




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

1. Call to Order & Pledge of Allegiance

2. Approval of Minutes

-  Minutes from the September 28, 2011 Board of Directors Meeting Pg 4

3. 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.

4. Executive Session



5. Chief Executive Officer's Report

6. Consent Agenda


A. Release Requests for Proposal (RFP)

- i.  Authorization to Release a Request for Proposal (RFP) and Negotiate a Contract for Non-Standard Shelter Design Pg 10
- ii.  Authorization to Release a Request for Proposal (RFP) for Temporary Staffing Services Pg 12
- iii.  Authorization to Release an Invitation for Bid (IFB) Negotiate and Award Contract for Remote Surveillance Systems for LYNX Super Stops Facilities and LYNX/FDOT Park & Ride Facilities Pg 13
- iv.  Authorization to Release an Invitation for Bid (IFB) Negotiate and Award Contract for a Wireless Surveillance Network System for the Existing LYMMO Fixed Guideway System Pg 15



B. Award Contracts







- i.  Authorization to Negotiate and Award a Contract for the Design, Assistance in Deployment, Study and Evaluation of the Demonstration of the FlexBus concept for the Cities of Altamonte Springs, Casselberry, Longwood and Maitland Pg 17
- ii.  Authorization to Award a Contract to Direct Media Inc. for Advertising Sales Pg 19

C. Extension of Contracts




- i.  Authorization to Exercise the Second Year Option of Contract #08-C01 with Grosvenor Building Services for Janitorial Services at LYNX Central Station and LYNX Operations Center Pg 22

D. Miscellaneous

- i.  Authorization to Execute Amendment #3 of the Medicaid Non-Emergency Transportation Contract with the Florida Commission for the Transportation Disadvantaged Pg 23
- ii.  Authorization to Increase Contract #10-C17 with Integrated Claims Solution for Third Party Claims Administration for Workers Compensation, Tort and Public Liability Pg 25

- iii.  Authorization to Modify the Employment Contract between LYNX and John M. Lewis, LYNX Chief Executive Officer Pg 27
- iv.  Authorization to Implement Fixed Route Schedule Changes for December 4, 2011 Pg 28
- v.  Authorization to File Grant Applications with the Florida Department of Transportation (FDOT) for FY2013 Section 5311 Federal Transit Administration Non-Urbanized Area Program Funds and FY2013 Section 5310 Federal Transit Administration Transportation Services for Elderly Person and Persons with Disabilities Program Funds Pg 32
 - Attachments 
- vi.  Authorization to Ratify Modification #1 to Contract #12-C02 with MV Transportation, Inc., for Paratransit Services through October 15, 2011 Pg 36
 - Attachments 

7. Action Agenda









- A.  Authorization to Adopt the LYNX Vision 2030 Plan Pg 39
 - Attachments 
- B.  Authorization to Elect the FY2012 Board of Directors' Officers Pg 87
- C.  Approval of Board of Directors 2012 Meeting Dates Pg 88

8. Information Items

- A.  LYNX 12-month Rolling Calendar Pg 89

9. Other Business

10. Monthly Reports

- A.  Preliminary Monthly Financial Reports - September 30, 2011 Pg 91
 - Attachments 
- B.  LYNX American Recovery and Reinvestment Act Project Status Report Pg 98
 - Attachments 
- C.  Ridership Report August (Final) September & October 2011 Pg 101
- D.  Planning and Development Report Pg 109
- E.  Communications Report Pg 112
- F.  Government Relations Report Pg 120
- G.



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 Sarah Tirado at 455 N. Garland Ave, Orlando, FL 32801 (407) 841-2279, extension 6012, 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
Monthly Board Meeting Minutes

PLACE: **LYNX Central Station**
 455 N. Garland Avenue
 Board Room, 2nd Floor
 Orlando, FL 32801

DATE: **September 28, 2011**

TIME: **2:00 p.m.**

Members in Attendance:

Seminole County Commissioner, Carlton Henley, Chair
Osceola County Commissioner, Brandon Arrington, Vice Chair
City of Orlando, Mayor Buddy Dyer, Secretary
FDOT District 5 Secretary, Noranne Downs

Members Absent:

Orange County, Mayor Teresa Jacobs

1. Call to Order and Pledge of Allegiance

The Chairman, Commissioner Carlton Henley, called the meeting to order at 2:00 p.m. Chairman Henley asked Commissioner Brandon Arrington to lead the Pledge of Allegiance.

2. Approval of Minutes

Motion was made and seconded to approve the Minutes of the July 28, 2011 Board of Directors. The Motion passed unanimously.

3. Public Comments

Denise Diaz, Central Florida Jobs for Justice, addressed the Board regarding the bargaining negotiations with the ATU Locals. Her concern was the requirement for a Public agency such as LYNX to hold public meetings in accordance with the Florida Sunshine Laws.

The Chairman noted the concern and reminded the audience of the difference in “public meetings” are “meetings in the public”.

The Chairman recognized John Lewis, LYNX’ CEO.

Mr. Lewis provided that the negotiation sessions referenced were held in conference rooms at an outside venue because of the need for multiple rooms; one for the management team, one for the

union team, etc. In order for all LYNX' conference rooms not be occupied for one meeting during the work day, it was determined to hold this meeting offsite.

Fred McMillian addressed the Board in appreciation for the response to the concern he brought to the July 28, 2011 meeting. At the July meeting, he requested a bus stop in front of the community of 600 residents be moved. Mr. McMillian reported that the stop had been moved

4. Chief Executive Officer's Report

The Chairman recognized John Lewis, Chief Executive Officer.

Mr. Lewis noted that for the third consecutive quarter, ridership continues to rise and if the trend continues, LYNX will exceed the previous record of 27,000,000. People in the community are looking for alternative means of transportation and LYNX is ready to fill that role.

He noted that in previous Board meetings, core-service changes were discussed. In mid-August, a new service, FastLINK, began. FastLINK is local express routes currently on two corridors U.S. Highways 441 and 17-92. For the first month, average ridership for FastLINK 441 was 250 per day. Average ridership for FastLINK 17-92 was just under 100 per day.

As LYNX works to expand the Bus Rapid Transit, the Federal funding has been secured for both the East-West and Parramore expansions. Dr. Yvette Taylor, FTA Administrator, will attend LYNX' kick-off meeting on November 18th.

Mr. Lewis noted the Board members were provided a Memorandum in accordance with Administrative Rule 6 regarding notification of the Board of settlement of a claim. A General Liability claim was recently settled that exceed the Chief Executive Officer's signatory allowance. The Chairman was conferred with.

He then introduced Donna Teffertiller, LYNX' Director of Human Resources. Ms. Tefertiller has been performing the duties as the Interim Director. LYNX embarked on a national search to fill the role; however, after reviewing the candidates, Ms. Tefertiller was offered the position.

5. Consent Agenda

The Chairman recognized Osceola County Commissioner, Brandon Arrington.

Commissioner Arrington requested that Item 5.D.iii be pulled from the Consent Agenda for a discussion.

The Chairman recognized Orlando Mayor, Buddy Dyer, for a question.

In regards to Agenda Item 5.C.iv., Mayor Dyer asked staff if the Contract with Reynolds, Smith and Hill included the design-build of the BRT expansion.

Tony Walter, LYNX' Director of Planning and Development, responded that to a degree, the Contract includes the design-build. The Contractor will assist with scoping for the design-build.

The Mayor asked if the BRT project was on track with getting it out in October. Mr. Walter responded that it was on track.

With regard to Agenda Item 5.D.xix, Chairman Henley asked staff if LYNX had been reimbursed by the Human Service Agencies for the services provided.

Edward Johnson, LYNX' General Manager, responded that LYNX will cover the contractual costs from its local funds and will then reimburse itself with other federal and state funding for expenses being incurred with unobligated grant funds.

A. Release Requests for Proposal

- i.** Authorization to Release a Request for Proposal (RFP) for US 192 Alternative Analysis
- ii.** Authorization to Release a Request for Proposal (RFP) for the GIS Strategic Plan Update
- iii.** Authorization to Release a Request for Proposal (RFP) for Solar Powered Trash Compactors
- iii.** Authorization to Issue an Invitation for Bid (IFB) for Bus Tire Leasing

B. Award Contracts

- i.** Authorization to Ratify the Award of Contract #12-C03 to RKA Petroleum Companies for the Purchasing of Dyed Ultra Low Sulfur Diesel Fuel
- ii.** Authorization to Ratify the Award of Contract #12-C04 to Glover Oil Company, Inc. for the Purchase of B-99 Biodiesel Fuel
- iv.** Authorization to Ratify the Award of Contract #12-C05 to RKA Petroleum Companies for the Purchase of 87 Octane Unleaded Gasoline
- iv.** Authorization to Award Contract #12-C06 to Blue Cross Blue Shield for Health Care Services

C. Extension of Contracts

- i.** Authorization to Exercise the First Year Option of Contract #09-C04 with Solantic for Occupational Health Services
- ii.** Authorization to Exercise Second Option Year of Contract #07-026/ASG with Bank of America for Banking Services
- iii.** Authorization to Exercise the First Year Option of Contract #09-C07 with Data Transfer Solutions, LLC for General Consultant Services
- iv.** Authorization to Exercise First Year Option of Contract #09-C08 with Reynolds, Smith and Hills, Inc. for General Consultant Services
- v.** Authorization to Exercise Second Year Option of Contract #07-043 with Tuff Cut, Inc. for Landscaping Maintenance Services at LYNX Facilities

D. Miscellaneous

- i.** Authorization to Amend Contract #06-034 with MV Transportation, Inc., to Add to the "Not to Exceed" Dollar Amount
- ii.** Authorization to Dispose of Items Accumulated Through the Lost and Found Process
- iii.** Authorization to Amend Contract #08-C14 General Counsel Services with Akerman & Senterfitt

- iv.** Authorization to Ratify the Submittal of the Grant Application to the Federal Transit Administration (FTA) for 5309 Bus and Bus Facilities for Veterans Transportation and Community Living Initiative
- v.** Authorization to Submit Grant Applications to the Federal Transit Administration for Fiscal Year 2011 Urbanized Area Program, Capital Investment Fixed-Guideway Program and Surface Transportation Program (STP) Apportionments
- vi.** Authorization to Negotiate and Enter into a Memorandum of Understanding with the University of Central Florida (UCF) for Rehabilitation of the UCF Transfer Center
- vii.** Authorization to Increase Contract #09-C28 with Fisher, Rushmer, Werrenrath, Dickson, Talley & Dunlap, P.A. and Contract #09-C29 with Zimmerman, Kiser & Sutcliffe, P.A. for General Liability Legal Services.
- viii.** Authorization to Ratify the Joint Participation Agreement (JPA) with the Florida Department of Transportation (FDOT) for Construction, Operation and Maintenance of the Kissimmee Intermodal Center
- ix.** Authorization to Ratify the Amendment to the Interlocal Agreement Between the City of Orlando and LYNX to Include the Parramore Bus Rapid Transit, LYNX Orlando Trail and the Downtown Orlando East/West Circulator
- x.** Authorization to Execute an Interlocal Agreement with VOTRAN for Commuter Bus Service between Volusia County and Downtown Orlando
- xi.** Authorization to Adopt Resolution No. 11-007 to Appoint Donna Tefertiller, Director of Human Resource to the Administrative Committee for the LYNX' Money Purchase and 457 Deferred Compensation Plans
- xii.** Authorization to Adopt Resolution No. 11-008 to Appoint Donna Tefertiller, Director of Human Resource as a Trustee to the LYNX Chief Executive Officer (CEO) Retirement Plan
- xiii.** Authorization to Adopt Resolution No. 11-009 to Appoint Donna Tefertiller, Director of Human Resource as Management Trustee to the Amalgamated Transit Union (ATU) Local 1596 Pension Plan
- xiv.** Confirmation of the Appointment of Donna Tefertiller as Director of Human Resources
- xv.** Authorization to Amend the FY 2011 Local Coordination Agreements and Funding Allocations with Seminole Behavioral Healthcare; Meals on Wheels; Quest, Inc.; Primrose Center, Inc.; The Opportunity Center; and The Independent Transportation Network of Orlando
- xvi.** Authorization to Ratify the Annual Participatory Funding Agreement with METROPLAN ORLANDO for FY2011/2012
- xvii.** Authorization to Execute a Contract with METROPLAN ORLANDO for Fiscal Year 2011/2012 Transit Planning Activities
- xviii.** Authorization to Ratify the Submittal of Shirley Conroy Rural Area Capital Assistance Support Grant Application to the Florida Commission for the Transportation Disadvantaged for Three Replacement Paratransit Vehicles
- xix.** Authorization to Negotiate and Execute the FY 2012 Sub-recipient Agreements for Potential Job Access Reverse Commute (JARC) and New Freedom Program (NFP) Grant Funding with the Following Local Coordinating Human Services Agencies; Meals on Wheels; Seminole Behavioral Healthcare; The Opportunity Center and The Independent Transportation Network of Orlando
- xx.** Authorization to Finalize Negotiations and Ratify a Memorandum of Understanding (MOU) with Osceola County on the US 192 Alternative Analysis
- xxi.** Authorization to Amend LYNX' Fare Policy With an Effective Date of December 4, 2011

Motion was made and seconded to approve the Consent Agenda Items 5.A.i through 5.D.xxi excluding 5.D.iii. The motion passed unanimously.

The Chairman recognized Osceola County Commissioner, Brandon Arrington.

Commissioner Arrington noted his interest at LYNX exploring in-house legal services for items which would provide efficiencies. Hillsborough Area Regional Transit (HART), a similar organization, has a staff of two for legal services; an attorney and an assistant. As the Board considers Item 5.D.iii, Amendment to Contract for General Counsel Services, I urge the Board to review the opportunity to increase efficiencies through in-house services.

The Board then considered Consent Agenda Item 5.D.iii

iii. Authorization to Amend Contract #08-C14 General Counsel Services with Akerman & Senterfitt

Motion was made and seconded to approve the Consent Agenda Items 5.D.iii. The motion passed unanimously.

6. Action Agenda

A. Authorization to Adopt Fiscal Year 2012 Operating and Capital Budgets

The Chairman recognized Bert Francis, Chief Financial Officer, to make the presentation.

Mr. Francis noted that staff presented the preliminary FY2012 Operating Budget in the amount of \$116,200,174 to the Board of Directors at its April 7, 2011 meeting.

Following the April 7th, meeting, LYNX staff has made presentations to Orange, Osceola, and Seminole counties, assumptions have been reexamined and the cost of providing the same level of service for next fiscal year has been discussed. In addition, adjustments were made to the FY2012 Operating Budget to increase the use of Preventative Maintenance fund and utilize operating reserves to balance the budget. Mr. Francis noted there is no change in the original funding request from the funding partners as a result of the adjustments.

The Chairman asked Mr. Francis if it was LYNX' practice to have contingency reserves built in to budgeted lines items in addition to the Reserve account.

Mr. Francis responded that certain reserves are created such as worker's compensation and general liability and they appear as liabilities. There are no other "reserve" accounts. The LYNX Reserve account includes its self-insured fund.

Motion was made and seconded to adopt Fiscal Year 2012 Operating and Capital Budget. The Motion passed unanimously.

B. Authorization to Extend and Amend the FY2011 Service Funding Agreements with the Regional Funding Partners

The Chairman recognized Bert Francis, Chief Financial Officer, to make the presentation.

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to extend and amend the FY2011 funding agreements with the Regional Funding Partners listed below for the provision of public transportation services corresponding with its respective funding contribution for the Fiscal Year 2012 Budget. The actual amounts of the amendments will be final once the Board has approved the Operating Budget for FY2012.

Orange County	\$32,382,067
Seminole County	\$ 4,083,948
Osceola County	\$ 4,279,194
Lake County	\$ 225,423
City of Orlando	\$ 3,482,292
City of Altamonte Springs	\$ 120,900
City of Sanford	\$ 93,000
City of St. Cloud	\$ 161,999

*City of Orlando's LYMMO Service is not included and is under a separate agreement.

Motion was made and seconded to extend and amend the FY2011 Service Funding Agreements with the regional funding partners. The Motion passed unanimously.

6. Information Items

Information Items are for review purposes only. No action is required.

9. Other Business

The Chairman asked if there was other business to bring before the members. Hearing none, the Chairman moved the Agenda.

10. Monthly Reports

Monthly Reports are for review purposes only. No action is required.

Meeting adjourned at 2:25 p.m.

Consent Agenda Item #6.A. i

To: LYNX Board of Directors

From: Rudolph Walter
DIRECTOR OF PLANNING
Rudolph Walter
(Technical Contact)
Rich Bannon
(Technical Contact)

Phone: 407.841.2279 ext: 6009

Item Name: Release Requests for Proposal (RFP)
Authorization to Release a Request for Proposal (RFP) and Negotiate a
Contract for Non-Standard Shelter Design

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Director's authorization to release a Request for Proposals (RFP) for creative shelter design and engineering services for the Mills 50 Main Street district.

BACKGROUND:

The Mills 50 Main Street district near downtown Orlando is a vibrant mixed-use neighborhood with a diverse and engaged population. As part of the City of Orlando's local main street program, the Mills 50 Main Street community organization has been planning and implementing local programs to promote neighborhood businesses, rekindle community pride and shape a unique identity. This district, generally including Mills Avenue between Princeton Street and E. Amelia Street, and SR 50 between N. Summerlin Avenue and N. Hampton Avenue, has many transit riders but very few bus shelters. Mills 50 Main Street has requested new shelters for their community that will compliment their historic buildings and creative culture.

LYNX is currently in the process of outlining shelter priority corridors, districts and stop locations for the next three to five years. In addition to protecting customers from sun, rain, wind and other inclement conditions, shelters are highly visible architectural elements that have the ability to enhance the unique identity of a particular neighborhood or community. LYNX seeks to add non-traditional shelter designs to its existing catalog of shelter styles in order to respond to the needs of communities such as Mills 50. Additional designs will better respond to the requests by our funding partners, neighborhood associations, main street districts and the local business community for unique shelter typologies that will complement or enhance the existing neighborhood character.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' 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. The established goal for project is 2% with the ability to identify ready willing and able firms for subcontracting opportunities for the project. The DBE officer will work with identified firms to ensure compliance.

FISCAL IMPACT:

The total estimated fiscal impact for the entire contract has not been determined. However, LYNX intends to limit the cost of the proposed shelters to be equivalent to the fully installed cost of an existing LYNX shelter (approx \$17,000-\$20,000). LYNX is anticipating that multiple funding sources should be available to support this effort, including either the FY2012 funding allocation or anticipated ARRA savings. At no point will LYNX exceed the individual budget line item amounts under either funding source.

Consent Agenda Item #6.A. ii

To: LYNX Board of Directors

From: Donna Tefertiller
DIRECTOR OF HUMAN RESOURCES
Debbie Toler
(Technical Contact)

Phone: 407.841.2279 ext: 6119

Item Name: Release Requests for Proposal (RFP)
Authorization to Release a Request for Proposal (RFP) for Temporary Staffing Services

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release a Request for Proposal (RFP) for Temporary Staffing Services. The contract term will be for an initial three year period with two one-year options.

BACKGROUND:

In March 2009, Contracts 09-C20, 09-C21 and 09-C22 were established for three (3) years. On February 28, 2012 these existing contracts for Temporary Staffing Services will expire.

LYNX utilizes between ten to twenty temporary employees per year primarily in the areas of administration, clerical, human resources, accounting and finance. Temporary employees also assist with the annual physical inventory count of fixed assets conducted in the fourth quarter of each year. Utilizing temporary employees affords LYNX flexibility in managing the staffing levels within the organization.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' 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 an overall agency goal of 14%. The DBE officer will work with the project manager to identify subcontracting opportunities for DBE and to determine the appropriate goal for the project to ensure compliance.

FISCAL IMPACT:

LYNX staff has included \$119,795 in the FY2012 Operating Budget for these services.

Consent Agenda Item #6.A. iii

To: LYNX Board of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
William Zielonka
(Technical Contact)
Rich Bannon
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: **Invitation for Bid (IFB)**
Authorization to Release an Invitation for Bid (IFB) Negotiate and Award Contract for Remote Surveillance Systems for LYNX Super Stops Facilities and LYNX/FDOT Park & Ride Facilities

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue an Invitation for Bid (IFB), negotiate and to award a fixed price contract for the installation of a security surveillance system for LYNX' 11 existing Super Stop Facilities and LYNX/FDOT Park and Ride Facilities. Due to the nature of this contract award and in accordance with Administrative Rule 4.4.13 Financially Exigent Agreements, LYNX' Chief Executive Officer is authorized to award and execute the contract for a security surveillance system and return to the Governing Board for ratification at the next regularly scheduled meeting.

BACKGROUND:

LYNX has been successful over the past several years in obtaining grant funding for identified transit security projects from the U.S. Department of Homeland Security (DHS) Transit Security grants. The funding provided through DHS is part of a comprehensive set of measures authorized by Congress and implemented to help strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks. The program provides funds to transit systems to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters and other emergencies by elevating security on a system-wide level. The program is authorized by Section 1406 of *Implementing Recommendation of the 9/11 Commission Act of 2007* and the *Consolidated Security, Disaster Assistance, and Continuing Appropriations Act of 2009*.

Through a combination of funding from DHS, the Florida Department of Transportation (FDOT) and the Federal Transit Administration (FTA/ARRA funds) staff is proposing to move forward

with a Security Surveillance System for the existing 11 Super Stop Facilities and the LYNX/FDOT Park and Ride Facilities.

The Security Surveillance Project will fund “smart cameras” surveillance for existing Super Stops and Park & Ride Facilities. The project will provide surveillance that will connect into the LYNX’ CCTV Control Center located at LYNX Central Station. This project will continue to enhance LYNX’ agency-wide security system while increasing customers safety and security.

The following locations will be part of this project:

Superstops:

- Colonial Plaza Market Center
- Florida Mall
- Park Promenade
- Sanford Wal-Mart Plaza
- Washington Shores
- West Oak Mall
- University Of Central Florida
- Apopka
- Destination Parkway
- Osceola Square Mall
- Rosewood

Park & Ride:

- Dean Road/Econlockhatchee Trail
- SR-50/SR419
- US -27/Clermont
- Lake Lotus
- Shady Lane
- Dirksen/Debary Avenue
- Saxon Boulevard
- 1-95/EauGallie

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

Although this procurement is not funded with DOT assisted dollars, LYNX has established a small business goal of 8% that cannot and will not be counted toward FTA DBE overall goal participation in accordance with the guidelines of 49 CFR Part 26.

FISCAL IMPACT:

LYNX staff has included funding in the FY2012 Capital Budget to support this project. This project is 100% grant funded through DHS, FDOT, and FTA/ARRA.

