015 Annual Report. Response to several customer complaints.
February 2	Happy Groundhog Day!
February 3	Vanpool video: learn how vanpooling could benefit you. Response to questions about vanpooling.
February 4	Throwback Thursday. Response to comment about a bus schedule. Provided proper information. Response to customer feedback.
February 5	It's the end of the week and another lovely day in the City Beautiful.
February 6	Orlando Solars game day.
February 7	The Big Game.
February 8	Response to customer complaint. Poinciana Walmart Transfer Center. Thank you for riding LYNX.
February 9	2016-2017 Public Service Bus registration announcement. Thanked a rider for helping a passenger in need on the bus.
February 10	LYMMO Lime line is now running. Service alert: Boone High School Reservation run.
February 11	Public Workshops for Community Connector Plan Update. Presidents' day schedule.
February 12	Shared blog: Orlando's 50 Miles of Family Fun. Service alert: 17/92 construction detour. Response to customer concern. Requested additional information.

LYNX Board Agenda

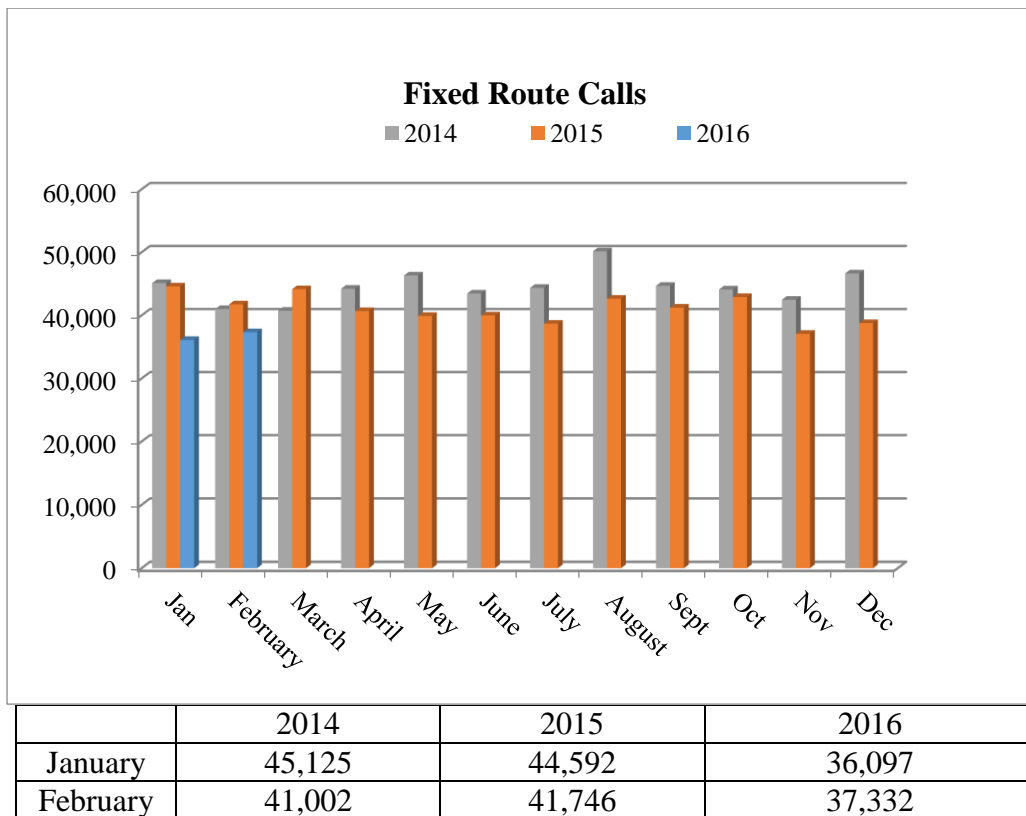
Social Media: January – February, 2016	
	Solar Bears game day. Viviana Janer takes the bus simulator for a test drive.
February 13	Service alert reminder: 17/92 construction detour. Public Service Bus video.
February 14	Happy Valentine's Day!
February 15	Happy Presidents' Day! LYNX is operating a normal weekday schedule. Public Service bus registration is open. Response to question about 17/92 construction service alert.
February 16	Public Workshops for Community Connector Update.
February 17	Public Survey. Public service bus. Shared OBJ's article about LYNX Operations Center.
February 18	Service alert: 17-92 road closure. Throwback Thursday. Orlando Solar Bears game day.
February 19	Happy Friday from Osceola County! Service alert: Bus stop relocation due to construction.
February 20	Lost and Found open for Youth/Advantage ID cards today.
February 21	Sunday Funday.
February 22	Got the Monday blues? Here's a little Orlando sunshine to cheer you up. Response to questions about LYNX bus Roadeo event. Posted an album of LYNX's Roadeo event.
February 23	Name that stop!
February 24	Public workshop at LYNX Kissimmee Intermodal Station. April Service Proposal. Name that stop location: Pleasant Hill Rd and Sun Cove Drive. Response to question about Link 26. Response to question about signage at Universal Orlando bus stop. Thanked customer for positive feedback.
February 25	Response to customer complaint. Response to route question. Response to customer concern regarding a bus shelter. Registration for Public Service Bus is open. Weekend service alerts for downtown Orlando. Response to customer route question to Clermont.
February 26	April Service Proposal. Orlando Solar Bears game day.
February 27	Service detours due to Blues B-Q, Wine Fest, and Orlando Solar Bears game. Elimination of Link 14.