Consent Agenda Item #6.A. iv

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
William Zielonka
(Technical Contact)
Rich Bannon
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Invitation for Bid (IFB)
Authorization to Release an Invitation for Bid (IFB) Negotiate and Award
Contract for a Wireless Surveillance Network System for the Existing
LYMMO Fixed Guideway System

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue an Invitation for Bid (IFB), negotiate and to award a fixed price contract for the installation of a security video system within the existing LYMMO service area. Due to the nature of this contract award and in accordance with Administrative Rule 4.4.13 Financially Exigent Agreements, wherein LYNX' Chief Executive Officer is authorized to award and execute the contract for security surveillance system and return to the Governing Board for ratification at the next regular scheduled meeting.

BACKGROUND:

LYNX has been successful over the past several years in obtaining grant funding for identified transit security projects from the U.S. Department of Homeland Security Transit Security grants. In particular for system-wide security upgrades including upgrading the CCTV Control Center and the LYMMO fixed guideway Security Surveillance Project. Staff is now proceeding with the LYMMO Security Surveillance Project.

The Security Surveillance Project will fund a wireless surveillance network on the LYMMO fixed guideway system. All existing LYMMO buses and service stops will provide live video feed via a digital IP based wireless mesh surveillance system into LYNX' CCTV Control Center located at LYNX Central Station. This live feed will be provided to local law enforcement and the Central Florida Fusion Center thus providing real time access to incidents. Staff is coordinating with the Orlando Police Department and the City of Orlando on this project which will complement their IRIS Program. This coordination will provide additional regional

collaboration and vital intelligence sharing, enabling enhanced communication between LYNX and our partner law enforcement agencies.

This project will continue to enhance LYNX' agency-wide security system while increasing customers safety and security.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

Although this procurement is not funded with DOT assisted dollars, LYNX has established a small business goal of 3% that cannot and will not be counted toward FTA DBE overall goal participation in accordance with the guidelines of 49 CFR Part 26.

FISCAL IMPACT:

LYNX staff has included \$348,384 in the FY2012 Capital Budget to support this project. This projects is a 100% Department of Homeland Security grant award. The estimated project cost is \$339,000.

Consent Agenda Item #6.B. i

To: LYNX Board of Directors

From: Rudolph Walter
DIRECTOR OF PLANNING
Doug Jamison
(Technical Contact)

Phone: 407.841.2279 ext: 6009

Item Name: Award Contracts
Authorization to Negotiate and Award a Contract for the Design, Assistance in Deployment, Study and Evaluation of the Demonstration of the FlexBus concept for the Cities of Altamonte Springs, Casselberry, Longwood and Maitland

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to negotiate and award a contract for the design, assistance in deployment, and study and evaluation of a demonstration of the FlexBus concept. The demonstration will prove the operational viability of the concept including the effectiveness and cost-efficiencies and will demonstrate the ability to replicate the design to other markets.

The contract term will be for an initial three (3) year period with two (2) one-year options.

BACKGROUND:

LYNX, the City of Altamonte Springs, and the Florida Department of Transportation worked in partnership to complete the final design documents for the FlexBus Intelligent Transportation Systems (ITS) enhanced circulator system. The Department provided the lead project management for the design effort with representation provided by LYNX and the City. Final design documents were completed in April 2007. The City notified LYNX in writing in March 2008 that they could not proceed with the project at that time, were suspending the project, but would re-initiate it in the near future.

The FlexBus project is designed to provide demand-response public transportation within a limited geographic area, specifically designed for the Altamonte Springs area. Customers would reserve and pre-pay the fare using a website or interactive telephone system for a trip with a vehicle then dispatched to provide that trip. Reservations could be for service to occur anywhere from immediately up to seven (7) days in advance. Service would be provided within the

geographic area or connected to fixed route or rail service for longer distance trips. The automated reservations allow for the near real-time response to the customer request for the trip.

The consultant will utilize the final design documents completed in 2007 to develop and deploy a demonstration of the FlexBus concept. These documents will be updated due to the five (5) year interval from design completion to the present and to add service area within the City of Casselberry to that designed for the City of Altamonte Springs. This demonstration will develop the automated computer and telephone interfaces and the dynamic reservation and scheduling software. This will then be deployed in revenue service as a proof of concept. Successful deployment of the technology could lead to upgrade of the existing PickUpLine services to allow for near real-time automated scheduling.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' 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. The established goal for project is 12% with the ability to identify ready willing and able firms for subcontracting opportunities for the project. The DBE officer will work with firms identified to ensure compliance.

FISCAL IMPACT:

Federal grant funding for \$3,336,711 is included in the FY2011 Capital Budget for the FlexBus demonstration project. The estimated cost for design is \$487,320 with \$2,849,391 available for purchase of equipment.

Consent Agenda Item #6.B. ii

To: LYNX Board of Directors

From: **Kathy Clary**
DIRECTOR OF COMMUNICATIONS
Ro Norman
(Technical Contact)
Maria Colon
(Technical Contact)
Matthew Friedman
(Technical Contact)

Phone: 407.841.2279 ext: 6161

Item Name: Award Contracts
Authorization to Award a Contract to Direct Media Inc. for Advertising Sales

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to negotiate and award a revenue Contract for Transit Advertising to Direct Media Inc. The term of the contract shall be for three (3) years with two (2) one-year options.

BACKGROUND:

In order to maximize the total amount of advertising revenue LYNX issued a Request for Proposal (RFP) on August 5, 2011 and the proposals were due to LYNX by 2:00 P.M. on August 26, 2011.

Six responses were received from the following firms:

- Direct Media Inc.
- Florida Transit Ad Sales
- HFT Management Inc.
- Lamar OBIE
- Signal Outdoor
- Street Media of Florida

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

- Kathy Shaw Clary, Director of Communications
- Lisa Darnall, Chief Operations Officer
- Scott Penvose, Maintenance Supervisor
- Matt Friedman, Manager of Media Relations
- Linda Maxwell, Supervisor Revenue Control

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

- Proposed Revenue to LYNX (35)
- Qualifications and Experience (30)
- Sales Work Plan (25)
- Financial Statement (10)

The SEC met on Friday, September 23, 2011 to discuss the six responses received. The meeting was publicly noticed and each firm was notified of the date and time of the meeting.

The results of the scoring of the proposals are shown below. The scores were based on a total possible score of 500 points and the ordinal ranking of each firm.

Vendor	Points	Ordinal Score
Direct Media	423	8
Florida Transit Ad Sales	428	14
HFT Management	385	16
Signal Outdoor Advertising	400	17
Lamar OBIE	345	25
Street Media of Florida	339	26

The SEC met on Thursday, October 20, 2011 to discuss the results of the presentations. The meeting was publicly noticed and each firm was notified of the date and time of the meeting.

The results of the scoring of the proposals are shown below. The scores were based on total possible score of 500 points and the ordinal ranking of each firm.

Vendor	Points	Ordinal Score
Direct Media	438	7
Signal Outdoor Advertising	406	16
Lamar OBIE	388	17
HFT Management	376	18
Florida Transit Ad Sales	389	22
Street Media of Florida	365	25

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

A DBE commitment of intent to perform or certified DBE of record was not provided at the time of bid submission. There is no DBE goal established for this contract. However, use of DBE or small business firms is encouraged.

Guaranteed Revenue:

Direct Media is providing a guarantee for 2012 of \$750,000.
Direct Media is providing a guarantee for 2013 of \$1,000,000.
Direct Media is providing a guarantee for 2014 of \$1,100,000.
Direct Media is providing a guarantee for 2015 of \$1,200,000.
Direct Media is providing a guarantee for 2016 of \$1,300,000.

Total 5 Year Guarantee to LYNX \$5,350,000.

Total Projected Revenue to LYNX:

Direct Media is projecting revenue for 2012 of \$1,080,000.
Direct Media is projecting revenue for 2013 of \$1,525,000.
Direct Media is projecting revenue for 2014 of \$1,700,000.
Direct Media is projecting revenue for 2015 of \$1,875,000.
Direct Media is projecting revenue for 2016 of \$2,050,000.

Total 5 Year Projected Revenue to LYNX \$8,230,000.

Revenue Sharing Assumptions

2012 60% - up to \$2,000,000
2013 65% - \$2,000,000 - \$2,500,000
2014 70% - above \$2,500,000

FISCAL IMPACT:

LYNX staff has included \$1,075,000 in the FY2012 Operating Budget for advertising revenue, which is very close to the projections made by Direct Media.

Consent Agenda Item #6.C. i

To: LYNX Board of Directors

From: Lisa Darnall
 CHIEF OPERATING OFFICER
 William Zielonka
 (Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
 Authorization to Exercise the Second Year Option of Contract #08-C01 with Grosvenor Building Services for Janitorial Services at LYNX Central Station and LYNX Operations Center

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to exercise the second year option of Contract #08-C01 with Grosvenor Building Services in the amount of \$183,548 for janitorial services effective December 31, 2011.

BACKGROUND:

LYNX has two locations where janitorial services are contracted, LYNX Central Station (LCS) and LYNX Operations Center (LOC). Grosvenor Building Services has supplied these services for the past four years and LYNX is requesting to exercise the second year option.

The cost of this service through Grosvenor Building Services is as follows:

Company	Cost Year 1	Cost Year 2	Cost Year 3	Cost Option Year 1	Cost Option Year 2
Grosvenor Building Services	\$163,080	\$167,974	\$173,011	\$178,201	\$183,548

FISCAL IMPACT:

LYNX staff has included \$203,000 in the FY2012 Operating Budget to support the contract cost of the one year extension plus any additional emergency cleanings for special events that may arise.

Consent Agenda Item #6.D. i

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Lisa Darnall
(Technical Contact)
William Hearndon
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
Authorization to Execute Amendment #3 of the Medicaid Non-Emergency Transportation Contract with the Florida Commission for the Transportation Disadvantaged

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or his designee to execute Amendment #3 of the Medicaid Non-Emergency Transportation (NET) Contract with the Florida Commission for the Transportation Disadvantaged (CTD).

BACKGROUND:

In December 2008, LYNX entered into a contract with the Florida Commission for the Transportation Disadvantaged (CTD) to provide Medicaid Non-Emergency Transportation (NET) Services.

In July 2009, Amendment #1 was executed to break annual allocations into monthly allocations.

In June 2010, Amendment #2 extended our contract through June 2012 and reduced our monthly allocation by 4.8% as a result of Legislative funding cuts.

The CTD, by statute, is required to review allocation methodologies on a routine basis. In reviewing the methodologies, the CTD looked at:

- Urban versus Rural
- Cost
- Unduplicated Passengers
- Trip Volume
- Medicaid Eligible Residents

In reviewing these statistics, four different funding scenarios were created. In all scenarios, our tri-county service area netted a gain. At the CTD's quarterly business meeting on October 28, 2011, they selected an allocation formula that increases our Medicaid NET program's monthly allocation from \$480,900 to \$493,550.

Amendment #3 increases our Medicaid NET allocation and cleans up contractual language that is not a material change to the contract.

FISCAL IMPACT:

Amendment #3 will increase LYNX' total Medicaid NET allocation by \$75,904, or \$12,650 monthly January through June 2012. Our current contract ends June 30, 2012; an extension or new contract will be issued prior to the expiration.

Consent Agenda Item #6.D. ii

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Linda Connell
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
Authorization to Increase Contract #10-C17 with Integrated Claims
Solution for Third Party Claims Administration for Workers
Compensation, Tort and Public Liability

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to increase the Not-to-Exceed amount under **Contract #10-C17 with Integrated Claims Solutions for Third Party Claims Administration for Workers Compensation, Tort and Public Liability** by \$60,275 for the period April 1, 2010 through March 31, 2011 and decrease the third year of the contract by the same amount.

BACKGROUND:

At the March 25, 2010 LYNX Board of Directors meeting, an award was made to Integrated Claim Solutions for Third Party Claims Administration for Workers' Compensation, Tort and Public Liability. The initial term of the Contract is for the period of April 1, 2010 through March 31, 2011. The annual Not to Exceed amount for each year of the contract is \$163,875.

During the first contract year April 1, 2010 to March 31, 2011, there were 1643 Liability and 103 Workers' Compensation claims brought against LYNX. Of those amounts, 64 Workers' Compensation and 284 Liability claims were turned over to ICS to administer at a cost of \$224,150. Due to the high number of claims LYNX exceeded the first year contract amount by \$60,275.

During the second contract year April 1, 2011 through March 31, 2012 there have already been 843 Liability and 65 Workers' Compensation claims brought against LYNX. Of this amount, 49 Workers' Compensation and 128 Liability cases have already been turned over to ICS to administer at a cost of \$130,600, as of September 30, 2011.

LYNX Board Agenda

LYNX staff is in the process of reorganizing the Risk Management and Safety department so that LYNX can alleviate, eliminate and reduce the claims, and costs, being brought against the entity in the future. Staff is planning to hire a Director of Risk Management and Safety with the intent to handle more claims in house and hopefully reducing the number of claims that will be administered by the TPA.

In addition as of October 1, 2011 the State Sovereign Immunity Limits increased from \$100,000/\$200,000 to \$200,000/\$300,000. Because of this LYNX is expecting a substantial increase in both the number of claims and the value of those claims in the future.

FISCAL IMPACT:

LYNX staff has included \$235,000 in the FY2011 Operating Budget and \$305,000 in the FY2012 Operating Budget to support these services.

Consent Agenda Item #6.D. iii

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
Authorization to Modify the Employment Contract between LYNX and
John M. Lewis, LYNX Chief Executive Officer

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting Board of Directors' authorization to modify the Employment Contract between LYNX and John M. Lewis, Jr., Chief Executive Officer (CEO), to extend the period to utilize temporary housing and relocation expenses. The Chairman is prepared to execute said Modification upon approval by the Board.

BACKGROUND:

Under the terms of the employment agreement dated November 9, 2010 and effective December 1, 2010, between LYNX and the CEO, Section 9, Paragraph (d), allowed up to seven (7) months to utilize the amount for temporary housing and relocation expenses. On May 26, 2011, the LYNX' Board of Directors authorized a three (3) month extension through September 2011.

At this time, the CEO is requesting the period be extended an additional three (3) months with no change in the fiscal impact.

FISCAL IMPACT:

None.

Consent Agenda Item #6.D. iv

To: LYNX Board of Directors

From: Rudolph Walter
DIRECTOR OF PLANNING
Rudolph Walter
(Technical Contact)

Phone: 407.841.2279 ext: 6009

Item Name: Miscellaneous
Authorization to Implement Fixed Route Schedule Changes for December 4, 2011

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to implement the proposed fixed route service changes effective December 4, 2011.

BACKGROUND:

On July 28, 2011, staff received authorization from the Board of Directors to initiate the Public Participation Process for consideration of the proposed service changes for December 4, 2011. A total of seven public workshops were held between September 12 and September 17, 2011. Customers and staff were able to obtain input on the service changes through the following public workshop locations:

LYNX Central Station (Terminal Lobby) 455 N Garland Ave, Orlando, FL. 32801

Monday, September 12, 4 – 6 PM
Thursday, September 15, 8 – 10 AM
Saturday, September 17, 10 AM – 12 noon

Seminole Centre SuperStop, 3653 S Orlando Dr, Sanford, FL 32773

Tuesday, September 13, 4 – 6 PM
Friday, September 16, 8 – 10 AM

Osceola Square Mall SuperStop, Armstrong Blvd and W. Columbia Ave, Kissimmee, FL 34741

Tuesday, September 13, 8 – 10 AM
Friday, September 16, 4 – 6 AM

A total of 62 comments were received at these workshops. The summary of the comments were as follows:

- 10 comments were in favor of the proposed changes
- 1 comment was against the proposed changes
- 51 comments did not address the proposed changes

Of the 51 comments, the majority (36) addressed wanting additional service (Sunday service, later service in the evening). Other comments expressed were on-time performance on specific routes such as Link 4, overcrowding issues on specific routes and operator performance.

PROPOSED SERVICE CHANGES:

Staff has identified the following proposed service efficiencies and effectiveness changes for the December 4, 2011 service changes:

REPLACED SERVICE:

- **Link 30** – Colonial Drive Crosstown (Orange County) – Will be split into Link 104 (East Colonial) and Link 105 (West Colonial).

NEW SERVICE:

- **Link 104** – East Colonial (Orange County) – Will replace East Colonial Drive/SR 50 portion of Link 30. Link 104 will operate from LCS to UCF. From LCS, it will stop along Colonial Drive at Fashion Square Mall and Semoran Boulevard/SR 436, and then will serve all current Link 30 stops to UCF.
- **Link 105** – West Colonial (Orange County) – Will replace West Colonial Drive/SR 50 portion of Link 30. Link 105 will operate from LCS to Park Avenue and Colonial Drive/SR 50 in Winter Garden. From LCS, it will stop along Colonia Drive at Orange Blossom Trail, John Young Parkway, Mercy Drive and Pine Hills Road. Then the route will serve all current Link 30 stops to Park Avenue.
- **Xpress 212** – Bithlo/Downtown Orlando Xpress (Orange County) – Minimal stops along Colonial Drive from Bithlo to Waterford Lakes then non-stop service to LYNX Central Station (LCS) along SR 408. (Deferred until RFP is submitted)
- **Xpress 213** – Kissimmee/Downtown Orlando Xpress (Osceola County/Orange County) – Minimal stop service from Osceola Square Mall on U.S. 192 to SR 535 then non-stop service to downtown Orlando on I-4. Will serve the Orlando Health campus. The route will end at LCS. (Deferred until RFP is submitted)

- **Xpress 214** – St. Cloud/Downtown Orlando Xpress (Osceola County/Orange County) – Non-stop service from the Shady Lane Park N Ride in St. Cloud to downtown Orlando along the Florida Turnpike and I-4. Will serve the Orlando Health campus. The route will end at LCS. (Deferred until RFP is submitted)

ADJUSTED SERVICE:

- **Link 8** – West Oak Ridge Road/International Drive (Orange County) – Alternate routing south of SeaWorld. New routing options will be Central Florida Parkway to International Drive or Central Florida Parkway to Westwood Boulevard to International Drive.
- **Link 10** – East U.S. 192/St. Cloud (Osceola County) – Schedule adjustments in order to connect to the FastLink 441 at Main Street and Vine Street in Kissimmee.
- **Link 11** – South Orange Avenue/Orlando International Airport (Orange County) – Four minutes are being added to serve Bear Road in both directions. The bus will now arrive at Orlando International Airport (OIA) four minutes later and depart OIA four minutes earlier.
- **Link 13** – University of Central Florida (Orange County) – All time points on the Sunday schedule are five minutes earlier.
- **Link 15** – Curry Ford Road/Valencia College (Orange County) – The final three trips of the day will depart from Valencia College at 8:12 p.m., 9:12 p.m. and 10:12 p.m.
- **FastLink 17-92** – Sanford/Downtown Orlando (Seminole County/Orange County) – Second trip will now leave at 6:30 a.m.
- **Link 20** – Malibu Street/Pine Hills (Orange County) – Sunday schedule times will be adjusted by 15 minutes - trips will now depart LCS at :15 past the hour.
- **Link 21** – Universal Studios (Orange County) – Minor schedule adjustments.
- **Link 25** – Mercy Drive/Shader Road (Orange County) – Minor schedule adjustments.
- **Link 36** – Lake Richmond (Orange County) – All Sunday trips will leave LCS on the hour.
- **Link 37** – Pine Hills/Florida Mall (Orange County) – Weekday schedule will be adjusted.
- **Link 41** – SR 436 Crosstown (Orange County/Seminole County) – Buses will now depart LCS and OIA every 35 minutes.

- **Link 42** – International Drive/Orlando International Airport (Orange County) – Route will end at Destination Parkway. Link 42 passengers going to points south of SeaWorld will now have to transfer to Link 8.
- **Link 46E** – Central Florida Regional Hospital/Downtown Sanford (Seminole County) – Route will begin at Seminole Centre. Service will extend to the Seminole Health Center on SR 415.
- **Link 46W** – West SR 46/Seminole Towne Center (Seminole County) – Route will begin at Seminole Centre.
- **Link 103** – North 17/92 (Orange County/Seminole County) – All schedule times will end at Seminole Centre.
- **Link 204** – Clermont Xpress (Lake County/Orange County) – Stop being added on South Grand Highway south of Colonial Drive/SR 50.
- **PickUpLine 641** – Williamsburg (Orange County) – Service area will expand to include the Turkey Lake Road Walmart.

FISCAL IMPACT:

All proposed changes will be supported with funds included in the FY2012 operating budgets.

Consent Agenda Item #6.D. v

To: LYNX Board of Directors

From: Rudolph Walter
DIRECTOR OF PLANNING
Belinda Balleras
(Technical Contact)

Phone: 407.841.2279 ext: 6009

Item Name: Miscellaneous
Authorization to File Grant Applications with the Florida Department of Transportation (FDOT) for FY2013 Section 5311 Federal Transit Administration Non-Urbanized Area Program Funds and FY2013 Section 5310 Federal Transit Administration Transportation Services for Elderly Person and Persons with Disabilities Program Funds

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit grant applications to the Florida Department of Transportation (FDOT) and authorize the Chairman to execute Resolution #11-010. This action also includes authorization for the Chief Executive Officer to execute Joint Participation Agreements for anticipated awards from the FDOT.

LYNX will submit grant applications to FDOT for \$600,000 of Section 5311 Non-urbanized Area Formula Program funds and approximately \$800,000 of Section 5310 Capital for Elderly and Persons with Disabilities Transportation for FT2013 funding cycle.

BACKGROUND:

As the designated recipient of the Federal Transit Administration (FTA) 5311 funds for rural and small urbanized areas and 5310 funds for elderly persons and people with disabilities transportation, FDOT is soliciting applications under each of the following funding programs:

Non-urbanized Area Program – FTA Section 5311

FTA allocates non-urbanized area funds to the State of Florida as provided under Section 5311 of the Federal Transit Act. These funds are appropriated annually and allocated on a population-based formula. Such funds are to be used for public transportation services in non-urbanized areas.

LYNX currently provides fixed-route bus service between Orlando and the rural and small urbanized communities of Bithlo, Zellwood, Kissimmee, St. Cloud and other rural portions of Orange, Osceola, and Seminole counties, as well as a number of Pick-Up-Line services.

The Federal rural operating assistance of approximately \$600,000 will offset some of the operating costs in FY2013. The balance of the rural services transportation will be funded through farebox revenues, local funding contributions and other directly generated revenues. Once authorized, the funds programmed by FDOT in July, 2013 will be included in the FY2013 LYNX operating budget.

Transportation for Elderly Persons and Persons with Disabilities – Section 5310

The FTA's 5310 program provides formula funding to States for the purpose of assisting private nonprofit groups and community transportation coordinators in meeting the transportation needs of the elderly and persons with disabilities. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of federally-assisted transportation services assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state.

LYNX will submit an application for approximately \$800,000 to purchase approximately 10-12 paratransit vehicles to increase LYNX' owned paratransit vehicles. Based on FDOT guidelines, the purchase of vehicles to replace contractor owned vehicles is considered expansion of fleet for FDOT programming purposes.

FISCAL IMPACT:

Under the Section 5311 Non-urbanized Area Program it is estimated that approximately \$600,000 of Federal funds for rural operating assistance may be available in FY2013. Grant funds will be obligated after July 2013 under a Joint Participation Agreement (JPA) with FDOT.

Under the Section 5310 Elderly and Persons with Disabilities Transportation, LYNX will apply for approximately 10-12 paratransit vehicles in the amount of \$800,000. Because 5310 funded projects must go through the competitive selection process, actual funding will be determined based upon FDOT's project selections and award notification. The projects selected by FDOT will be included in the LYNX' FY2013 Capital Budget.

Section 5310 capital funds are 80% federal, 10% state and 10% local. LYNX will utilize up to \$100,000 of deferred local for the 10% local share.

CFRTA RESOLUTION 11-010

A RESOLUTION OF THE CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY; AUTHORIZING THE CHIEF EXECUTIVE OFFICER (CEO) TO SUBMIT GRANT APPLICATIONS WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FOR FY2013 SECTION 5311 FEDERAL TRANSIT ADMINISTRATION NON-URBANIZED AREA PROGRAM FUNDS AND FY2013 SECTION 5310 FEDERAL TRANSIT ADMINISTRATION TRANSPORTATION SERVICES FOR ELDERLY PERSON AND PERSONS WITH DISABILITIES PROGRAM FUNDS.

WHEREAS, LYNX has completed a draft Transportation Development Plan (TDP) for FY 2013-2022, which has been adopted by the Board and submitted to FDOT in June 2011, and the projects identified in the TDP are consistent with METROPLAN Orlando's Year 2030 Long Range Plan and Five Year Transportation Improvement Program (TIP).

WHEREAS, this is a resolution of the GOVERNING BOARD of the Central Florida Regional Transportation Authority (hereinafter BOARD), which hereby authorizes the signing and submission of the LYNX grant applications and supporting documents and assurances to the Florida Department of Transportation.

WHEREAS, this BOARD has the authority to authorize the execution of the Joint Participations Agreements and any supplements thereof, pursuant to grant awards made by the Florida Department of Transportation as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act, as amended.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The BOARD has the authority to authorize the execution of the Joint Participation Agreements to be issued by FDOT in FY2012.
2. The BOARD authorizes the Chief Executive Officer (CEO) to execute the Joint Participation Agreements with the Florida Department of Transportation for operating assistance for rural transportation services (5311) and transportation services for elderly person and persons with disabilities program funds (5310).
3. That the above authorizations shall be continuing in nature until revoked by the Chairman of the Governing Board.

CERTIFICATION OF THE ADOPTION OF THE PROPOSED RESOLUTION 11-010 APPROVING THE FILING OF THE SUBMITTAL OF GRANT APPLICATIONS WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FOR FY2013 SECTION 5311 FEDERAL TRANSIT ADMINISTRATION NON-URBANIZED AREA PROGRAM FUNDS AND FY2013 SECTION 5310 FEDERAL TRANSIT ADMINISTRATION TRANSPORTATION SERVICES FOR ELDERLY PERSON AND PERSONS WITH DISABILITIES PROGRAM FUNDS.

APPROVED AND ADOPTED this 10th day of November 2011, by the Governing Board of Directors of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: Governing Board

Chairman

ATTEST:

Assistant Secretary

Consent Agenda Item #6.D. vi

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
William Hearndon
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
Authorization to Ratify Modification #1 to Contract #12-C02 with MV
Transportation, Inc., for Paratransit Services through October 15, 2011

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' ratification of Modification #1 to Contract #11-R02 with MV Transportation to provide Non-Core Paratransit Service from October 1, 2011, to October 15, 2011.

BACKGROUND:

In Spring 2011, LYNX released a Request For Proposal (RFP) for Paratransit Services as a two-part bid – Core Services (Monday to Saturday, 4 a.m. to 6 p.m.) and Non-Core Services (Monday to Saturday, 6 p.m. to 4 a.m., and all day on Sunday).

At the May 2011 Board of Directors meeting, staff received authorization to enter into a contract with Transportation America for Non-Core Services and to negotiate further with the Source Evaluation Committee's (SEC) recommended Core Services Provider, MV Transportation.

The Non-Core Services contract could not be released until negotiations were finalized with the proposed Core Services provider. The Non-Core Services provider, Transportation America, could not order vehicles to provide the service until they received a contract from LYNX. This delay caused the delivery date for the vehicles to slip beyond the proposed contract start date of October 1, 2011.

In addition, LYNX was not able to allow MV Transportation to move into the South Street facility due to a one week delay in fuel tank conversions from diesel to gasoline. Because of this delay, MV incurred additional expenses by remaining at their former facility.

To accommodate these delays, MV Transportation agreed to provide two weeks of non-core services, through 6 p.m. on October 15, 2011, at a rate of \$40.54 per customer trip. This rate

LYNX Board Agenda

included expenses directly related to the provision of services with LYNX supplied fuel, as well as the additional costs for remaining in their former facility.

During the two week period of providing non-core services, MV provided 2,200 non-core customer trips.

FISCAL IMPACT:

MV's rate per customer trip is \$40.54. Transportation America's rate per customer trip is \$34.08. There were a total of 2,200 customer trips provided during the interim period. The difference in the two rates will cost LYNX an additional \$14,212, plus fuel.



September 29, 2011

W.C. Phil, Senior Vice President
MV Transportation, Inc.
Fairfield, CA 94534

Re: Notice to Proceed for Providing Non-Core Paratransit Services under LYNX
Contract 12-C02

Dear Mr. Phil,

This is your official notice to proceed to provide non-core paratransit services from 6:00 p.m. to 4:00 a.m., Monday to Saturday and all day on Sunday, from October 1, 2011, to 4:00 a.m. on October 15, 2011.

MV Transportation, Inc. will be reimbursement at the rate of \$40.54 per trip. A contract Modification will be issued to include this additional level of service.

If you have any questions, please contact Rich Bannon, Manager of Procurement & Contracts at 407-254-6033.

Sincerely,

John M. Lewis, Jr.
Chief Executive Officer

Cc: Contract File
Project Manager
Finance

407-841-2279
www.golynx.com

455 North Garland Avenue
Orlando, FL 32801-1518

Action Agenda Item #7.A

To: LYNX Board of Directors

From: Rudolph Walter
DIRECTOR OF PLANNING
Catherine Porter
(Technical Contact)

Phone: 407.841.2279 ext: 6009

Item Name: Authorization to Adopt the LYNX Vision 2030 Plan

Date: 11/10/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors to adopt the *LYNX Vision 2030* Plan (LYNX Long Range Strategic Master Plan).

BACKGROUND:

Beginning in early 2010, LYNX and its consultant team, Tindale Oliver and Associates, began the process of creating a long range strategic master plan that would build on the 5-Year Service Plan and identify a path for the system's 14 transit emphasis corridors. METROPLAN Orlando then combined their streetcar study with the LYNX effort to add an additional four corridors to the study. After an initial analysis of future population and land use conditions of the 18 corridors, members of the METROPLAN Orlando Municipal Advisory Committee requested the addition of four more corridors to the study.

The LYNX Board was briefed on the progress of the study in July. Staff and the consultant team are prepared to present the final draft of the study and recommend adoption of what is now known as *LYNX Vision 2030*. The intent of the plan is to establish a framework for future premium transit service within the highest performing corridors in the three county region.

PROPOSED NEW EXPANSION:

No immediate expansions are being proposed, but planned expansions are identified and are proposed through 2030. These expansions will be incorporated into the next *LYNX Transit Development Plan* and the *METROPLAN Orlando Long Range Transportation Plan*.

FISCAL IMPACT:

As part of the Draft Plan, the Consultant is providing LYNX with a financially feasible plan and a prioritized project list through the year 2030. No additional fiscal impact is proposed at this time. However, the extent to which LYNX will be able to expand services in the future is dependent on the funding choices made by the funding partners.



LYNX[®] *VISION 2030*

LYNX Vision 2030

Final Report

October 2011



LYNX 2030 VISION

FINAL REPORT

Prepared for

Central Florida Regional Transportation Authority (LYNX)

455 N Garland Avenue

Orlando, FL 32801

METROPLAN Orlando

315 E Robinson Street, Suite 355

Orlando, FL 32801

October 2011

Prepared by

Tindale-Oliver & Associates, Inc.

1000 N Ashley Drive, Suite 100

Tampa, FL 33602

Telephone: (813) 224-8862

Facsimile: (813) 226-2106

(This page intentionally left blank.)

Table of Contents

PREFACE	iii
Section 1: INTRODUCTION	1-1
Section 2: BASELINE AND FUTURE CORRIDOR CONDITIONS	2-1
Section 3: PUBLIC INVOLVEMENT	3-1
Board and Committee Presentations.....	3-1
Public Workshops and Outreach	3-2
Public Involvement Outcomes	3-2
Section 4: METHODOLOGY AND RESULTS	4-1
Mode Identification	4-1
Segmentation	4-3
Evaluation	4-4
Preliminary Modal Assignment	4-5
Final Modal Assignment	4-5
Prioritization	4-5
Section 5: SUPPORTING NETWORK	5-1
Community Connectors and Flex-Route Circulators	5-1
Section 6: FINANCIAL ANALYSIS	6-1
Operating and Capital Cost Assumptions	6-1
Operating and Capital Revenue Assumptions	6-3
Section 7: FINDINGS AND RECOMMENDATIONS	7-1
Appendix A: <i>Technical Memorandum #1: Baseline Conditions</i>	A-1
Appendix B: <i>Technical Memorandum #2: Corridor Future Characteristics</i>	B-1
Appendix C: <i>Addendum A: Additional Four Corridors</i>	C-1
Appendix D: <i>Technical Memoranda #3 & #4: Methodology and Results</i>	D-1
Appendix E: <i>Technical Memorandum #5: Supporting Network</i>	E-1
Appendix F: <i>Technical Memorandum #6: Financial Analysis</i>	F-1
Appendix G: <i>Technical Memorandum #7: Public Involvement</i>	G-1
Appendix H: <i>Addendum B: Prioritization</i>	H-1

LIST OF MAPS

Map 2-1	LYNX Study Corridors	2-5
Map 4-1	Final Modal Assignments – Trend Scenario	4-9
Map 4-2	Final Modal Assignments – TOD Scenario	4-10
Map 4-3	2015 Network	4-13
Map 4-4	2020 Network	4-14
Map 4-5	2025 Network	4-15
Map 4-6	2030 Network	4-16
Map 5-1	Community Connectors and Flex-Route Circulators	5-2

LIST OF TABLES

Table 4-1	Final Modal Assignments	4-7
Table 4-2	Prioritization Plan	4-11
Table 7-1	<i>LYNX Vision 2030</i> Findings & Recommendations	7-2

LIST OF FIGURES

Figure 4-1	Methodology Diagram	4-2
Figure 4-2	Modes	4-6
Figure 6-1	TOD Scenario Operating Costs.....	6-2
Figure 6-2	TOD Scenario Capital Costs	6-3

PREFACE

Originally this study was branded as the *2030 LYNX Transit Master Plan* (or "Paw Print"), but as the project evolved, so did the title of the study. Concerns were expressed that it would be confusing to have both a *2030 LYNX Transit Master Plan* and a *2030 MetroPlan Orlando Long Range Transportation Plan* (LRTP). The *2030 LYNX Transit Master Plan* is to act as a guide for the transit element of the 2040 LRTP update effort, which will begin in earnest in the fall of this year. In light of the potential confusion the two similarly-named plans might cause, the title of this report was changed to *LYNX Vision 2030*.

Documents written prior to the name change are included as addenda to this report and still bear the old name and logo. All are part of the same project and should be considered as one cohesive study despite the differing names and logos.

(This page intentionally left blank.)

1. Introduction

The *LYNX Vision 2030* study is a joint venture between LYNX and MetroPlan Orlando to undertake a comprehensive examination of 22 corridors in Orange, Osceola, and Seminole Counties. The purpose of the study is to determine potential transit modal improvements along these corridors. In addition to primary modal improvements along the corridors, improvements to the supporting network that provide connectivity and circulation between these corridors and activity centers, residences, and employment locations are considered. The final step of the study involves determining a cost for these improvements as well as identifying potential revenue sources to help realize the vision.

This report is divided into six sections in addition to this introduction:

Section 2 briefly describes the baseline and future conditions of the corridors.

Section 3 describes the public involvement activities that were undertaken throughout the study.

Section 4 examines the methodology used to determine what modal improvements were appropriate in each corridor. It also presents the results of this analysis.

Section 5 outlines the changes recommended for the supporting network.

Section 6 provides information on the costs of these improvements. A review of potential revenue sources is also provided.

Section 7 lists recommendations and qualifications for this study.

The following appendices have also been included in a supplementary document to this report. These appendices provide greater detail on the analysis undertaken during the completion of the LYNX visioning effort.

- *Technical Memorandum #1: Baseline Conditions*
- *Technical Memorandum #2: Corridor Future Characteristics*
- *Addendum A: Additional Four Corridors*
- *Technical Memoranda #3 & #4: Methodology and Results*
- *Technical Memorandum #5: Supporting Network*

- *Technical Memorandum #6: Financial Analysis*
- *Technical Memorandum #7: Public Involvement*
- *Addendum B: Prioritization*

2. Baseline and Future Corridor Conditions

The initial study began with the consideration of 18 corridors in the three-county LYNX service area of Seminole, Orange, and Osceola counties. As the study was presented to MetroPlan Orlando boards, staffs of local jurisdictions, and the public, it became clear that four additional corridors should be added. The following corridors were added to the original list.

- SR 434: Maitland Blvd to UCF
- Aloma Ave: Winter Park to Oviedo
- Maitland Blvd: SR 434 to US 17-92
- Seminole Way: Sanford to UCF

As such, the study grew to 22 corridors. These corridors are displayed on Map 2-1. A short description of each corridor follows.

- 1. Winter Park SunRail Connector** – This corridor runs from the proposed SunRail station in Winter Park to US 17-92 at Lee Road via Morse Boulevard, Denning Avenue, and Webster Avenue. At 1.4 miles in length, it is the shortest corridor and has the second smallest population.
- 2. US 192: Disney to Kissimmee** – This corridor runs from the proposed SunRail station in downtown Kissimmee to the Disney Transportation Center at Walt Disney World via US 192 and World Drive. This is the second least densely populated corridor, but it connects with nine facilities that are designated as part of the Strategic Intermodal System (SIS).
- 3. US 192: Lake County to St. Cloud** – This corridor runs along US 192 from US 27 through Kissimmee to St. Cloud. This corridor is the second longest corridor at 27 miles long. As such, it has the third highest population, but the third lowest population density.
- 4. Silver Star Road to Parramore** – This corridor travels east and west along Silver Star Road from N. Hiawassee Road to Gore Street in downtown Orlando. In order to travel north and south to reach downtown Orlando, the corridor travels along US 441 (Orange Blossom Trail) to Colonial Drive and travels north and south along Parramore Avenue to

Gore Street. This corridor has a high employment density as well as nine active transit routes along its length.

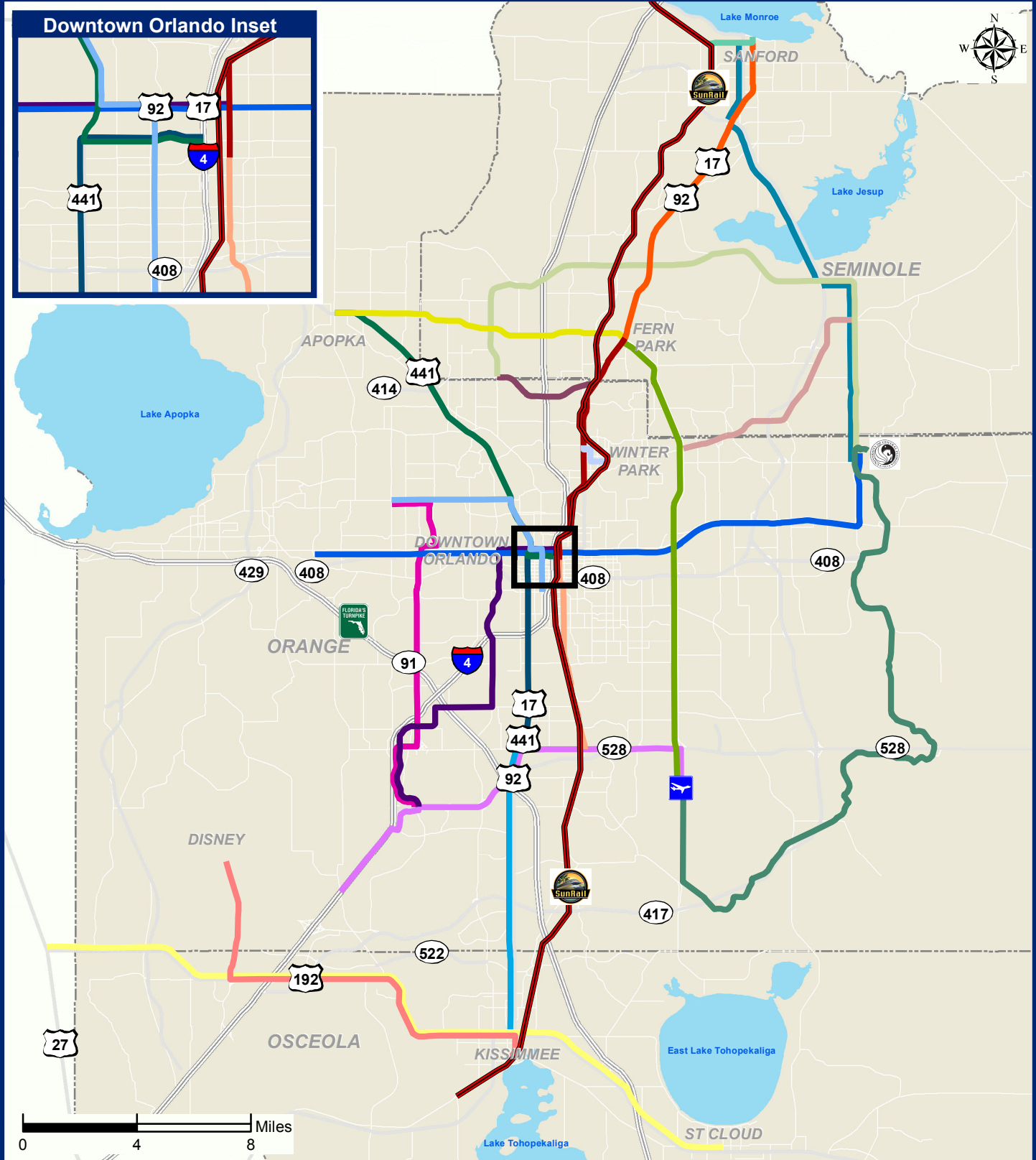
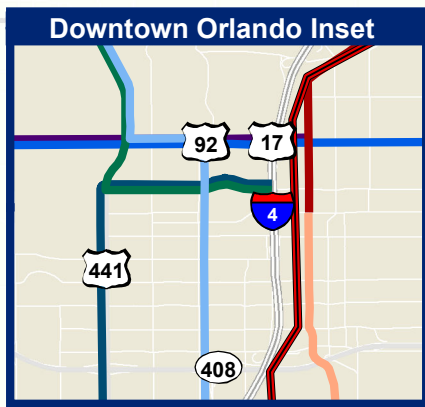
5. **Sanford SunRail Connector** – This corridor runs from downtown Sanford to the proposed SunRail station on First Street. At 1.8 miles, this is the second shortest corridor and it has the smallest total population and total number of employees of any corridor.
6. **Innovation Way: OIA to UCF** – This corridor runs from Orlando International Airport (OIA) to University of Central Florida (UCF) via the proposed Innovation Way planned development. This corridor is the longest at over 30 miles in length. It is also the only corridor with unconstructed roadway.
7. **US 17-92: Fern Park to Downtown** – This corridor runs north and south along US 17-92 from the Fern Park area to downtown Orlando. The corridor travels via Orange Avenue to downtown from the intersection of Orange Avenue and US 17-92. This corridor has the second highest employment density of the corridors.
8. **US 17-92: Sanford to Fern Park** – This corridor runs north and south along US 17-92 from Sanford to the Fern Park area. This corridor has relatively low employment density, but it does serve Seminole State College.
9. **SR 436: Apopka to Fern Park** – This corridor runs east and west along SR 436 (Semoran Boulevard) from Apopka to the Fern Park area. This corridor is the second most densely populated and also has high transit ridership levels.
10. **SR 436: Fern Park to OIA** – This corridor runs north and south along SR 436 (Semoran Boulevard) from the Fern Park area to OIA. This corridor is the most densely populated of the corridors.
11. **US 441: Apopka to Downtown** – This corridor runs north and south along US 441 (Orange Blossom Trail) from Apopka to downtown Orlando. In downtown Orlando, the corridor runs east and west from I-4 to US 441 along Amelia Street. While only one transit route runs along its length, 32 transit routes cross this corridor.
12. **US 441/17-92: Downtown to Florida Mall** – This corridor runs north and south along US 441 (Orange Blossom Trail) from downtown Orlando to the Florida Mall at Sand Lake Road. In downtown Orlando, the corridor runs east and west from I-4 to Orange Blossom Trail along Amelia Street. This corridor has relatively high transit ridership due to its service into downtown Orlando.