Social Media: January – February, 2016	
February 28	What’s your favorite Sunday Funday activity?
February 29	April Service Proposal. Orlando Solar Bears game day. Public workshop/hearing at Kissimmee City Hall.

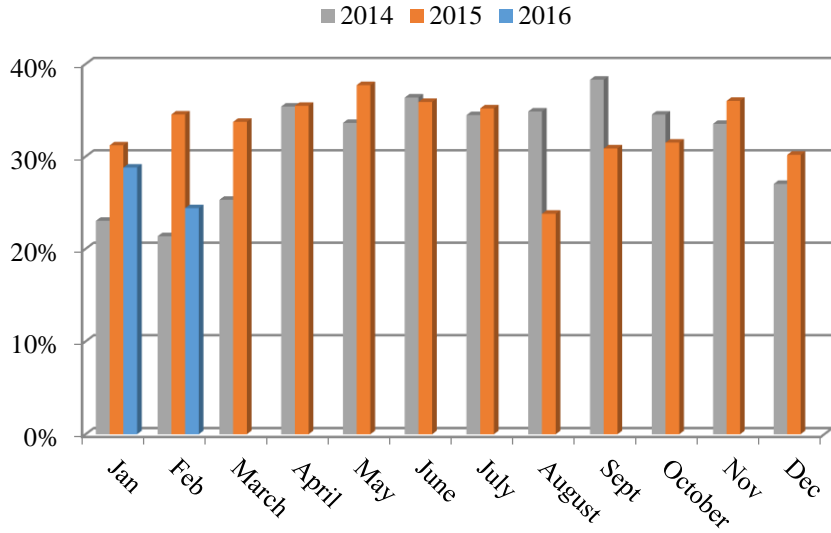
SOCIAL MEDIA USAGE	JANUARY 2016	FEBRUARY 2016
Facebook Likes	3,378	3,444
Facebook – No. of People Reached	32,624	41,303
Twitter Followers	3,000	3,090

WEBSITE USAGE	JANUARY 2016	FEBRUARY 2016
Total Page Views	724,263	639,937
Total User Visits	215,008	196,558