- 13. US 441/17-92: Florida Mall to Kissimmee** – This corridor runs north and south along US 441 (Orange Blossom Trail) from the Florida Mall at Sand Lake Road to Vine Street in Kissimmee. This corridor is 10 miles long and serves Florida Mall and downtown Kissimmee.
- 14. SR 50: West Oaks Mall to UCF** – This corridor extends east and west along SR 50 (Colonial Drive) from West Oaks Mall through downtown Orlando. The corridor runs north and south along Alafaya Trail from SR 50 to reach the UCF. At 21.8 miles, this is one of the longer corridors, and this corridor has very high transit ridership levels.
- 15. John Young Parkway: Downtown to International Drive** – This corridor runs north and south along John Young Parkway and International Drive from downtown Orlando to SR 528 Beach Line. The corridor travels via Colonial Drive in downtown from I-4 to John Young Parkway. The route runs east and west along Oak Ridge Road to travel between John Young Parkway and International Drive. This corridor has the third highest level of employees and very high transit ridership levels.
- 16. Orange Avenue: Downtown to Sand Lake Road** – This corridor runs north and south along Orange Avenue from downtown Orlando to Sand Lake Road. This corridor has high employment levels and is one of the shorter corridors.
- 17. Kirkman Road: Park Promenade to International Drive** – This corridor runs north and south along Kirkman Road and International Drive from Park Promenade to SR 528 Beach Line. The corridor travels east and west along Silver Star Road from Park Promenade to Pine Hills Road, north and south along Pine Hills Road to Colonial Drive, and east and west along Colonial Drive to Kirkman Road. The route runs east and west along Sand Lake Road to travel between John Young Parkway and International Drive. This corridor is 14.1 miles long and serves Valencia Community College, Universal Studios, and the Orange County Convention Center.
- 18. SR 528: Disney to OIA** – This corridor travels from OIA to Walt Disney World along Sand Lake Road, SR 528 Beach Line, and I-4. This corridor has the third smallest total population and is the least densely populated of the corridors.
- 19. SR 434: Maitland Blvd to UCF** – This corridor travels from Maitland Boulevard to UCF along SR 434, SR 417, and Alafaya Trail. This corridor has the highest employment density of all the corridors. This is the third longest corridor.

- 20. Aloma Avenue: Winter Park to Oviedo** – This corridor travels from Winter Park to Oviedo along Aloma Avenue, SR 426, and Broadway Avenue. This corridor is 8.6 miles long and has two bus routes serving along the corridor.
- 21. Maitland Boulevard: SR 434 to US 17-92** – This corridor travels from SR 434 to US 17-92 along Maitland Boulevard. This is the third shortest corridor at 3.8 miles.
- 22. Seminole Way: Sanford to UCF** – This corridor travels from Sanford to UCF along French Avenue, the Seminole Expressway, and Alafaya Trail. This corridor has the largest total population and the third lowest employment density of all the corridors.

For each corridor, a current and future fact sheet was developed that provides pertinent information including a current transit service profile, population and employment demographics, major activity centers, transit facilities, land use distribution, roadway and traffic conditions, bicycle and pedestrian facilities, and a map. These fact sheets can be found in *Technical Memorandum #1: Baseline Conditions*, *Technical Memorandum #2: Corridor Future Characteristics*, and *Addendum A: Additional Four Corridors*.

LYNX Vision 2030



Map 2-1 LYNX Study Corridors

Legend

Study Corridors

- Winter Park SunRail Connector
- US 192: Disney to Kissimmee
- US 192: Lake County to St. Cloud
- Silver Star Rd to Parramore
- Sanford SunRail Connector
- Innovation Way: OIA to UCF
- US 17-92: Fern Park to Downtown
- US 17-92: Sanford to Fern Park
- SR 436: Apopka to Fern Park
- SR 436: Fern Park to OIA
- US 441: Apopka to Downtown
- US 441/17-92: Downtown to Florida Mall
- US 441/17-92: Florida Mall to Kissimmee
- US 50: West Oaks Mall to UCF
- John Young Pkwy: Downtown to International Drive
- Orange Ave: Downtown to Sand Lake Rd of 127
- Kirkman Rd: Park Promenade to International Drive
- SR 528: Disney to OIA
- SR 434: Maitland Blvd to UCF
- Aloma Ave: Winter Park to Oviedo
- Maitland Blvd: SR 434 to US 17-92
- Seminole Way: Sanford to UCF
- SunRail
- ✈️ Orlando International Airport

LYNX
VISION 2030

(This page intentionally left blank.)

3. Public Involvement

At the outset of the project, a *Public Involvement Plan* was developed to guide the project's interaction with the public. The *Public Involvement Plan* included the following goals:

- Promoting greater awareness and understanding of LYNX and its vision and mission;
- Increasing public ownership and support for public transportation in Central Florida;
- Developing the *LYNX Vision 2030* to reflect the desires of the community; and
- Enhancing the credibility of and public confidence in LYNX.

The primary outreach activities included public workshops and presentations to existing boards and committees with technical expertise to review the study and provide feedback regarding its development.

BOARD AND COMMITTEE PRESENTATIONS

Identified as the best group to act as a technical advisory committee, the Regional Working Group (RWG) is comprised of representatives from cities and counties located within the tri-county area. The project team presented to the RWG on the following dates.

- August 20, 2010
- January 21, 2011
- June 30, 2011

In addition to the RWG, the project team also presented to a broad spectrum of Florida Department of Transportation (FDOT) District Five employees. These presentations were orchestrated to ensure that FDOT staff was informed about the project and to have another level of review of the study's progress. Meetings were held at the District Five office in DeLand on the following dates.

- November 29, 2010
- April 4, 2011

Presentations were also made to MetroPlan Orlando and several of its standing committees throughout the effort. In December 2010 and Spring 2011, study progress presentations were made to the following committees.

- Bicycle and Pedestrian Advisory Committee
- Citizens Advisory Committee
- MetroPlan Orlando Board
- Municipal Advisory Committee
- Transportation Technical Committee

Routine updates and presentations were made to the LYNX Board of Directors throughout the project. Finally, presentations on the final vision plan were made to all of these groups during Fall 2011.

PUBLIC WORKSHOPS AND OUTREACH

Public involvement included both public workshops and activities that piggybacked on other events. Public workshops were held as standalone events for the sole purpose of updating the public about the *LYNX Vision 2030* process as well as to gather feedback. Several public workshops were held throughout the study timeframe and throughout the three counties. Workshops typically involved a presentation with updates on the project as well as participatory activities such as surveys and questionnaires developed to gather information from the public.

The following events were held or attended for *LYNX Vision 2030*.

- August 2, 2010: Attended LYMMO Expansion meeting and distributed surveys
- October 9, 2010: Surveys distributed at Winter Garden Village at Fowler Groves
- October 16, 2010: Surveys distributed at Sanford Farmer's Market
- November 6, 2010: Surveys distributed at Bithlo Family Day
- November 18, 2010: Public workshop held at LYNX Central Station in downtown Orlando
- March 9, 2011: Public workshop held at Osceola County Library
- March 19, 2011: Surveys distributed at Kissimmee Kowtown Festival
- May 18, 2011: Public workshop held at LYNX Central Station in downtown Orlando
- June 23, 2011: Workshop held at the Osceola and Sanford Superstop

PUBLIC INVOLVEMENT OUTCOMES

While public involvement helped the project team develop a more robust understanding of the 22 corridors, the public's biggest influence was to have 4 corridors added to the study. The initial study began with 18 corridors, but public input made it clear that 4 additional corridors should be added. The following corridors were added to the original list and documented in Addendum A.

- SR 434: Maitland Blvd to UCF
- Aloma Avenue: Winter Park to Oviedo
- Maitland Boulevard: SR 434 to US 17-92
- Seminole Way: Sanford to UCF

(This page intentionally left blank.)

4. Methodology and Results

The methodology used to help develop the vision plan is divided into six steps, as bulleted below. Figure 4-1 was developed to provide a visual depiction of the methodology.

- Mode identification
- Segmentation
- Evaluation
- Preliminary modal assignment
- Final modal assignment
- Prioritization

MODE IDENTIFICATION

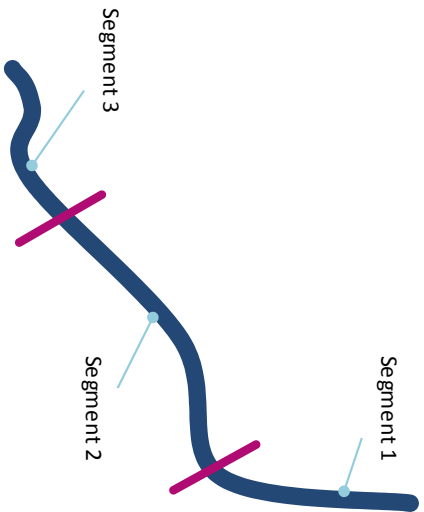
In order to assign modes to the corridors, an initial list of potential modes first had to be determined. The following modes were determined to be appropriate for possible consideration.

- **Local bus** is the primary service that LYNX operates today. Local bus operates with traditional bus stops, makes very frequent stops, and travels at lower speeds. It operates in regular traffic, but it can have high or low frequencies.
- **Enhanced express bus** operates with coach-style vehicles, travels in regular traffic, and trips are typically concentrated during peak commute periods. Stops are concentrated at the ends of the route with few or none in the middle. Enhanced express bus often operates out of park-and-ride lots and provides passengers with longer distance rides. The vehicles may offer amenities such as wireless internet, television, or radio. LYNX currently operates several express routes.
- **Bus Rapid Transit**, or BRT, operates in mixed traffic or an exclusive lane. The vehicles are typically stylized to look more like a rail vehicle than a bus, can be articulated, and are usually branded. BRT usually operates at higher frequencies and can use traffic signal priority to help reduce travel time. Optional premium features include level-boarding, off-board fare payment, and larger stations. LYNX's only current example of a BRT in operation is the LYMMO service in downtown Orlando.

LYNX Vision 2030 Strategic Master Plan Methodology Diagram

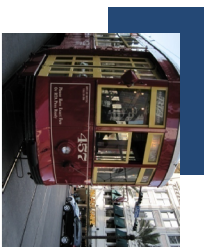


Corridor Segment Identification
How do we organize 22 corridors into segments with similar demand characteristics?

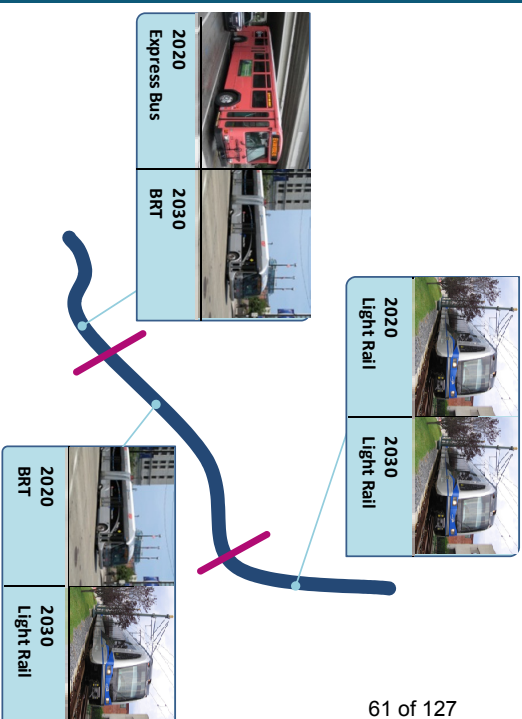


Segment Potential
Which type of transit service is appropriate for each segment?

- Local Bus
- Express Bus
- Bus Rapid Transit
- Streetcar
- Light Rail
- Commuter Rail



Corridor/Segment Prioritization
Which corridor and transit service combinations should be prioritized for implementation between today and 2030?



Considerations:

- Population Density
- Employment Density
- Land Use
- Area Type
- User Market
- Accessibility

Considerations:

- Population Density
- Employment Density
- Land Use
- User Market
- Transit Orientation
- Activity Centers
- Trip Length
- Existing Transit Ridership
- Right-of-Way Availability
- Public Involvement

Considerations:

- Land Use
- Transit Demand
- Traffic Conditions
- Roadway and Intersection Improvements
- Network Compatibility
- Public Involvement

- **Streetcar** is typically a single car operated on rails traveling at lower speeds. It is used for shorter distances of travel than light rail and works well with tourist populations. It is specially branded, has medium frequencies, and is usually semi-segregated from traffic. Stops can have minimal or more substantial infrastructure. LYNX does not currently operate any streetcars.
- **Light rail** is not currently used by LYNX. While streetcar is a form of light rail, they tend to serve different markets. Light rail can be one or two cars in length, operates on rail, and is segregated from traffic. It operates at medium speeds, has medium frequencies, and makes frequent stops. Light rail is specifically branded and has significant stations.
- **Commuter rail** is planned for the area in the form of SunRail, but is not currently operational. Commuter rail provides an option for long distance travel. Stations are substantial and fairly far apart. Commuter rail has multiple-car trains and operates on rail. It is segregated from traffic and operates at higher speed and lower frequency.

SEGMENTATION

Segmentation was used to create more uniformly characteristic pieces of the corridors for analysis. Each of the corridors connects a logical beginning and ending point, but they do not have uniform characteristics throughout their lengths. Corridors may wind through more or less transit-supportive areas. As such, each of the corridors was divided into segments that provided uniformity among the following six characteristics.

- Population density
- Employment density
- Land use
- Area type
- User market
- Accessibility

Population and employment densities were based on the corresponding 2030 transit-oriented development (TOD) scenario approved in the *2030 MetroPlan LRTP*. The land use characteristic examined the breakdown of commercial, residential, industrial, right-of-way, institutional, and other land uses. Area type refers to a downtown environment versus a suburban environment.

The user market characteristic focused on whether the uses along the segment primarily served local residents or tourists. Accessibility refers to the connectivity of the system. In addition, for those areas where there was overlap between two corridors, a separate segment was typically identified. These segments were isolated because more than one corridor was feeding into

them. Corridors ranged from one to six segments, although the average corridor was subdivided into three segments.

EVALUATION

After segmentation, each segment was evaluated to determine the appropriate mode for that particular segment. The segment evaluation process examined the following six characteristics.

- Population density
- Employment density
- Transit propensity index
- Land use
- Transit ridership
- Activity centers

In order to capture permanent and transient population, population density was based on dwelling unit data developed for the *2030 LRTP* as well as on occupied hotel room data developed for the LRTP. Employment density was based on data developed for the *2030 LRTP*. The transit propensity index is an aggregate scoring system developed to account for the relative density of traditional transit markets (i.e., older adults, youth, and low-income households).

A land use score was developed based on the percentage of land uses that are transit supportive (e.g., downtown business districts). Using automatic passenger counter (APC) data collected during a twelve-month period in 2009-2010, an analysis of benefitting riders (i.e., current transit riders) was conducted to highlight potential ridership. Activity centers were identified and scored on a per-mile basis.

The evaluation process was undertaken for a baseline and two scenarios.

- Existing land use conditions
- 2030 under trend land use development patterns
- 2030 under transit-oriented land use development patterns

The trend land use development pattern is based on the continuation of current development patterns into the future, and the transit-oriented land use development pattern is based on the final 2030 LRTP adopted in August 2009.

PRELIMINARY MODAL ASSIGNMENT

Each segment received a score for each characteristic under the evaluation step. Using a total score for the segments, modal assignments were made based on relational thresholds that had been established for each mode. The modes considered were local bus, enhanced express bus, bus rapid transit (BRT), and light rail/streetcar. Figure 4-2 provides a description of the latter three of these modes.

FINAL MODAL ASSIGNMENT

After the analysis, the segments were recombined into a network. To ensure that the network would make sense as a whole, professional judgment by the consultant team and LYNX staff was used to adjust some of the segment modal assignments to create a logical and coherent network. Table 4-1 displays the results of the final modal analysis. Map 4-1 displays the final modal assignments under the trend scenario and Map 4-2 displays the final modal assignments under the TOD scenario.

PRIORITIZATION

The final step prior to developing cost estimates for *LYNX Vision 2030* was to develop a phased implementation plan. In order to develop an implementation plan, the corridor premium modes were prioritized. In *Technical Memoranda #3 and #4: Methodology and Results*, scoring was used to determine which mode was appropriate for which corridor.

During the prioritization process, the corridors each received a baseline score and a TOD 2030 score. The baseline score was developed based on existing conditions within each corridor. The TOD 2030 score was based on future characteristics of each corridor assuming each developed in a manner consistent with the adopted 2030 LRTP.

Using the baseline conditions score (2010) and the 2030 TOD score for each corridor, scores for 2015, 2020, and 2025 were interpolated. These scores were used to determine the estimated implementation timeframe for each modal evolution. Table 4-2 provides the proposed implementation timeframes for each corridor improvement. Maps 4-3 through 4-6 display the premium network as it would exist in 2015, 2020, 2025, and 2030.

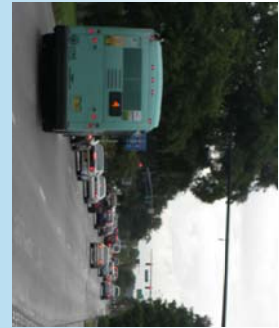
The implementation plan is not meant to indicate that improvements will only be made in 2015, 2020, 2025, and 2030. Improvements are intended to occur throughout the time period, but for ease of analysis, the improvements have been assigned to one of these five-year periods.

MODE INFORMATION

Express Bus

CHARACTERISTICS

- Coach-style vehicles
- Medium-to-high capacity vehicles
- Travel in regular traffic
- Limited stops
- Medium frequency (30-minute headways)
- Transit stops



Premium Rapid Bus (also known as Bus Rapid Transit)

CHARACTERISTICS

- Stylized vehicle design
- High capacity vehicles
- Segregated from traffic
- Traffic signal priority
- High frequency (10- to 15-minute headways)
- Specially branded
- Larger, more substantial stations



Rail/Streetcar

CHARACTERISTICS

- Single or multiple cars
- Operated on rail
- High frequency
- Segregated from traffic
- Specially branded
- Larger, more substantial stations

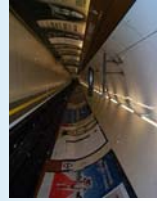


Photo courtesy of www.seefloridago.com

**Table 4-1
Final Modal Assignments**

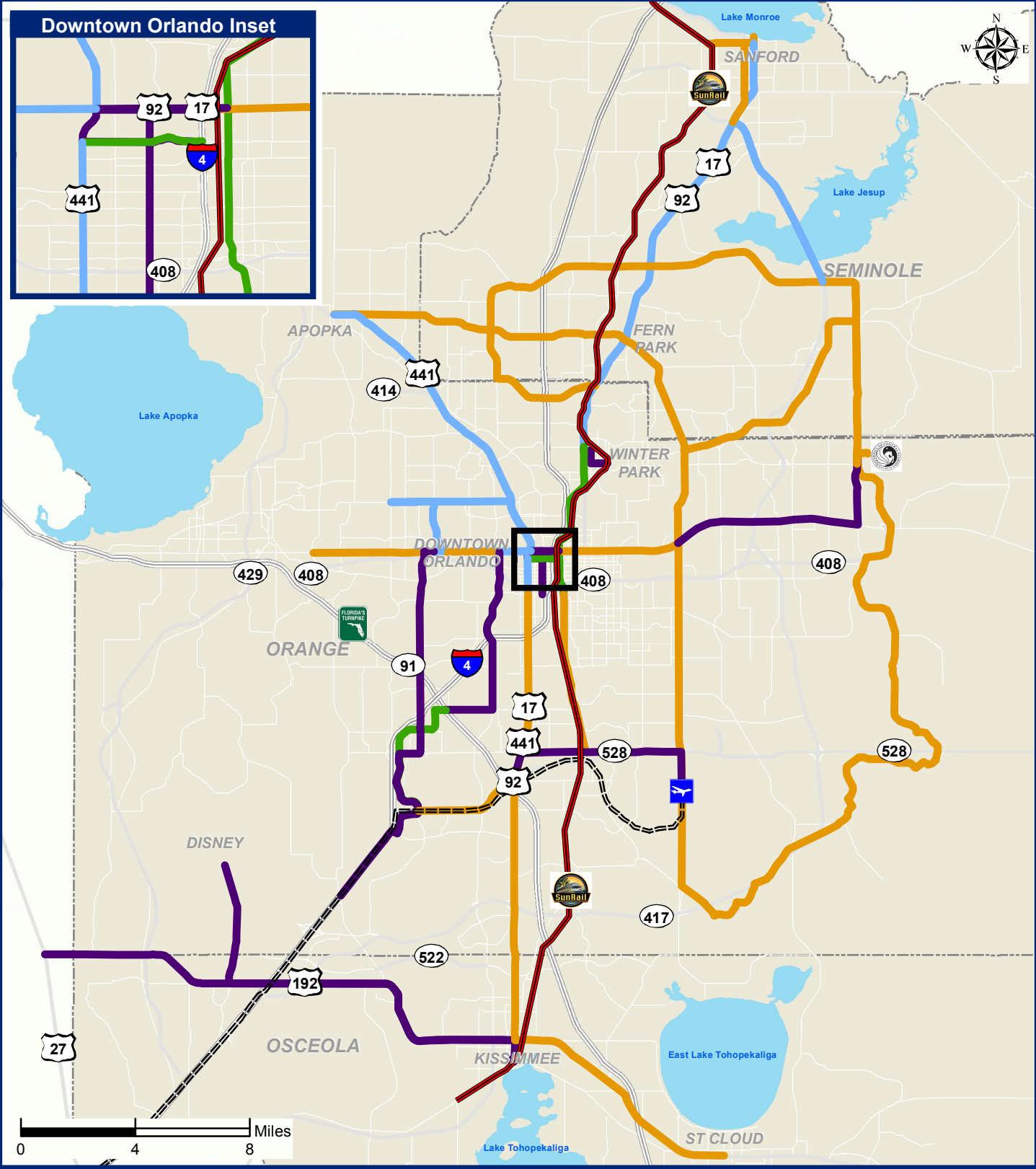
Corridor	Segment	2030 Trend Mode	2030 TOD Mode
Winter Park SunRail Connector	1-1	BRT	Streetcar
US 192: Disney to Kissimmee	2-1	BRT	BRT
	2-2	BRT	BRT
	2-3	BRT	Streetcar
	2-4	BRT	Streetcar
US 192: Lake County to St. Cloud	3-1	BRT	BRT
	3-2	BRT	BRT
	3-3	BRT	Streetcar
	3-4	Express	Express
Silver Star Rd to Parramore	4-1	Local Bus	Local Bus
	4-2	Local Bus	Local Bus
	4-3	Local Bus	Local Bus
	4-4	BRT	Local Bus
	4-5	BRT	Local Bus
Sanford SunRail Connector	5-1	Express	Local Bus
Innovation Way: OIA to UCF	6-1	Express	BRT
	6-2	Express	Express
US 17-92: Fern Park to Downtown	7-1	Local Bus	Local Bus
	7-2	LRT	LRT
	7-3	LRT	LRT
US 17-92: Sanford to Fern Park	8-1	Local Bus	Local Bus
	8-2	Local Bus	Local Bus
SR 436: Apopka to Fern Park	9-1	Express	Express
	9-2	Express	Express
	9-3	Express	Express
SR 436: Fern Park to OIA	10-1	Express	Express
	10-2	Express	Express
US 441: Apopka to Downtown	11-1	Local Bus	Express
	11-2	Local Bus	Express
	11-3	BRT	Express

**Table 4-1
Final Modal Assignments (continued)**

Corridor	Segment	2030 Trend Mode	2030 TOD Mode
US 441/17-92: Downtown to Florida Mall	12-1	LRT	BRT
	12-2	Local Bus	BRT
	12-3	Express	BRT
US 441/17-92: Florida Mall to Kissimmee	13-1	Express	Express
	13-2	Express	Express
	13-3	Express	Express
SR 50: West Oaks Mall to UCF	14-1	Express	Express
	14-2	BRT	BRT
	14-3	BRT	BRT
	14-4	BRT	BRT
	14-5	Express	BRT
	14-6	Express	BRT
John Young Parkway: Downtown to International Drive	15-1	BRT	BRT
	15-2	BRT	BRT
	15-3	BRT	BRT
	15-4	LRT	BRT
	15-5	N/A	Streetcar
Orange Ave: Downtown to Sand Lake Rd	16-1	LRT	BRT
	16-2	Express	BRT
Kirkman Rd: Park Promenade to International Drive	17-1	Local Bus	Local Bus
	17-2	Local Bus	Local Bus
	17-3	BRT	BRT
	17-4	LRT	Streetcar
	17-5	N/A	Streetcar
SR 528: Disney to OIA	18-1	BRT	BRT
	18-2	BRT	BRT
	18-3	BRT	BRT
SR 434: Maitland Blvd to UCF	19-1	Express	Local Bus
	19-2	Express	Local Bus
	19-3	Express	Local Bus
Aloma Ave: Winter Park to Oviedo	20-1	Express	Local Bus
	20-2	Express	Local Bus
Maitland Blvd: SR 434 to US 17-92	21-1	Express	Local Bus
Seminole Way: Sanford to UCF	22-1	Express	Express
	22-2	Express	Express
	22-3	Express	Express

Note: A segment was added to both Corridor 15 and Corridor 17 during the prioritization phase of the analysis. These segments were only analyzed for the TOD scenario.