Customer Service

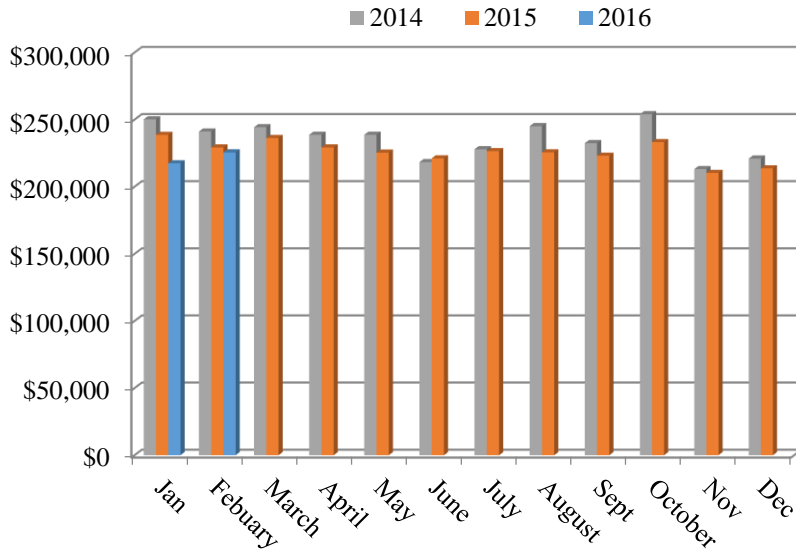


Lost & Found Percentage of Recovered

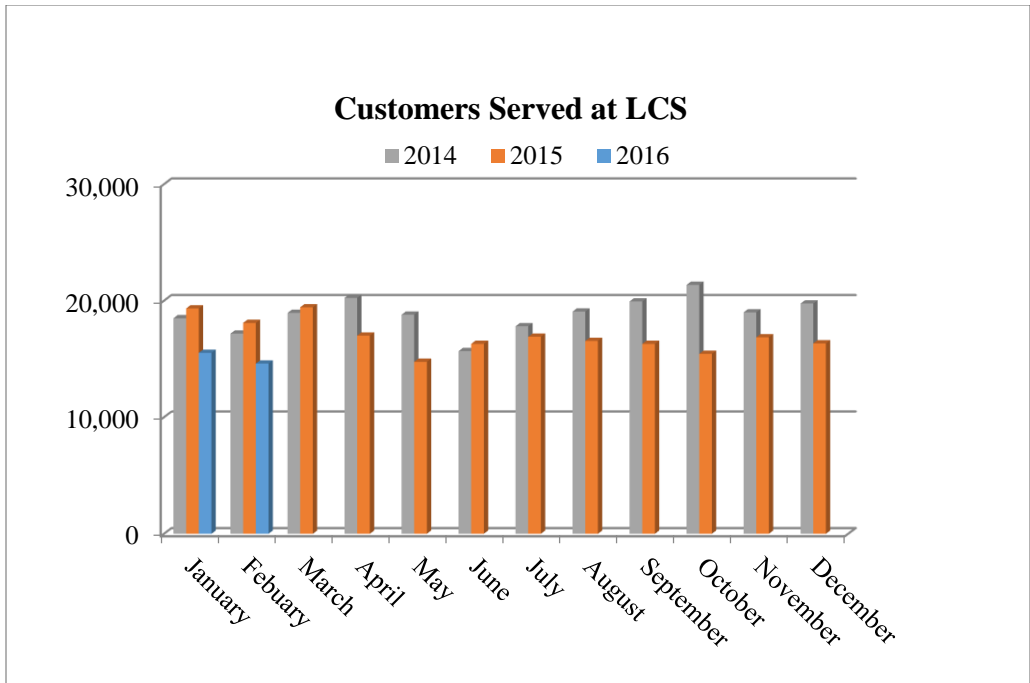


	2014	2015	2016
January	23.04%	31.20%	28.80%
February	21.37%	34.54%	24.40%

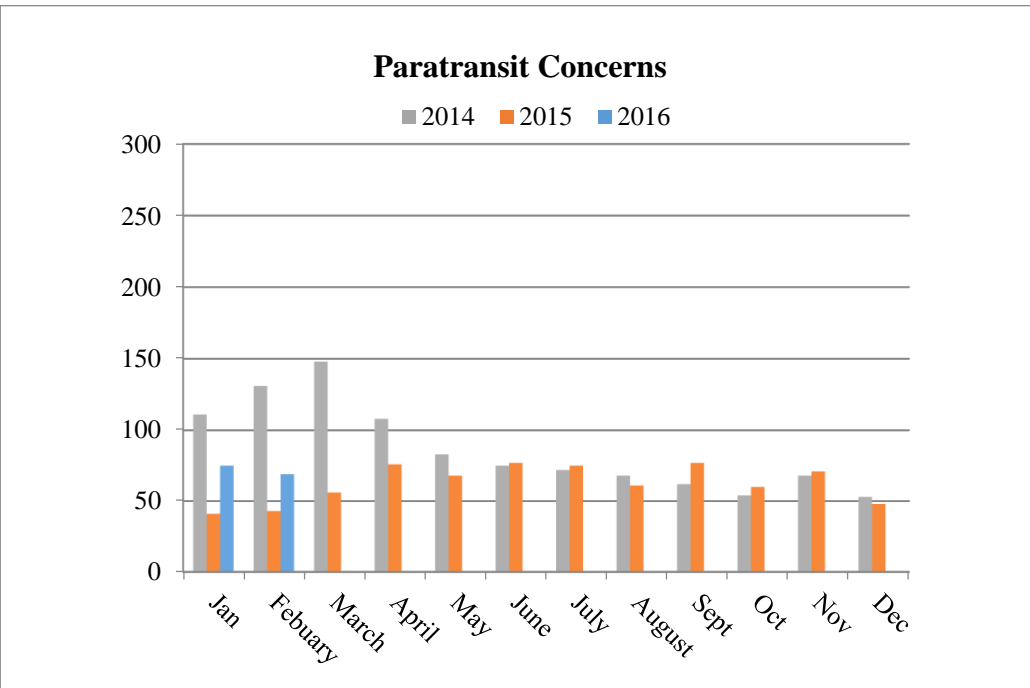