LYNX Vision 2030

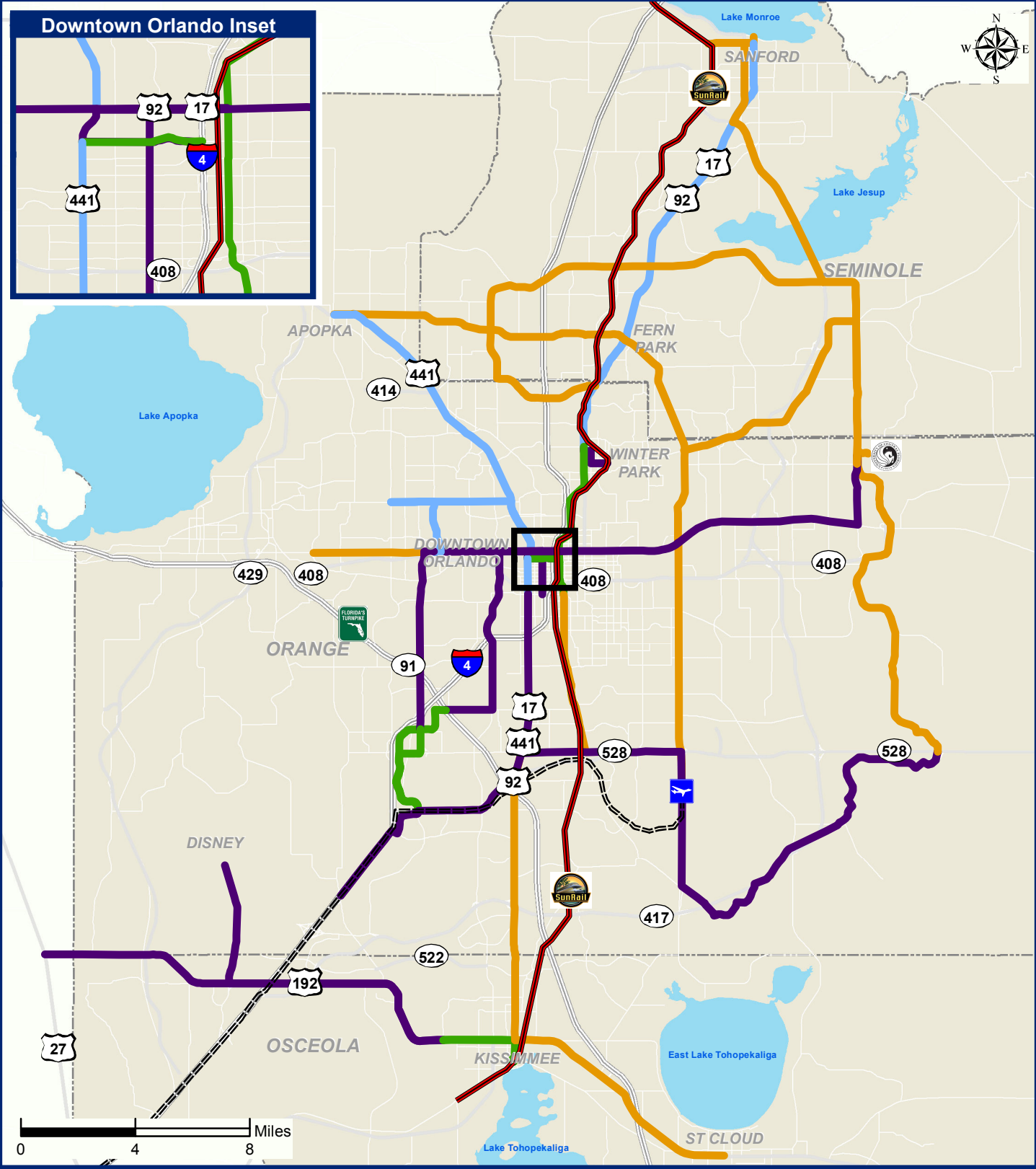


Map 4-1 Final Modal Assignments - Trend Scenario

Legend

Corridor Segments	SunRail
Mode	Potential Future High Speed Rail Corridor
LRT	Orlando International Airport
BRT	
Express	
Local Bus	

LYNX Vision 2030



Map 4-2 Final Modal Assignments - TOD Scenario

Legend

Corridor Segments

- SunRail
- Potential Future High Speed Rail Corridor

Mode

- LRT
- BRT
- Express
- Local Bus
- ✈ Orlando International Airport

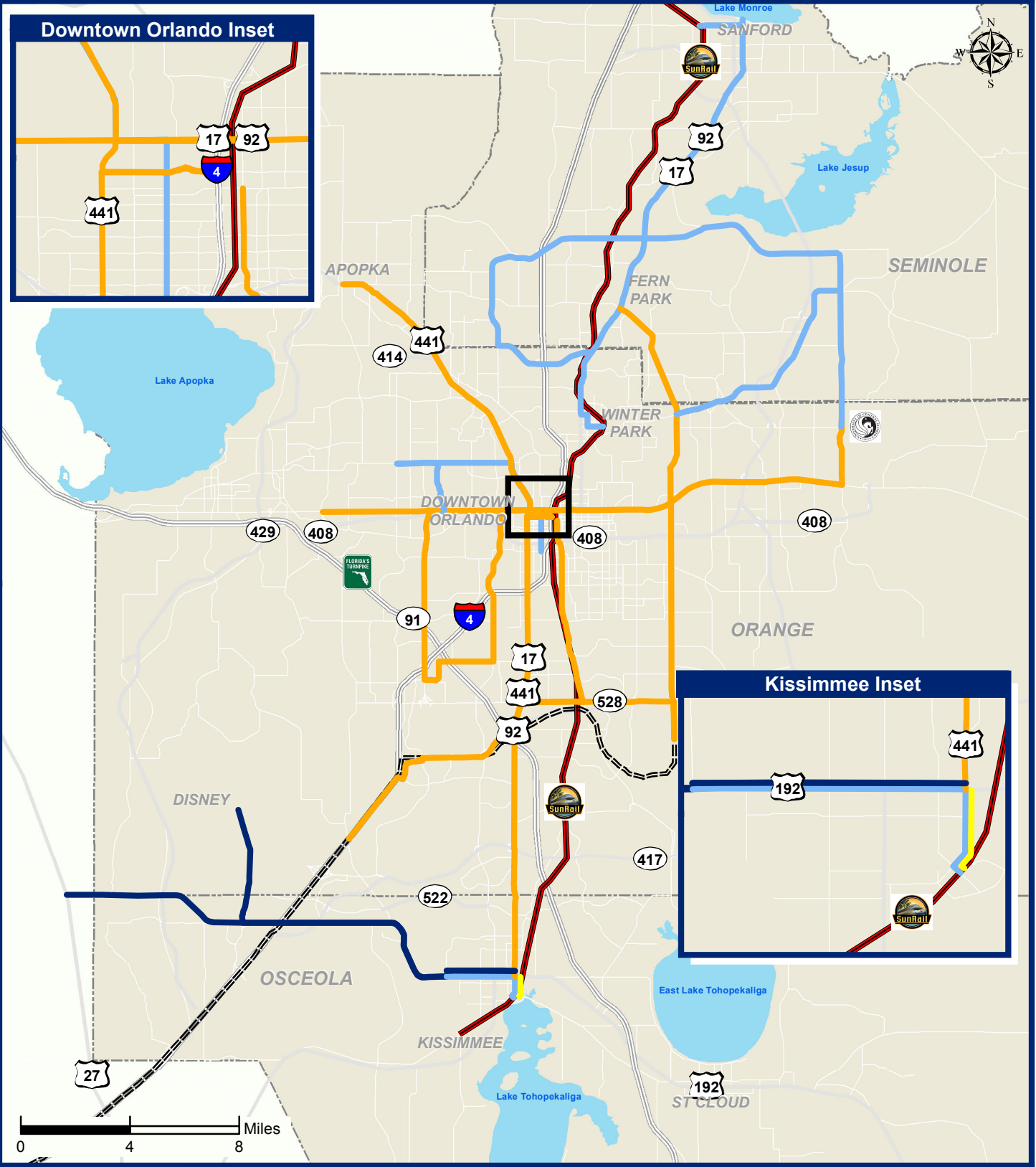
**Table 4-2
Implementation Plan and Prioritization**

Corridor	Segment	Implementation Year (Prioritization)							
		2015		2020		2025		2030	
Winter Park SunRail Connector	1-1	Local Bus	2	Local Bus	2	Local Bus	2	Streetcar	30
US 192: Disney to Kissimmee	2-1	Exclusive BRT	19	Exclusive BRT	18	Exclusive BRT	14	Exclusive BRT	10
	2-2	Exclusive BRT	19	Exclusive BRT	18	Exclusive BRT	14	Exclusive BRT	10
	2-3	Local Bus	1	Local Bus	1	Local Bus	1	Streetcar	28
		Exclusive BRT	19	Exclusive BRT	18	Exclusive BRT	14	Exclusive BRT	10
	2-4	Local Bus	1	Local Bus	1	Local Bus	1	Streetcar	28
Mixed BRT		19	Mixed BRT	18	Mixed BRT	14	Mixed BRT	10	
US 192: Lake County to St. Cloud	3-1	Exclusive BRT	17	Exclusive BRT	17	Exclusive BRT	15	Exclusive BRT	11
	3-2	Exclusive BRT	17	Exclusive BRT	17	Exclusive BRT	15	Exclusive BRT	11
	3-3	Local Bus	1	Local Bus	1	Local Bus	1	Streetcar	28
		Exclusive BRT	17	Exclusive BRT	17	Exclusive BRT	15	Exclusive BRT	11
	3-4			Express	25	Express	21	Express	18t
Silver Star Rd to Parramore	4-1	Local Bus	4	Local Bus	3	Local Bus	3	Local Bus	2
	4-2	Local Bus	4	Local Bus	3	Local Bus	3	Local Bus	2
	4-3	Local Bus	4	Local Bus	3	Local Bus	3	Local Bus	2
	4-4	Local Bus	4	Local Bus	3	Local Bus	3	Local Bus	2
	4-5	Local Bus	4	Local Bus	3	Local Bus	3	Local Bus	2
Sanford SunRail Connector	5	Local Bus	5	Local Bus	4	Local Bus	5	Local Bus	3
Innovation Way: OIA to UCF	6-1							Exclusive BRT	22
	6-2			Express	15	Express	11	Express	6
US 17-92: Fern Park to Downtown	7-1	Local Bus	11t	Local Bus	11t	Local Bus	12t	Local Bus	8t
	7-2			Exclusive BRT	16	Exclusive BRT	8	LRT	15
	7-3			Exclusive BRT	16	Exclusive BRT	8	LRT	15
US 17-92: Sanford to Fern Park	8-1	Local Bus	11t	Local Bus	11t	Local Bus	12t	Local Bus	8t
	8-2	Local Bus	11t	Local Bus	11t	Local Bus	12t	Local Bus	8t
SR 436: Apopka to Fern Park	9-1			Express	22	Express	17	Express	12
	9-2			Express	22	Express	17	Express	12
	9-3			Express	22	Express	17	Express	12
SR 436: Fern Park to OIA	10-1	Express	21	Express	23	Express	20	Express	16
	10-2	Express	21	Express	23	Express	20	Express	16
US 441: Apopka to Downtown	11-1	Express	22	Express	24	Express	22	Express	23
	11-2	Express	22	Express	24	Express	22	Express	23
	11-3	Express	22	Express	24	Express	22	Express	23
US 441/17-92: Downtown to Florida Mall	12-1	Express	14	Express	13	Mixed BRT	27	Mixed BRT	27
	12-2	Express	14	Express	13	Mixed BRT	27	Mixed BRT	27
	12-3	Express	14	Express	13	Exclusive BRT	27	Exclusive BRT	27
US 441/17-92: Florida Mall to Kissimmee	13-1	Express	20	Express	20	Express	19	Express	20
	13-2	Express	20	Express	20	Express	19	Express	20
	13-3	Express	20	Express	20	Express	19	Express	20

**Table 4-2
Implementation Plan and Prioritization (continued)**

Corridor	Segment	Implementation Year (Prioritization)							
		2015		2020		2025		2030	
SR 50: West Oaks Mall to UCF	14-1	Express	18	Express	21	Express	18	Express	18t
	14-2	Express	18	Express	21	Exclusive BRT	25	Exclusive BRT	24
	14-3	Express	18	Express	21	Mixed BRT	25	Mixed BRT	24
	14-4	Express	18	Mixed BRT	26	Mixed BRT	25	Mixed BRT	24
	14-5	Express	13	Exclusive BRT	26	Exclusive BRT	25	Exclusive BRT	24
	14-6	Express	13	Exclusive BRT	26	Exclusive BRT	25	Exclusive BRT	24
John Young Parkway: Downtown to International Drive	15-1	Express	15	Express	10	Mixed BRT	24	Mixed BRT	17
	15-2	Express	15	Express	10	Mixed BRT	24	Mixed BRT	17
	15-3	Express	15	Express	10	Exclusive BRT	24	Exclusive BRT	17
	15-4	Express	15	Express	10	Exclusive BRT	24	Exclusive BRT	17
				Streetcar	27	Streetcar	26	Streetcar	26
15-5			Streetcar	27	Streetcar	26	Streetcar	26	
Orange Ave: Downtown to Sand Lake Rd	16-1	Express	16	Express	14	Express	10	Mixed BRT	25
	16-2	Express	16	Express	14	Express	10	Exclusive BRT	25
Kirkman Rd: Park Promenade to International Drive	17-1	Local Bus	9	Local Bus	9	Local Bus	9	Local Bus	7
	17-2	Local Bus	9	Local Bus	9	Local Bus	9	Local Bus	7
	17-3	Express	3	Exclusive BRT	19	Exclusive BRT	16	Exclusive BRT	13
	17-4			Exclusive BRT	19	Exclusive BRT	16	Exclusive BRT	13
				Streetcar	28	Streetcar	28	Streetcar	29
17-5			Streetcar	28	Streetcar	28	Streetcar	29	
SR 528: Disney to OIA	18-1	Express	10	Express	8	Exclusive BRT	23	Exclusive BRT	21
	18-2	Express	10	Express	8	Exclusive BRT	23	Exclusive BRT	21
	18-3	Express	10	Express	8	Exclusive BRT	23	Exclusive BRT	21
SR 434: Maitland Blvd to UCF	19-1	Local Bus	6	Local Bus	5	Local Bus	4	Local Bus	1
	19-2	Local Bus	6	Local Bus	5	Local Bus	4	Local Bus	1
	19-3	Local Bus	6	Local Bus	5	Local Bus	4	Local Bus	1
Aloma Ave: Winter Park to Oviedo	20-1	Local Bus	7t	Local Bus	6t	Local Bus	6t	Local Bus	4t
	20-2	Local Bus	7t	Local Bus	6t	Local Bus	6t	Local Bus	4t
Maitland Blvd: SR 434 to US 17- 92	21-1	Local Bus	7t	Local Bus	6t	Local Bus	6t	Local Bus	4t
Seminole Way: Sanford to UCF	22-1							Express	14
	22-2							Express	14
	22-3							Express	14

LYNX Vision 2030



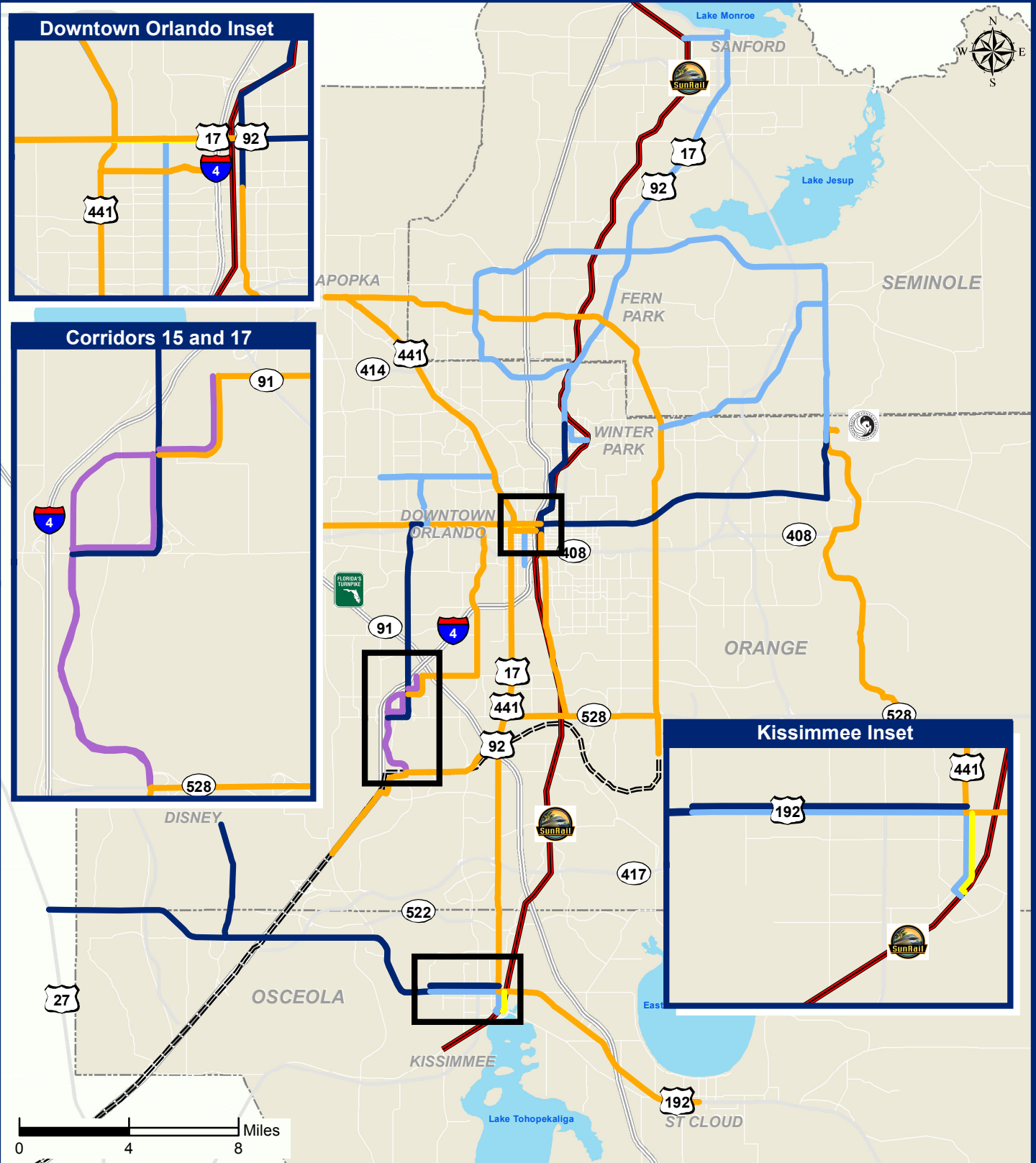
Map 4-3 2015 Network

Legend

- Mixed BRT
- Exclusive BRT
- Express Bus
- Local Bus
- SunRail
- Potential Future High Speed Rail Corridor
- Interstates
- Toll Roads

LYNX
VISION 2030

LYNX Vision 2030

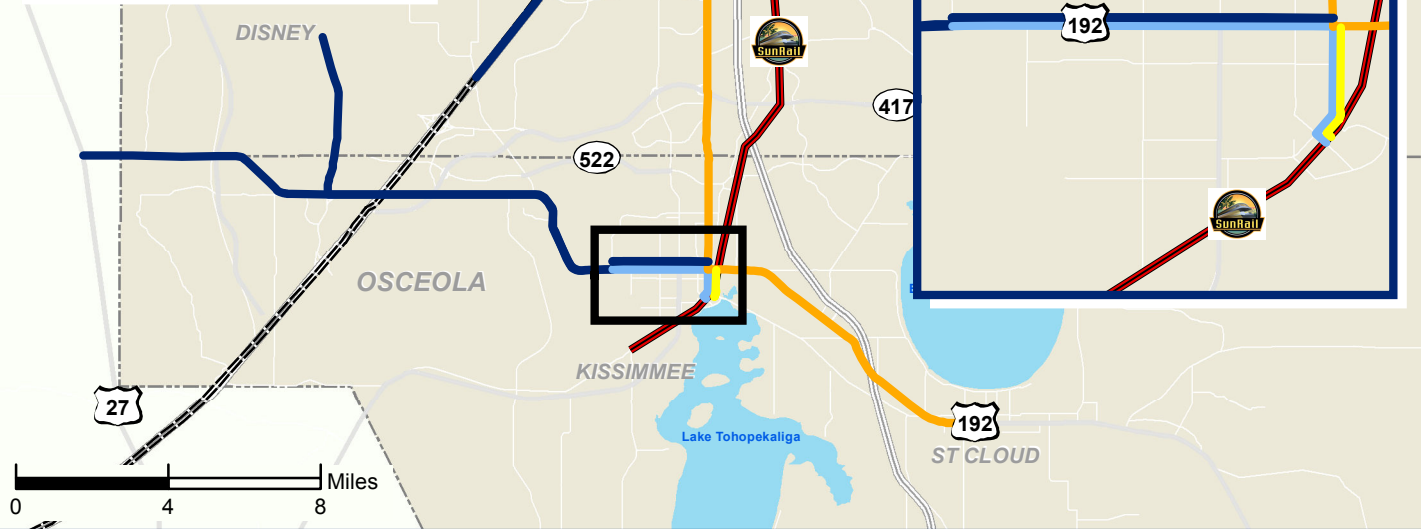
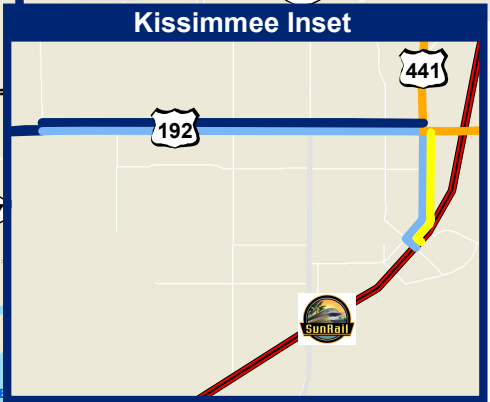
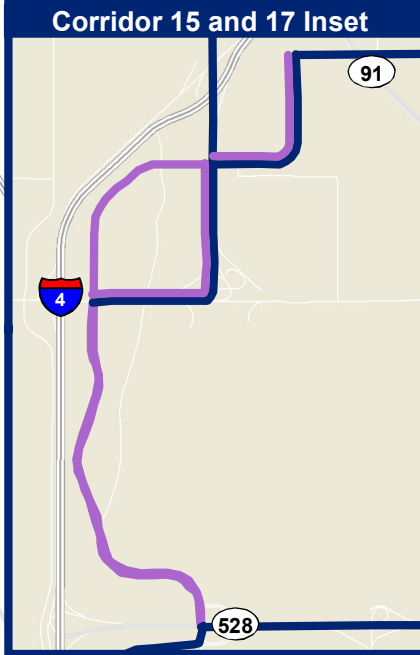
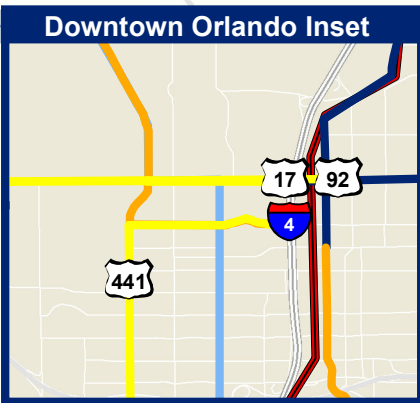


Map 4-4 2020 Network

Legend

- Exclusive BRT
- Express Bus
- Local Bus
- Mixed BRT
- Streetcar
- SunRail
- Potential Future High Speed Rail Corridor
- Interstates
- Toll Roads

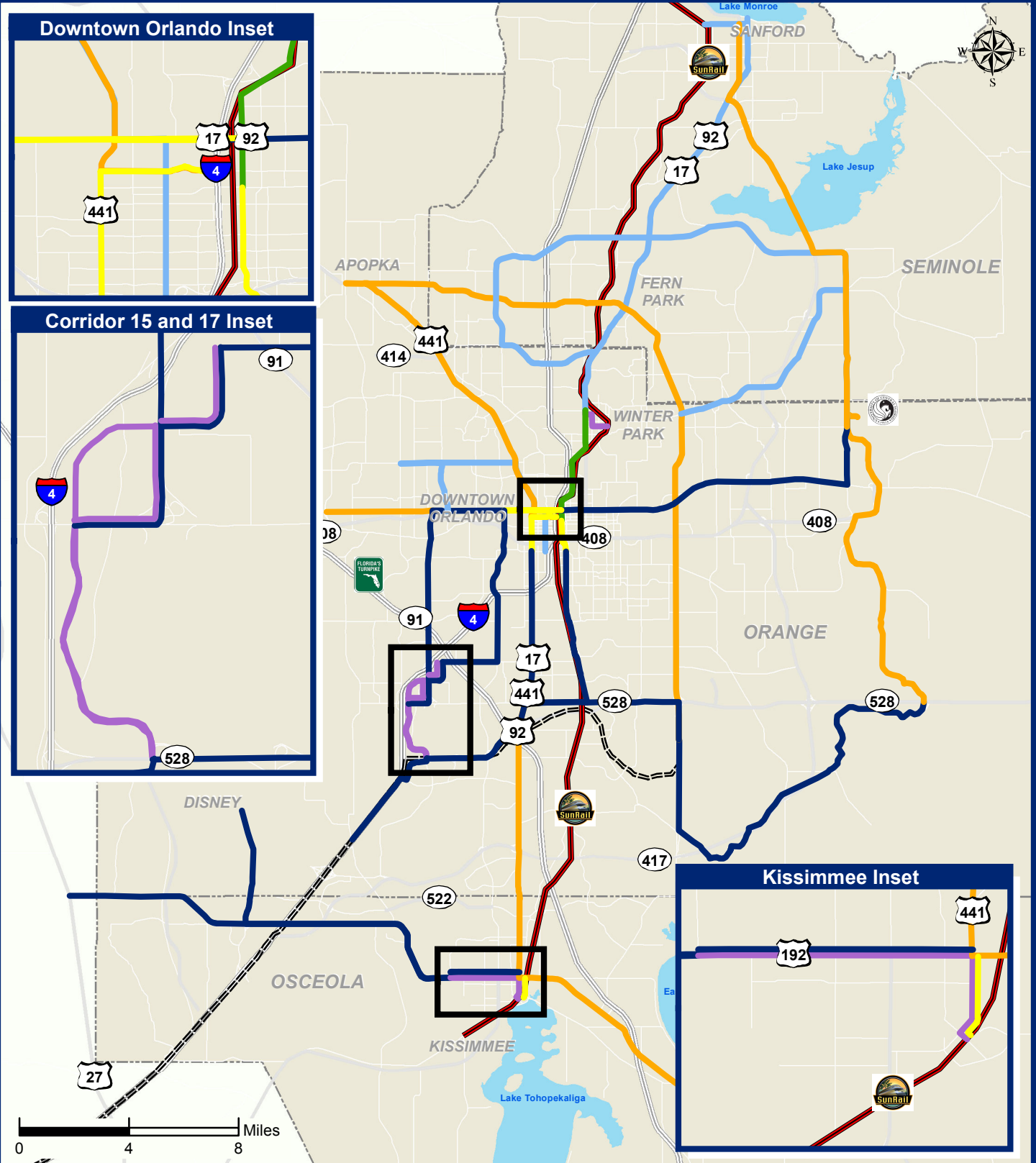
LYNX Vision 2030



Legend

- Exclusive BRT
- SunRail
- Express Bus
- Local Bus
- Mixed BRT
- Streetcar
- Potential Future High Speed Rail Corridor
- Interstates
- Toll Roads

LYNX Vision 2030



Map 4-6 2030 Network

Legend

- Exclusive BRT
- Express Bus
- Local Bus
- Mixed BRT
- Streetcar
- Light Rail
- SunRail
- Interstates
- Toll Roads

5. Supporting Network

In addition to the primary modal assignments made for the corridors, a supporting network of community connectors, flex-route circulators, local bus, express bus, and BRT was developed. This supporting network provides a connection between the corridors and other areas where people live, work, recreate, and shop.

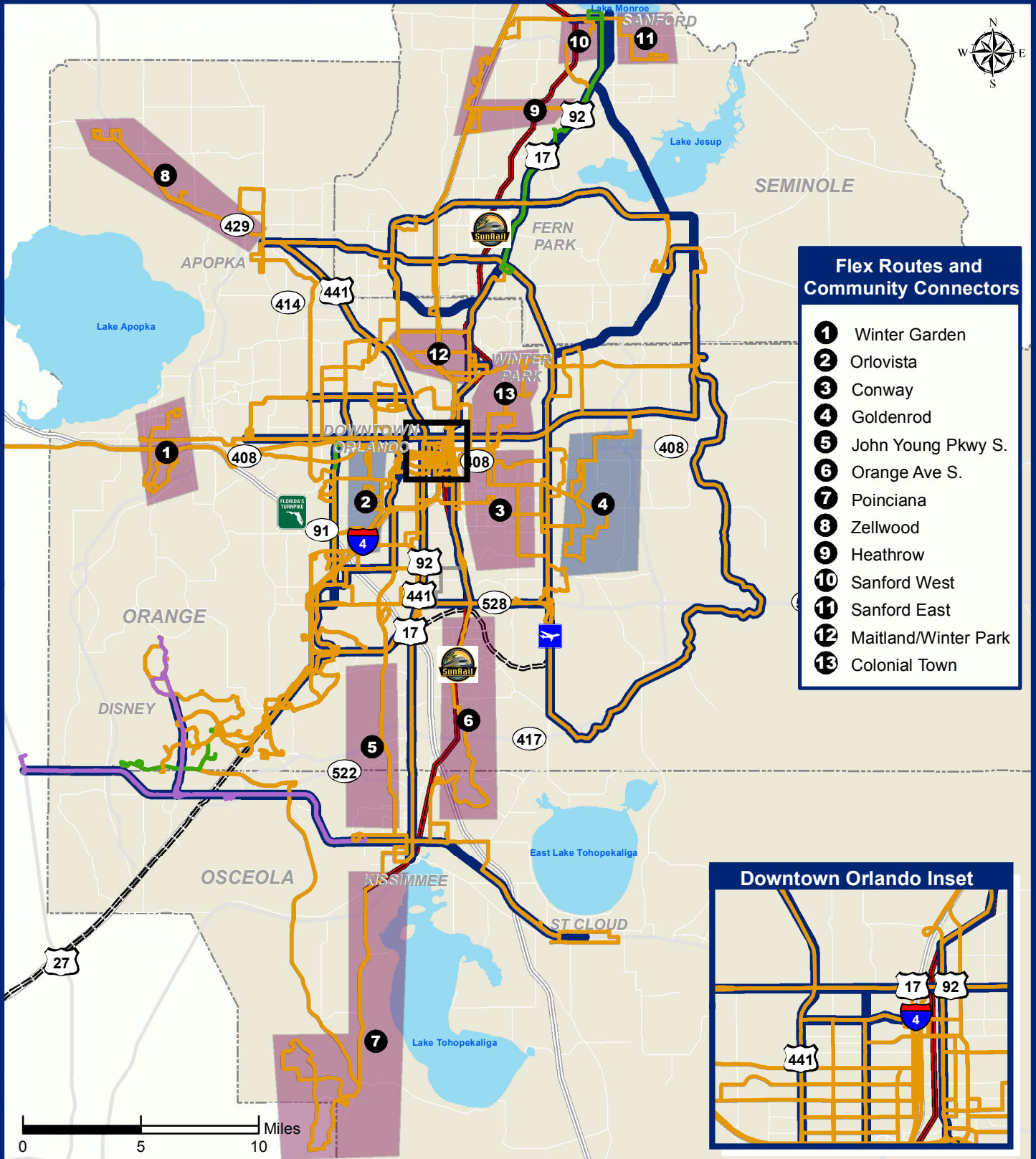
COMMUNITY CONNECTORS AND FLEX-ROUTE CIRCULATORS

A community connector circulates on a specific route and makes frequent stops at pre-determined bus stops. It is used to connect activity centers to the corridor. The flex-route circulator operates in a specified area and along a pre-determined route, although upon request the service can deviate from the route as long as it is still within the service area. This type of service works well in areas where origins and destinations are dispersed and there are lower levels of ridership.

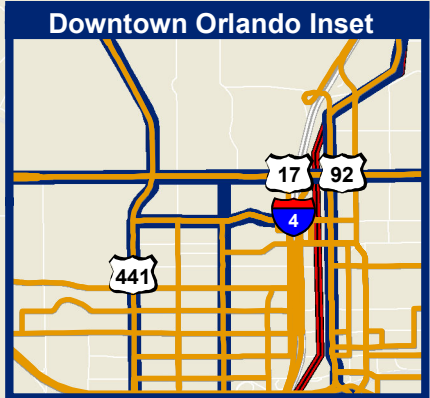
In several instances, multiple premium modes may be recommended for the same corridor to provide feeder service and connectivity. Multiple modes are recommended when the relationship between the two modes and the potential trip levels could successfully support more than one premium service. For example, BRT is recommended in the US 192 corridor to connect with streetcar in the downtown Kissimmee area.

To develop the underlying network, activity centers and bus stops were examined. Using aggregated daily boardings and alightings at each bus stop, locations with higher and lower current transit ridership were identified. Using the activity centers and bus stops to identify areas that needed to be connected to the corridors, a supporting network was developed. Map 5-1 displays the supporting network of community connectors and flex-route circulators.

LYNX Vision 2030



- ### Flex Routes and Community Connectors
- 1 Winter Garden
 - 2 Orlovista
 - 3 Conway
 - 4 Goldenrod
 - 5 John Young Pkwy S.
 - 6 Orange Ave S.
 - 7 Poinciana
 - 8 Zellwood
 - 9 Heathrow
 - 10 Sanford West
 - 11 Sanford East
 - 12 Maitland/Winter Park
 - 13 Colonial Town



Map 5-1 Community Connectors and Flex-Route Circulators

Legend

- 15 Minutes
- 30 Minutes
- 60 Minutes
- Community Connector
- Flex Route Circulators
- Existing Local Bus Network
- Premium Corridor
- SunRail
- Potential Future High Speed Rail Corridor
- Interstates

6. Financial Analysis

The previous sections have described how *LYNX Vision 2030* was developed. This section focuses on how LYNX can potentially fund these improvements. To perform the financial analysis, the financial model that was developed for the *LYNX FY 2011-to-FY 2014 Short Range Transit Plan* was extended to project costs and revenues through FY 2030.

OPERATING AND CAPITAL COST ASSUMPTIONS

Within the financial model, future year costs are projected based on changes in service levels and changes in annual cost escalation rates for operating and maintenance cost drivers. Costs were evaluated for the baseline scenario and the future alternative TOD and Trend scenarios.

Operating Costs

The baseline scenario assumes no changes to existing levels of service over the FY 2011 to FY 2030 time period. In the baseline scenario, operating and maintenance costs are assumed to increase from \$116.4 million in FY 2011 to \$238.6 million in FY 2030, which reflects a compound annual average growth rate of 3.8 percent.

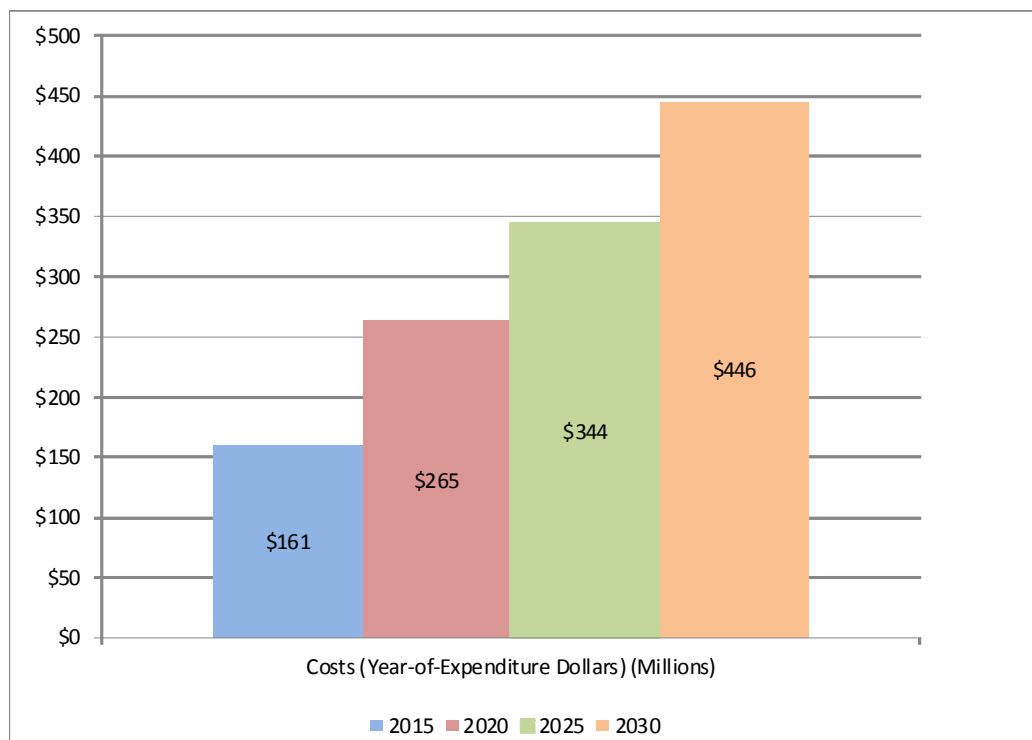
By providing increased service under the TOD and Trend scenarios, costs increase under these scenarios. TOD scenario operating costs are shown in Figure 6-1. In the TOD scenario, costs are expected to be \$161 million in 2015 and \$446 million in 2030. According to the corridor evaluation, premium service in the Trend scenario differs from the TOD scenario on four corridors. Service type and level of service assumptions are consistent between the TOD and Trend scenarios on the remaining corridors. Compared to the TOD scenario, the Trend scenario's annual costs are projected to be lower by approximately \$4.4 million in FY 2020, \$7.2 million in FY 2025, and \$25.9 million in FY 2030.

Capital Costs

Capital requirements in the baseline scenario include costs associated with fleet replacement, passenger amenities, service expansion projects, additional operating buses, other capital projects, and State Infrastructure Bank (SIB) loan and bus lease payments. Annual capital

costs are projected to vary from year to year primarily based on the required level of vehicle replacement and the timing of service expansion projects and maintenance facility projects.

**Figure 6-1
TOD Scenario Operating Costs**

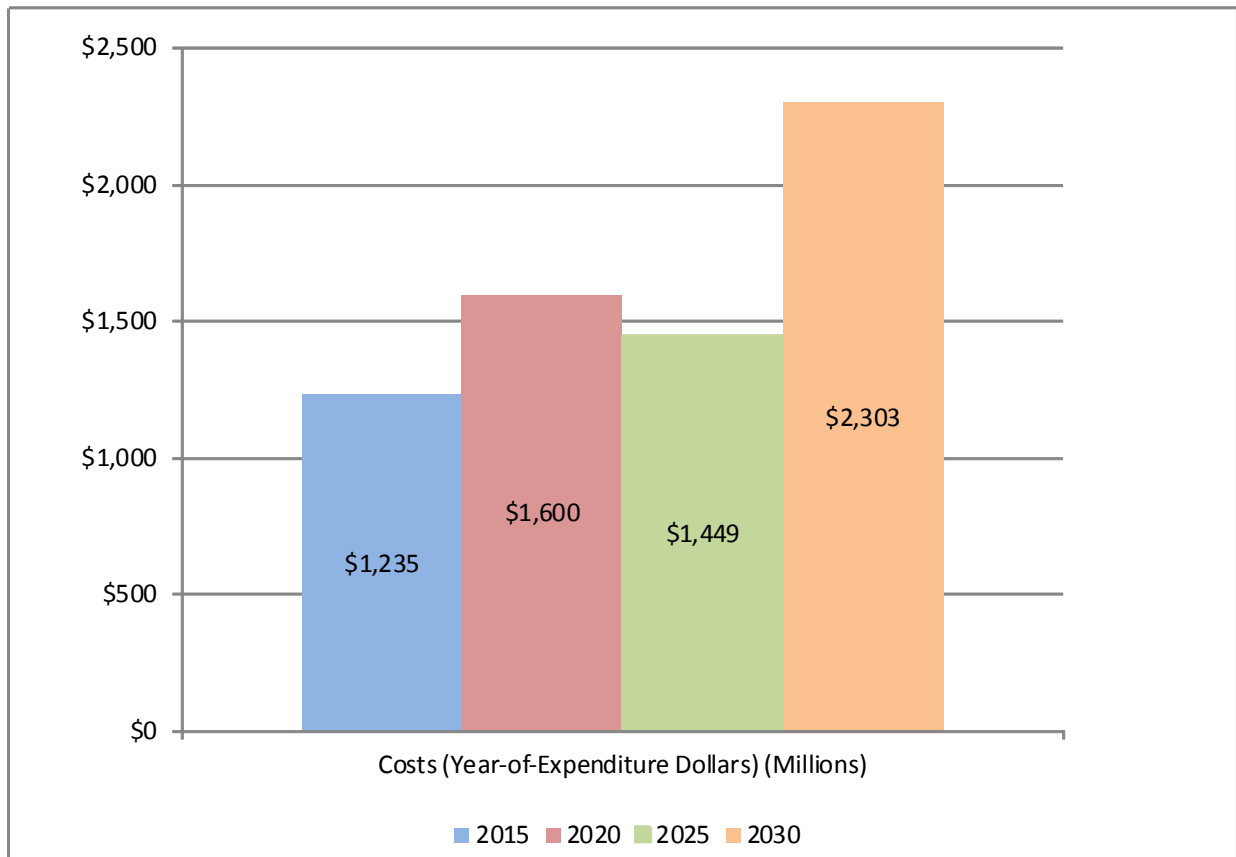


Several assumptions were used to develop capital cost estimates for the TOD and Trend scenarios. Unit costs for all of the modes are assumed to grow at 3 percent per year. Vehicle purchases for new and expansion local bus routes, enhanced express bus, and the circulator network include a 20-percent spare ratio.

In the TOD scenario, approximately 96 percent of total costs reflect implementation of three premium modes: BRT mixed traffic projects, BRT exclusive lane projects, and streetcar/light rail projects. Vehicle acquisition associated with implementing new and improving existing local routes, enhanced express bus, and the circulator network combined with lifecycle replacement of these vehicles represents the remaining 4 percent. In the Trend scenario, implementation costs are 94 percent, and vehicle acquisition comprises the remaining 6 percent. The slight

difference in the two scenarios is related to enhanced express bus requirements in Segment 6-1 in FY 2030. Figure 6-2 shows the projected TOD scenario capital costs for 2015 through 2030.

**Figure 6-2
TOD Scenario Capital Costs**



OPERATING AND CAPITAL REVENUE ASSUMPTIONS

Revenue sources to be explored to fund these improvements include the following:

- Existing Federal, State and local revenue sources,
- Additional gas tax revenue,
- Rental car surcharge, and
- County transportation surtax.

(This page intentionally left blank.)