Fare Media Sales at LCS



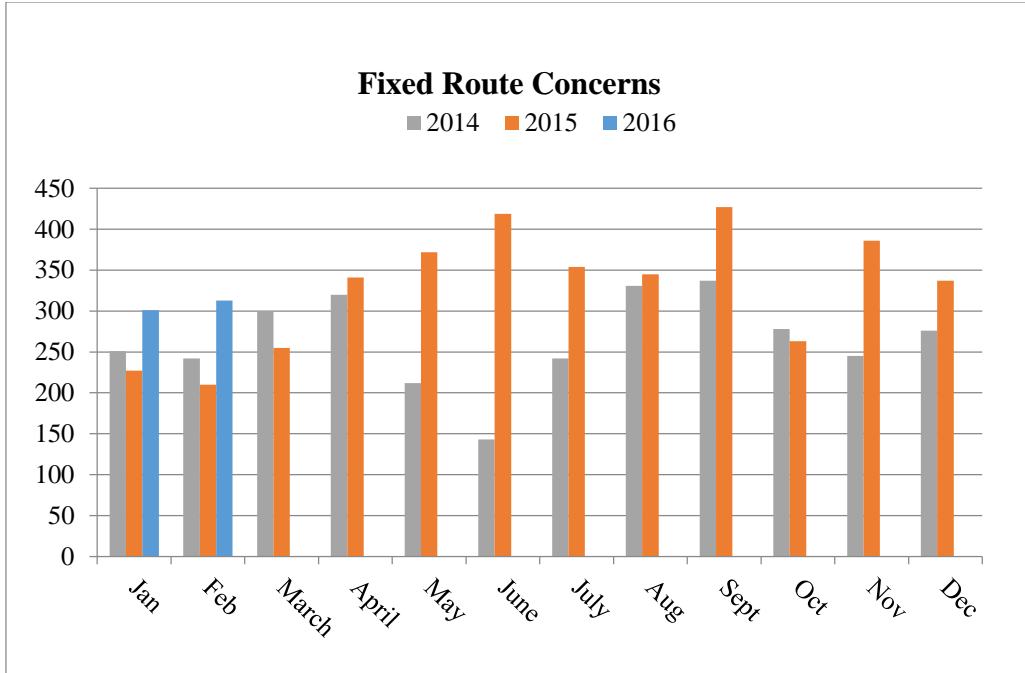
	2014	2015	2016
January	\$250,183	\$238,573	\$217,395
February	\$241,097	\$229,210	\$225,533



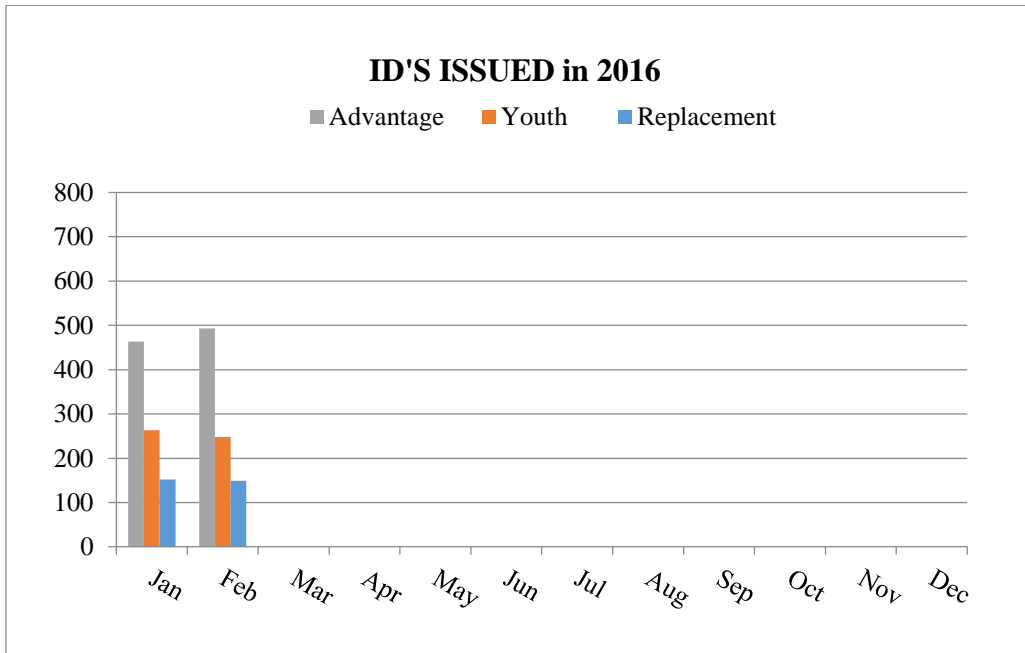
	2014	2015	2016
January	18,495	19,334	15,525
February	17,179	18,092	14,604