7. Findings and Recommendations

A series of findings and recommendations was developed as a result of the analysis completed as part of the *LYNX Vision 2030* plan. The recommendations were divided into three categories: near-term, mid-term, and long-term. Recommendations for each category are listed below and described further in Table 7-1.

Near-Term Recommendations

- Work with MetroPlan to ensure that *LYNX Vision 2030* is incorporated into 2040 LRTP update and future transit development plan (TDP) updates
- Meet with local jurisdictions and MetroPlan Land Use Subcommittee to discuss how localities can make adopted LRTP land use plan a reality
- Ensure changes do not create disproportionate adverse impacts to under-represented individuals
- Explore options for dedicated/supplementary funding for transit
- Develop and implement bicycle- and pedestrian-friendly land use policies
- Continue coordination and discussions with stakeholders

Mid-Term Recommendations

- Update the plan on a regular basis
- Identify additional corridors for inclusion in next update
- Work with counties and municipalities to develop transit-supportive growth plans
- Undertake individual corridor studies to identify better termini, plan operational improvements, and develop specific implementation plans
- Study the possibility of implementing Limited Stop Connector Service
- Secure dedicated funding source for transit
- Identify locations for park-and-ride lots
- Continue coordination and discussions with stakeholders

Long-Term Recommendations

- Monitor changing conditions
- Continue coordination and discussions with stakeholders

Table 7-1
LYNX Vision 2030 Findings & Recommendations

Action Item	Description/Details of Action Item
Near-term Actions	
<p>1. Work with MetroPlan to ensure that LYNX Vision 2030 is incorporated into 2040 LRTP update.</p>	<p>MetroPlan should ensure that the 2040 LRTP update is consistent with LYNX Vision 2030. Interagency coordination is also necessary to ensure that the analysis and recommendations developed as part of the LYNX Vision 2030 are incorporated into the 2040 MetroPlan LRTP update and future TDP updates.</p>
<p>2. Meet with local jurisdictions and MetroPlan Land Use Subcommittee to discuss how localities can make adopted LRTP land use plan a reality.</p>	<p>Work with the counties and the cities to adopt growth management policies/plans that could include the following characteristics:</p> <ul style="list-style-type: none"> • Promote infill development and redevelopment in established urban activity centers • Concentrate development around existing and planned major transit facilities • Allow transfers of development rights to urban areas
<p>3. Ensure changes do not create disproportionate adverse impacts to underrepresented individuals.</p>	<p>Any modifications to the existing transit system must not disproportionately affect low-income and minority populations. All service modifications should be evaluated to ensure that these populations do not experience adverse impacts.</p>
<p>4. Explore options for dedicated/ supplementary funding for transit.</p>	<p>A major action for any regional transit authority is to pursue a dedicated funding source for transit. Funding that is free from competing interests enhances stability and is essential in maintaining adequate service levels and planning for future service improvements. In the near-term time period, options for potential dedicated funding sources should be explored.</p>
<p>5. Develop and implement bicycle and pedestrian-friendly land use and zoning policies.</p>	<p>Walking and bicycling should be encouraged, as these modes support transit services. Existing land use and zoning policies should be modified and new policies should be adopted to improve the safety and comfort of bicyclists and pedestrians. A key aspect of these policies should involve the implementation of a more complete, accessible network of sidewalks and bicycle paths.</p>
<p>6. Continue coordination and discussions with stakeholders.</p>	<p>This item includes continuing to coordinate public involvement activities to engage key stakeholders and the public in a review of the recommended alternatives and modes for each corridor. Key stakeholders include Disney, Orlando International Airport, and the University of Central Florida, for example.</p>

Table 7-1 (continued)
LYNX Vision 2030 Findings & Recommendations

Action Item	Description/Details of Action Item
Mid-term Actions	
<p>7. Update the plan on a regular basis.</p>	<p>LYNX Vision 2030 should be updated regularly to ensure conformity with all transit system modifications, population characteristics, and policies enacted by other local government entities.</p>
<p>8. Identify additional corridors for inclusion in next update.</p>	<p>Additional corridors throughout the region should be indentified for analysis to ensure a dynamic approach to providing premium transit service in the region.</p>
<p>9. Work with counties and municipalities to develop transit-supportive growth plans (including transit-supportive corridor plans).</p>	<p>Work with counties and cities to adopt policies/plans such as:</p> <ul style="list-style-type: none"> • Subarea and station area plans and policies that include initiatives to develop or redevelop in the premium transit/rail corridors • Policies that promote mixed-use development within and near premium transit/rail corridor • Requirements and/or capital improvement plans that outline sidewalk improvements, connected streets and walkways, and other pedestrian infrastructure around stations
<p>10. Undertake individual corridor studies to identify better termini, plan operational improvements, and develop specific implementation plans.</p>	<p>LYNX Vision 2030 provides a high- and mid-level analysis that identifies appropriate transit modes based on a variety of criteria for 22 corridors. Individual corridors should be analyzed further in order to flesh out operational characteristics, termini, stop locations, and a specific plan for funding and implementation.</p>
<p>11. Study the possibility of implementing Limited Stop Connector Service.</p>	<p>In addition to rail components, LYNX Vision 2030 evaluates Local Bus, Express Bus, and BRT modes for implementation in each corridor. Limited Stop Connector Service is an additional transit mode that should be considered for providing premium service in the region.</p>
<p>12. Secure dedicated funding source for transit.</p>	<p>A major action for any regional transit authority is to pursue a dedicated funding source for transit. Funding that is free from competing interests enhances stability and is essential in maintaining adequate service levels and planning for future service improvements. In the mid-term time period, LYNX and its stakeholders should be taking necessary steps to secure a dedicated funding source(s).</p>

Table 7-1 (continued)
LYNX Vision 2030 Findings & Recommendations

Action Item	Description/Details of Action Item
Mid-term Actions	
13. Identify locations for park-and-ride lots.	Analysis should be conducted to identify ideal locations for park-and-ride lots throughout the region. Site identification may include right-of-way analysis, evaluating the possibility of public-private partnerships for building new park-and-ride sites, and integrating shared parking facilities in new or existing developments.
14. Continue coordination and discussions with stakeholders.	This item includes continuing to coordinate public involvement activities to engage key stakeholders and the public in a review of the recommended alternatives for each corridor and the selection of a preferred alternative(s) for mid-term implementation. Key stakeholders include Disney, Orlando International Airport, and the University of Central Florida, for example.
Long-term Actions	
15. Monitor changing conditions.	System modifications, new policies, changing populations, and additional condition changes should be monitored and evaluated. Future plans and route implementation should be informed by changing conditions throughout the region. Particular attention should be paid to development in the Medical City/Innovation Way corridor and SunRail.
16. Continue coordination and discussions with stakeholders.	This item includes continuing to coordinate public involvement activities to engage key stakeholders and the public in a review of the recommended alternatives for each corridor and the selection of a preferred alternative(s) for long-term implementation. Key stakeholders include Disney, Orlando International Airport, and the University of Central Florida, for example.

LYNX[®] *VISION 2030*

Action Agenda Item #7.B

To: LYNX Board of Directors

From: John Lewis
CHIEF EXECUTIVE OFFICER
Edward Johnson
(Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Authorization to Elect the FY2012 Board of Directors' Officers

Date: 11/10/2011

On an annual basis, the Board of Directors elects from its membership a Chairman, Vice Chairman and Secretary. These positions shall exercise such powers and duties empowered within each as noted in Section 2.2 of Administrative Rule #2 – Board Governance (bylaws).

Patrick Christiansen, LYNX' General Counsel, will preside over the election of officers.

Action Agenda Item #7.C

To: LYNX Board of Directors

From: John Lewis
CHIEF EXECUTIVE OFFICER
Edward Johnson
(Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Approval of Board of Directors 2012 Meeting Dates

Date: 11/10/2011

Staff is requesting the Board of Directors approval on the following proposed meetings dates for 2012:

January	26, 2012
March	22, 2012
May	24, 2012
July	26, 2012
September	27, 2012
November	8, 2012

Information Item: LYNX 12-month Rolling Calendar

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Rich Bannon
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: LYNX 12-month Rolling Calendar
LYNX 12-month Rolling Calendar

Date: 11/10/2011

January 2012

- Authorization to award a design/build contract for the Parramore Bus Rapid Transit
- Authorization to award a design/build contract for the East-West Bus Rapid Transit
- Authorization to award a contract for Express Bus Service
- Authorization to award a contract for the US-192 Alternative Analysis

March 2012

- Contract #09-C27 Authorization to exercise the first option year with Bolten and Help P.A. for Workers Compensation Legal Services
- Contract #09-C28 Authorization to exercise the first option year with Fisher, Rushmer, Werrenrath, Dickson for General Liability Legal Services
- Contract #09-C29 Authorization to exercise the first option year with Zimmerman, Kiser, Sutcliffe for General Liability Legal Services
- Authorization to issue a Request for Proposals for Insurance Brokerage Services
- Draft major updated Transit Development Plan

May 2012

- Authorization to issue an Invitation for Bid for Landscaping Maintenance Services.
- Authorization to issue an Invitation for Bid for Dyed Ultra Low Sulfur Diesel Fuel
- Authorization to issue an Invitation for Bid for 87 Octane Unleaded Gasoline.
- Authorization to submit final draft of Transit Development Plan

LYNX Board Agenda

July 2012

- Contract #10-C23 Authorization to exercise option year one with VPSI for Van Pool Services.
- Authorization to dispose of fixed assets
- Authorization to submit FTA and FDOT Annual Block Grants.
- Review of preliminary Fiscal Year 2013 budget.

September 2012

- Contract #09-C07 Authorization to exercise the second option year with Data Transfer Solutions for General Planning Consultant.
- Contract #09-C08 Authorization to exercise the second option year with Reynolds Smith & Hill for General Planning Consultant.
- Authorization to issue an Invitation for Bid for Janitorial Services
- Authorization to issue an Invitation for Bid to the Encoding of Fare Cards
- Approval of Fiscal Year 2013 Operating and Capital Budget

November 2012

- Annual Board of Directors election of Officers.

Monthly Report A: Financial Reports

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Preliminary Monthly Financial Reports - September 30, 2011

Date: 11/10/2011

Please find attached the preliminary monthly financial report for the twelve months ending September 30, 2011. LYNX' Preliminary Balance Sheet and Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the twelve months ending September 30, 2011 reflect total revenue earned in the amount of \$113,934,986 and total expenses incurred in the amount of \$109,250,360 resulting in a net operating profit of \$4,684,626.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$7,883,152 for the twelve months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(3,198,526) for the twelve months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are higher than the budget at 109%. Customer fares are at 122% of the budgeted amount year-to-date, and are 31% above the budget amount for the month of September. LYNX ridership continues to increase into the new fiscal year. Ridership is up by 9.0% year-over-year as of September 30, 2011. If this trend continues, LYNX ridership will reflect a greater increase for the upcoming year.

LYNX continues to experience a decline in the Orlando advertising market, resulting from the state of the economy. Current advertising clients continue to not renew their contracts or renew for reduced amounts. As such, LYNX' advertising revenue year-to-date is significantly less than anticipated. Actual revenues through September 2011 for advertising on buses, shelters, and in-kind (trade) transactions are \$810,596, \$63,812 and \$-0-, respectively. The Advertising sales' staff continues to actively seek new clients and work with existing clients to offer an attractive and affordable advertising program.

LYNX is experiencing increases in the price of fuel. We are 24% above the budget as of September 30, 2011 due to higher prices than anticipated. In the month of September, LYNX paid an average net price of \$3.06 (net) per gallon for diesel fuel and \$3.17 (net) per gallon for bio-diesel, which is higher than the budgeted price of \$2.48 (net) and \$2.43 (net), respectively. The national diesel fuel price for the month of September 2011 was \$3.52 (net), which is an indication of continued increases in the price of fuel for LYNX throughout the year. LYNX

staff has recently entered in a fuel hedging arrangement in an attempt to stabilize fuel cost in the future. The LYNX board approved this action in April 2011 and the initial results locked in fifty percent (50%) of LYNX’ diesel fuel purchases at slightly less than \$3.17 (net) per gallon. We are currently \$2,470,900 over the budget for the fiscal year.

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 under budget due to various vacancies, and less vacation and holiday pay than anticipated as of September 30, 2011. In addition, expenses related to materials and supplies, other services, leases, and other miscellaneous expenses are less than budgeted.

Professional services related to various planning projects and the “Public Awareness and Multidiscipline Training”, “Fast Track Training”, and other training grant programs are also less than anticipated. Casualty and liability insurance expenses are under budget due to the timing of the settlement of several outstanding claims anticipated for the year.

Paratransit Operations:

The operating loss from Paratransit operations is related to the higher trip cost than anticipated for the month of September 2011. Also, TD revenue is less than anticipated for the year. The price of unleaded fuel for the month is higher than the budget and the use of unleaded fuel is higher than anticipated as of September 31, 2011 due to the increase in revenue miles. The fuel is budgeted at a net price of \$2.40 per gallon in the FY2011 budget. LYNX is currently paying \$2.83 (net) per gallon. The national unleaded fuel price for the month of September 2011 was \$3.38 (net). This is an indication of an anticipated increase in the price of fuel for LYNX throughout the year.

Year-to-date purchased transportation costs are higher than the amounts budgeted. Our provider, MV Transportation, is currently providing 1.30 trips per hour. The FY2011 budget reflects 1.30 trips per hour. An analysis follows:

ACCESS LYNX			
FY2011	Trips (Year-to-Date)	Blended Trip Rate	Costs
Actual (with est.)	617,232	\$32.06	\$19,790,737
Budget (rounding)	607,332	\$28.70	\$17,428,990
Excess Trips/Costs	9,900	\$ 3.36	\$ 2,361,747

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PRELIMINARY
BALANCE SHEETS
SEPTEMBER 30, 2011 AND 2010
(UNAUDITED)

	2011	2010
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 24,821,277	\$ 23,976,681
Receivables:		
Local, trade and operating assistance	3,222,211	2,964,314
Federal grants	11,234,889	12,461,872
State grants	5,451,237	4,511,784
Inventory	1,603,714	1,535,475
Prepaid expenses and other assets	172,589	104,353
Restricted cash and cash equivalents	1,761,903	77,724
Total current assets	48,267,820	45,632,203
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	4,195,063	5,026,407
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	83,819,563	83,803,389
Revenue vehicles	108,853,492	102,108,199
Furniture, Fixtures & Equipment	22,076,573	21,308,382
Leasehold improvements	-	-
Total property and equipment	223,321,093	215,791,435
Less: accumulated depreciation	(101,220,219)	(87,100,098)
Construction in progress	16,693,721	6,594,977
Net property and equipment	138,794,595	135,286,314
Other assets	-	-
Total noncurrent assets	142,989,658	140,312,721
TOTAL ASSETS	\$ 191,257,478	\$ 185,944,924

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PRELIMINARY
BALANCE SHEETS
SEPTEMBER 30, 2011 AND 2010
(UNAUDITED)

	2011	2010
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 6,277,945	\$ 6,704,267
Accrued salaries and related taxes	2,296,231	3,214,110
Accrued compensated absences	3,668,816	3,668,816
Accrued self-insurance liability, current	1,565,304	1,565,304
Leases payable, current	1,130,548	1,087,080
SIB loans payable, current	736,565	928,529
Deferred operating revenue	723,575	1,897,944
Deferred capital	1,225,153	189,290
Total current liabilities	17,624,137	19,255,340
NONCURRENT LIABILITIES:		
Leases payable, long-term	2,398,522	3,529,070
Loans payable	8,164,796	8,901,362
Accrued self-insurance liability, long-term	3,073,730	3,073,730
Total noncurrent liabilities	13,637,048	15,504,162
Total liabilities	31,261,185	34,759,502
NET ASSETS:		
Invested in capital assets, net of related debt	129,782,795	125,085,110
Restricted	536,749	536,749
Unrestricted	29,676,749	25,563,563
Total net assets	159,996,293	151,185,422
TOTAL LIABILITIES AND NET ASSETS	\$ 191,257,478	\$ 185,944,924

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PRELIMINARY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF SEPTEMBER 2011 AND THE TWELVE MONTHS ENDED SEPTEMBER 30, 2011
(UNAUDITED)

	Year to Date			Month of September		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 21,383,098	\$ 26,115,507	122%	\$ 1,781,923	\$ 2,326,722	131%
Contract Services:						
Local Financial Assistance	8,406,742	8,463,365	101%	700,560	707,458	101%
Other Contractual Services	10,778,658	10,718,331	99%	898,217	866,209	96%
Advertising	1,755,000	874,408	50%	146,250	84,684	58%
Other Operating Income	336,864	418,544	124%	28,072	22,394	80%
Total Operating Revenues	42,660,362	46,590,155	109%	3,555,022	4,007,467	113%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	750,000	750,000	100%	62,500	62,500	100%
State of Florida	8,312,029	8,478,573	102%	692,670	706,081	102%
Local	37,205,851	37,205,851	100%	3,100,483	3,100,491	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	21,582,434	18,150,384	84%	1,798,538	1,555,408	86%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	2,335,840	2,768,555	119%	194,657	176,345	91%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	150,000	85,106	57%	12,500	5,018	40%
Gain / (Loss) on Sale of Assets	-	(93,638)	N/A	-	1	N/A
Total Nonoperating Revenues	70,336,154	67,344,831	96%	5,861,348	5,605,844	96%
Total Revenues	112,996,516	113,934,986	101%	9,416,370	9,613,311	102%
OPERATING EXPENSES						
Salaries and Wages	39,457,597	37,753,415	96%	3,288,134	3,127,091	95%
Fringe Benefits	21,803,638	19,964,244	92%	1,816,968	1,779,387	98%
Purchased Transportation Services	19,131,450	21,013,586	110%	1,594,282	1,912,322	120%
Fuel	12,141,320	15,452,251	127%	1,011,773	1,462,830	145%
Other Materials and Supplies	5,698,049	5,513,376	97%	474,832	510,274	107%
Professional Services	4,591,462	1,562,280	34%	382,620	142,207	37%
Other Services	5,028,353	3,580,955	71%	419,034	256,059	61%
Lease and Miscellaneous Expenses	832,158	662,465	80%	69,341	43,843	63%
Casualty and Liability Insurance	2,073,269	1,532,995	74%	172,777	214,923	124%
Utilities	1,300,589	1,385,726	107%	108,387	107,271	99%
Taxes and Licenses	458,976	532,573	116%	38,248	51,473	135%
Interest Expense	479,655	296,494	62%	39,974	22,913	57%
Total Operating Expenses	112,996,516	109,250,360	97%	9,416,370	9,630,593	102%
OPERATING GAIN / (LOSS)	\$ -	\$ 4,684,626	N/A	\$ -	\$ (17,282)	N/A

FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
PRELIMINARY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF SEPTEMBER 2011 AND THE TWELVE MONTHS ENDED SEPTEMBER 30, 2011
(UNAUDITED)

	Year to Date			Month of September		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
OPERATING REVENUES						
Customer Fares	\$ 20,206,175	\$ 24,660,218	122%	\$ 1,683,847	\$ 2,183,827	130%
Contract Services:						
Local Financial Assistance	8,406,742	8,463,365	101%	700,560	707,458	101%
Other Contractual Services	2,294,914	2,714,017	118%	191,242	170,388	89%
Advertising	1,755,000	874,408	50%	146,250	84,684	58%
Other Income	<u>336,864</u>	<u>418,544</u>	124%	<u>28,072</u>	<u>22,394</u>	80%
Total Operating Revenues	<u>32,999,695</u>	<u>37,130,552</u>	113%	<u>2,749,971</u>	<u>3,168,751</u>	115%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	750,000	750,000	100%	62,500	62,500	100%
State of Florida	8,312,029	8,478,573	102%	692,670	706,081	102%
Local	29,538,271	29,538,271	100%	2,461,518	2,461,526	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	18,089,169	15,195,692	84%	1,507,428	1,280,230	85%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	2,335,840	2,768,555	119%	194,657	176,345	91%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	150,000	85,106	57%	12,500	5,018	40%
Gain / (Loss) on the Sale of Assets	<u>-</u>	<u>(93,638)</u>	N/A	<u>-</u>	<u>1</u>	N/A
Total Nonoperating Revenues	<u>59,175,309</u>	<u>56,722,559</u>	96%	<u>4,931,273</u>	<u>4,691,701</u>	95%
Total Revenues	<u>92,175,004</u>	<u>93,853,111</u>	102%	<u>7,681,244</u>	<u>7,860,452</u>	102%
OPERATING EXPENSES						
Salaries and Wages	39,117,170	37,420,607	96%	3,259,766	3,099,605	95%
Fringe Benefits	21,592,211	19,764,479	92%	1,799,350	1,762,560	98%
Purchased Transportation Services	1,261,360	1,238,391	98%	105,106	96,766	92%
Fuel	10,425,711	12,896,611	124%	868,801	1,223,464	141%
Other Materials and Supplies	5,636,049	5,498,251	98%	469,669	504,443	107%
Professional Services	4,255,962	1,441,119	34%	354,658	129,840	37%
Other Services	4,867,516	3,413,943	70%	405,630	256,059	63%
Lease and Miscellaneous Expenses	816,484	657,608	81%	68,033	42,583	63%
Casualty and Liability Insurance	2,073,269	1,532,995	74%	172,777	214,923	124%
Utilities	1,240,102	1,336,450	108%	103,351	105,019	102%
Taxes and Licenses	409,515	473,011	116%	34,129	44,025	129%
Interest Expense	<u>479,655</u>	<u>296,494</u>	62%	<u>39,974</u>	<u>22,913</u>	57%
Total Operating Expenses	<u>92,175,004</u>	<u>85,969,959</u>	93%	<u>7,681,244</u>	<u>7,502,200</u>	98%
OPERATING GAIN / (LOSS)	<u>\$ -</u>	<u>\$ 7,883,152</u>	N/A	<u>\$ -</u>	<u>\$ 358,252</u>	N/A

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PARATRANSIT SEGMENT
PRELIMINARY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF SEPTEMBER 2011 AND THE TWELVE MONTHS ENDED SEPTEMBER 30, 2011
(UNAUDITED)

	Year to Date			Month of September		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 1,176,923	\$ 1,455,289	124%	\$ 98,076	\$ 142,895	146%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	8,483,744	8,004,314	94%	706,975	695,821	98%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>9,660,667</u>	<u>9,459,603</u>	98%	<u>805,051</u>	<u>838,716</u>	104%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	7,667,580	7,667,580	100%	638,965	638,965	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	3,493,265	2,954,692	0%	291,110	275,178	0%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	-	-	0%	-	-	0%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>11,160,845</u>	<u>10,622,272</u>	95%	<u>930,075</u>	<u>914,143</u>	98%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>20,821,512</u>	<u>20,081,875</u>	96%	<u>1,735,126</u>	<u>1,752,859</u>	101%
OPERATING EXPENSES						
Salaries and Wages	340,427	332,808	98%	28,368	27,486	97%
Fringe Benefits	211,427	199,765	94%	17,618	16,827	96%
Purchased Transportation Services	17,870,090	19,775,195	111%	1,489,176	1,815,556	122%
Fuel	1,715,609	2,555,640	149%	142,972	239,366	167%
Other Materials and Supplies	62,000	15,125	24%	5,163	5,831	113%
Professional Services	335,500	121,161	36%	27,962	12,367	44%
Other Services	160,837	167,012	104%	13,404	-	N/A
Lease and Miscellaneous Expenses	15,674	4,857	31%	1,308	1,260	96%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	60,487	49,276	81%	5,036	2,252	45%
Taxes and Licenses	49,461	59,562	120%	4,119	7,448	181%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>20,821,512</u>	<u>23,280,401</u>	112%	<u>1,735,126</u>	<u>2,128,393</u>	123%
OPERATING GAIN / (LOSS)	<u>\$ 0</u>	<u>\$ (3,198,526)</u>	N/A	<u>\$ 0</u>	<u>\$ (375,534)</u>	N/A

Monthly Report B: LYNX American Recovery and Reinvestment Act Project Status Report

To: LYNX Board of Directors

From: Rudolph Walter
DIRECTOR OF PLANNING
Catherine Porter
(Technical Contact)

Phone: 407.841.2279 ext: 6009

Item Name: LYNX American Recovery and Reinvestment Act Project Status Report

Date: 11/10/2011

LYNX received over \$31.5 million in a 2009 American Recovery and Reinvestment Act Grant. Of the 19 projects approved in this grant, five are substantially completed and the majority of the remaining projects are well underway. As of September 30, 2011, LYNX has encumbered \$25,165,564 or 79.8% of the award. A total of \$24,254,275, or 76.9% of the work has been completed and paid out. Individual projects currently underway include adding 300 shelters throughout the service area, lighting and energy efficiency improvements at Lynx Central Station (LCS), improvements at LYNX Operations Center (LOC) and acquisition of six circulator vehicles.