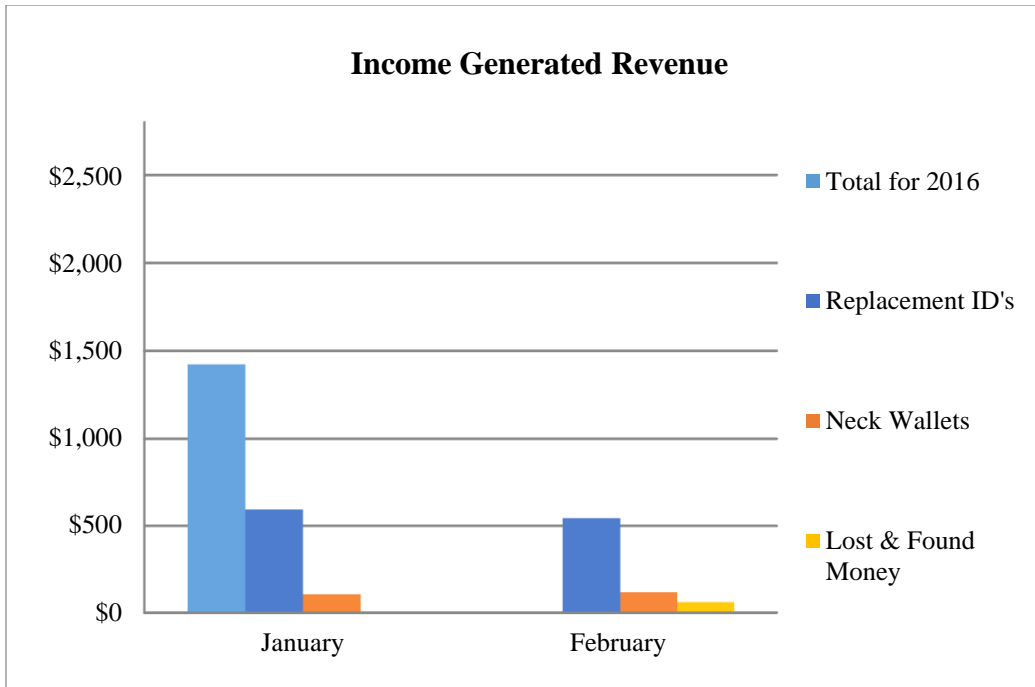
	2014	2015	2016
January	111	41	75
February	131	43	69



	2014	2015	2016
January	251	227	301
February	242	210	313



	Advantage	Youth	Replacement
January	463	263	152
February	493	248	149



	Replacement ID's	Neck Wallets	Lost & Found Money
January	\$594	\$106	\$0
February	\$544	\$118	\$61

Monthly Report F: Business Development Report

To: LYNX Board of Directors

From: **Matthew Friedman**
DIRECTOR OF MARKETING COMM
Matthew Friedman
(Technical Contact)
Cindy Zuzunaga
(Technical Contact)

Phone: 407.841.2279 ext: 6206

Item Name: Business Development Report: January - February, 2016

Date: 4/14/2016

Advertising Sales

ADVERTISING SALES	JANUARY 2016	FEBRUARY 2016
Advertising Sales Revenue	\$103,656	\$130,726
Net Revenue to LYNX Fiscal Year to Date	\$512,029	\$642,756

Vanpool Outreach Events and Meetings

- 2/15: Met with reThink Orlando to discuss new outreach initiatives.
- 2/16: Met with the Orlando VA about continued program growth and the new federal tax benefit increase.

Commuter Services

COMMUTER VANPOOL		
VANPOOLS	DECEMBER 2015	JANUARY 2016*
Vanpool Participants	753	775
Total Revenue Miles YTD	535,478	715,427
New Vanpools	3	8
Returned Vanpools	1	1
Current Vans in Service	132	139
Pending Vanpool Interest	Veterans Affairs (10)	Veterans Affairs (10)
	Coleman Prison (1)	Coleman Prison (1)
	Sea World (4)	Sea World (4)
	Lockheed Martin (3)	Lockheed Martin (3)
	TSA (2)	TSA (2)
	PEO STRI (2)	PEO STRI (2)
	Department of Defense (1)	Department of Defense (1)
Phone Inquiries	47	53
*Estimated Numbers		

Monthly Report G: Monthly Employee Travel

To: LYNX Board of Directors

From: Susan Black
 INTERIM CHIEF EXECUTIVE OFFICER
BRENDA HERNANDEZ
 (Technical Contact)
Blanche Sherman
 (Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Monthly Employee Travel - March 2016

Date: 4/14/2016

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
David Rodriguez Operations	Washington, DC	To attend Leadership APTA class of 2016	03/11/2016 - 03/16/2016	2,484	2,484
Susan Black Executive	Washington, DC	To attend the APTA legislative conference	03/12/2016 - 03/17/2016	2,449	2,449
Tiffany Homler Govt. Affairs	Washington, DC	To attend the APTA legislative conference	03/12/2016 - 03/15/2016	2,444	2,444
John Serrano Human Resources	St Petersburg, FL	To attend open forum for CDL & Third party testing	03/30/2016 - 03/30/2016	0	0
Thomas Costello Human Resources	St Petersburg, FL	To attend open forum for CDL & Third party testing	03/30/2016 - 03/30/2016	0	0
Margaret McCoy Operations	Tampa, FL	To attend instructors course, to learn to teach the TSI course at LYNX	03/27/2016 - 04/01/2016	288	288
Gail Stewart Operations	Ft Myers, FL	To attend as a judge for the 2016 Triple Crown Bus & Paratransit Roadeo	03/31/2016 - 04/03/2016	123	123
TOTAL ESTIMATED COSTS and AGENCY COSTS				7,788	7,788

Monthly Report H: Monthly Employee Travel

To: LYNX Board of Directors

From: Susan Black
 INTERIM CHIEF EXECUTIVE OFFICER
BRENDA HERNANDEZ
 (Technical Contact)
Blanche Sherman
 (Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Monthly Employee Travel - February 2016

Date: 4/14/2016

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Maria Colon Human Resources	St Petersburg, FL	To attend complimentary working session on topics of trust	01/13/2016 - 01/13/2016	0	0
Teule Chisolm Operations	Tampa, FL	To attend Transit supervisors certification training	01/10/2016 - 01/15/2016	710	710
Tiffany Homler Govt. Affairs	Tallahassee, FL	To attend legislative session	01/12/2016 - 01/13/2016	328	328
Tiffany Homler Govt. Affairs	Tallahassee, FL	To attend legislative session	01/15/2016 - 01/17/2016	547	547
Tangee Mobley Operations	Miami, FL	To attend the National Institute on Labor Law & Labor Arbitration seminar	02/07/2016 - 02/09/2016	1,282	1,282
Tiffany Homler Govt. Affairs	Tallahassee, FL	To attend HB155 Economic affairs committee	02/10/2016 - 02/10/2016	86	86
Bruce Detweiler Planning	Daytona Beach, FL	To attend ArcGIS training	02/23/2016 - 02/23/2016	178	178
Ola Adelekan Planning	Daytona Beach, FL	To attend ArcGIS training	02/23/2016 - 02/23/2016	178	178
Matt Friedman Marketing & Communications	Phoenix, AZ	To attend annual marketing & communications workshop	02/27/2016 - 03/02/2016	2,323	2,323

LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Tiffany Homler Govt. Affairs	Tallahassee, FL	To attend legislative session	02/27/2016 - 03/06/2016	0	0
TOTAL ESTIMATED COSTS and AGENCY COSTS				5,632	5,632