Security cameras have been installed on each bus; lighting upgrades have been completed at LCS; and the LOC Emergency Generators/Paint Booth/Building Upgrades project continues to progress and is expected to be completed and closed out this quarter. FTA approved LYNX Internal Budget Revisions 1-3 to use actual and anticipated savings from substantially complete ARRA projects to supplement a gap in funding for other ARRA projects including construction engineering and inspection services for the LYNX Operations Center building upgrades.

A complete list of projects and the status of each, as of September 30, 2011, can be found on the attached table. The stages of completion being reported include Out-to-Bid, Under Contract, Underway and Completed categories. Also included is the amount of ARRA funds paid out to date, number of jobs created/retained and the associated hours worked and payroll.

FTA met with LYNX staff on September 29, 2011 to review ARRA projects status and to discuss strategies for use of savings. At this time LYNX anticipates having approximately \$1.5M in savings.

LYNX submitted the quarterly 1512 report to the FTA on October 10, 2011 and will submit the Milestone Progress Review report on or before October 31, 2011. The next quarterly report is due January 10, 2011 for the quarter ending December 31.



LYNX

American Recovery & Reinvestment Act (ARRA)

TOTAL AWARDED: \$31,525,885

September 2011 STATUS



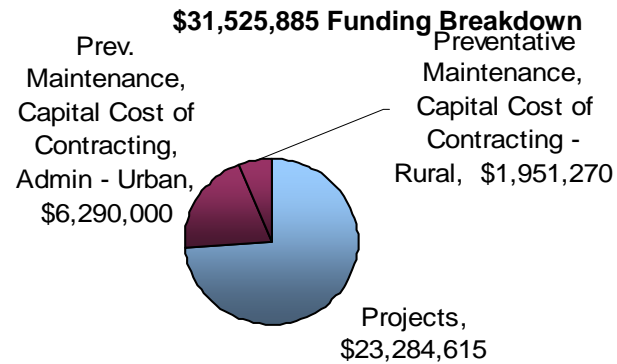
LYNX & LYNX Contractors using ARRA Funding:

Total ARRA Funds Paid Out (Urban & Rural): \$24,254,275

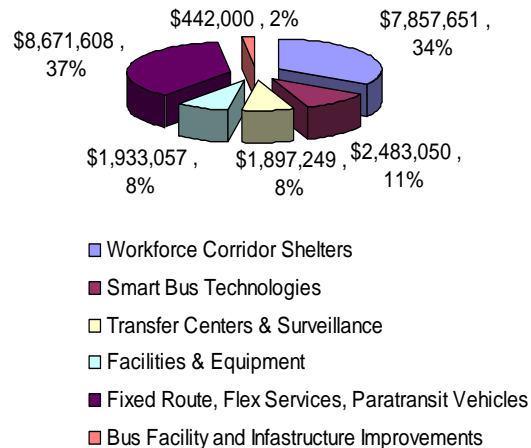
Number of Direct On-Project Jobs Created/Retained = 1,042

Number of Job Hours Created/Retained = 485,608

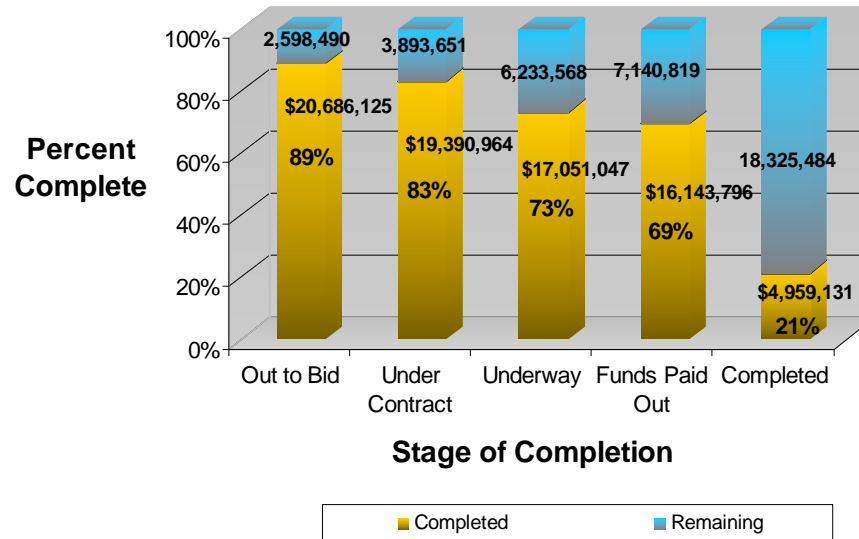
Payroll for Job Hours Created/Retained = \$10,476,243



Approved Projects = \$23,284,615



Recovery Act Funds Associated With Projects (\$23,284,615)



Note: The above Progress Chart reflects Cumulative, Per-Project Amounts (not per-contract amounts). Completed amounts shown in each subsequent stage are first shown in the previous stage (for example, in order for a project to be "Underway" it is also "Out to Bid" and "Under Contract").



LYNX
AMERICAN RECOVERY & REINVESTMENT ACT (ARRA)
TRANSPORTATION & INFRASTRUCTURE COMMITTEE REPORT
DATA REPORTED THROUGH September 30, 2011



PROJECT	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Paid Out	Number of Projects Put Out to Bid	Funds Associated with Projects Put Out to Bid	Number of Projects Under Contract	Funds Associated with Projects Under Contract	Number of Projects in which Work Has Begun	Funds Associated with Projects in which Work Has Begun	Number of Completed Projects	Funds Associated with Completed Projects	Direct, On-Project Jobs Created or Sustained	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
Emergency Generators	872,770	432,196	327,510	1	872,770	1	432,196	1	432,196	-	-	54	5,025	112,059
Roller Brake Dynamometer	175,000	92,745	92,745	1	175,000	1	92,745	1	92,745	1	92,745	1	417	12,295
Paint Booth	225,523	417,431	369,814	1	225,523	1	417,431	1	417,431	-	-	-	-	-
Parking Lot Improvements- LOC	400,000	518,454	433,941	1	400,000	1	518,454	1	518,454	-	-	33	978	36,097
Elect/Mech Improvements	259,764	36,566	36,566	1	259,764	1	36,566	1	36,566	-	-	53	4,027	64,549
Bus Shelters (Counties & City)	7,857,651	5,861,192	5,422,682	1	7,857,650	1	8,080,652	1	5,861,192	-	-	574	48,011	1,226,465
Fare Payment System Upgrade	937,710	-	-	-	-	-	-	-	-	-	-	-	-	-
Bus Surveillance/Cameras	1,545,340	1,246,083	1,246,083	1	1,545,340	1	1,246,083	1	1,246,083	-	-	25	3,680	88,320
Kissimmee Transfer Ctr Design	200,000	-	-	1	200,000	1	200,000	-	-	-	-	-	-	-
Rosement Transfer Center	416,083	104,553	4,550	1	8,327	1	25,011	1	104,553	-	-	18	281	12,017
West Oaks Transfer Center	416,083	65,252	10,571	1	15,987	1	65,252	1	65,252	-	-	1	-	-
Sanford Transfer Center	416,083	78,924	6,077	1	12,156	1	78,924	1	78,924	-	-	-	-	-
Integrate CCTV System	449,000	-	-	-	-	-	-	-	-	-	-	-	-	-
LYMMO Buses	5,000,000	4,590,437	4,590,437	1	5,000,000	1	4,590,437	1	4,590,437	1	4,590,437	4	8,000	520,496
Circulator Vehicles	451,608	-	-	1	451,608	-	-	-	-	-	-	-	-	-
Paratransit Vehicles	3,220,000	3,286,208	3,286,208	1	3,220,000	1	3,286,208	1	3,286,208	-	-	76	54,720	524,050
Energy Eff Lighting Upgrade	125,000	45,057	40,663	1	125,000	1	45,057	1	45,057	-	-	18	407	12,739
Energy Eff/Sec Window Film	192,000	151,711	151,711	1	192,000	1	151,711	1	151,711	1	151,711	4	200	15,150
Duct Disinfecting System	125,000	124,238	124,238	1	125,000	1	124,238	1	124,238	1	124,238	-	-	-
LYNX PROJECTS	23,284,615	17,051,047	16,143,796	17	20,686,125	16	19,390,964	15	17,051,047	4	4,959,131	861	125,745	2,624,238
Urban Preventative Maint	4,890,000	4,890,000	4,890,000	1	4,890,000	1	4,890,000	1	4,890,000	-	-	118	259,677	5,633,245
Urban Cap Cost of Contracting	1,000,000	1,000,000	1,000,000	1	1,000,000	1	1,000,000	1	1,000,000	-	-	-	-	-
Project Administration	400,000	273,247	269,209	1	400,000	1	273,247	1	273,247	-	-	8	8,240	267,491
SUBTOTAL Urban Grant	29,574,615	23,214,294	22,303,005	20	26,976,125	19	25,554,212	18	23,214,294	4	4,959,131	987	393,662	8,524,973
*Rural Preventative Maint	534,468	1,951,270	1,951,270	-	-	-	-	-	-	-	-	55	91,946	1,951,270
Rural Cap Cost of Contracting	1,416,802	-	-	-	-	-	-	-	-	-	-	-	-	-
SUBTOTAL Rural Grant	1,951,270	1,951,270	1,951,270	-	-	-	-	-	-	-	-	55	91,946	1,951,270
TOTALS	31,525,885	25,165,564	24,254,275	20	26,976,125	19	25,554,212	18	23,214,294	4	4,959,131	1,042	485,608	10,476,243

Monthly Report C: Ridership Report

To: LYNX Board of Directors

From: Rudolph Walter
 DIRECTOR OF PLANNING
 Jerry Bryan
 (Technical Contact)

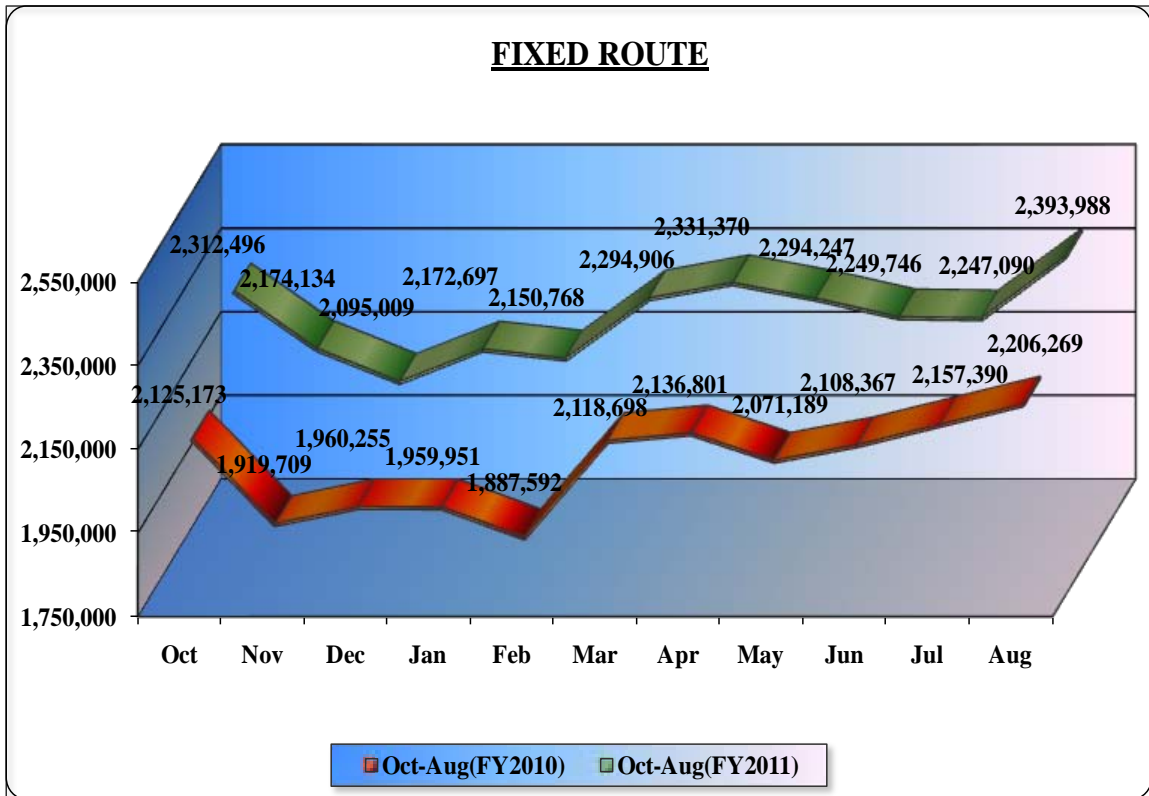
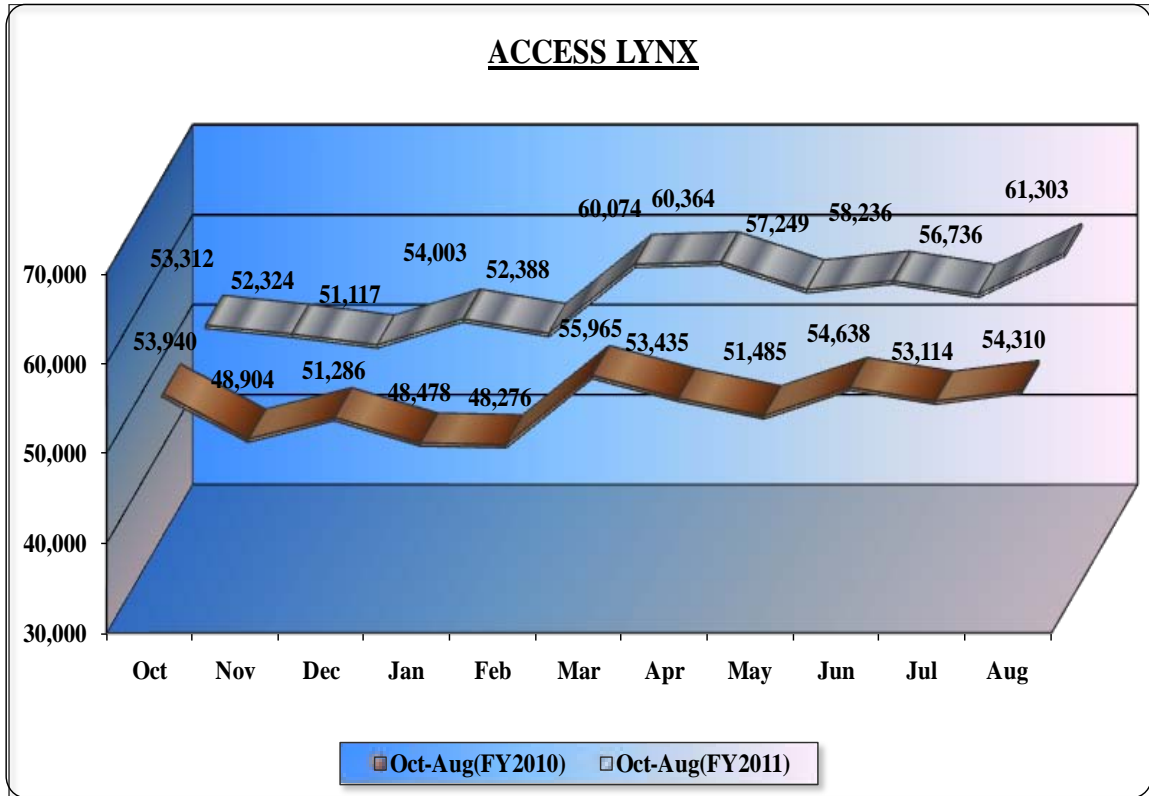
Phone: 407.841.2279 ext: 6009

Item Name: Ridership Report August (Final) September & October 2011

Date: 11/10/2011

Year to date (October - August) Final

<i>Service Mode</i>	<i>Oct-Aug(FY2010)</i>	<i>Oct-Aug(FY2011)</i>	<i>% Change</i>
LYMMO	1,089,600	936,232	-14.08%
Fixed Route	21,450,476	23,649,141	10.25%
Pick Up Line	111,318	131,078	17.75%
SUBTOTAL - FIXED ROUTE	22,651,394	24,716,451	9.12%
Special Shuttles	36,995	37,236	0.65%
ACCESS LYNX	573,831	617,106	7.54%
Van Pool	172,786	188,745	9.24%
SUBTOTAL - OTHER SERVICES	783,612	843,087	7.59%
TOTAL ALL SERVICES	23,435,006	25,559,538	9.07%



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>August-10</i>	<i>August-11</i>	<i>% Change</i>
LYMMO	Weekday	4,036	3,289	-18.53%
	Saturday	1,394	1,292	-7.28%
	Sunday	768	1,187	54.51%
All Other Links	Weekday	77,981	82,934	6.35%
	Saturday	55,541	60,569	9.05%
	Sunday	32,002	36,370	13.65%
Total Fixed Route	Weekday	82,017	86,223	5.13%
	Saturday	56,934	61,861	8.65%
	Sunday	32,770	37,557	14.61%
ACCESS LYNX	Weekday	2,626	3,080	17.27%
	Saturday	1,133	1,220	7.63%
	Sunday	359	321	-10.74%
Pick Up Line	Weekday	426	505	18.51%
	Saturday	233	329	41.29%
Van Pool	Weekday	715	813	13.64%
	Saturday	93	150	61.62%
	Sunday	104	138	31.94%
TOTAL LYNX SERVICES	Weekday	85,785	90,620	5.64%
	Saturday	58,392	63,558	8.85%
	Sunday	33,234	38,016	14.39%

The following new links began service in August 2011:

Fastlink 441 - Limited stop express service from Osceola Square Mall to LCS via OBT

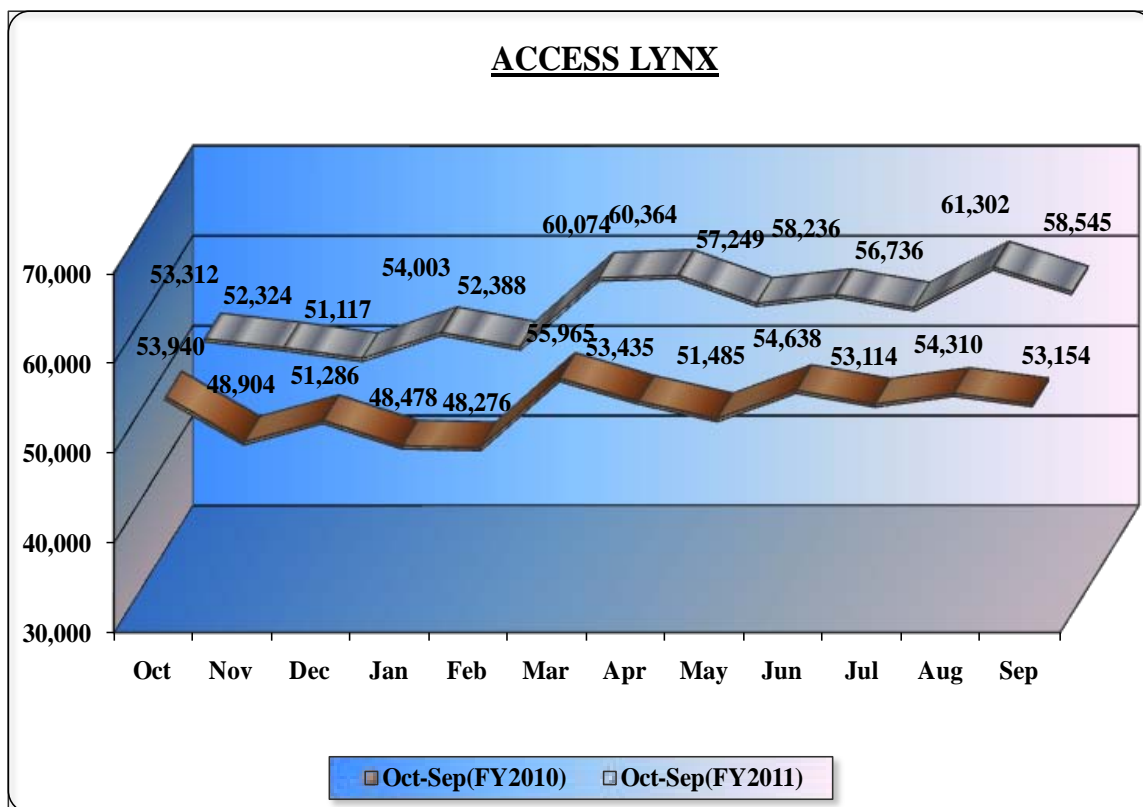
Fastlink 17/92 - Limited stop express service from Seminole Center to LCS via 17/92

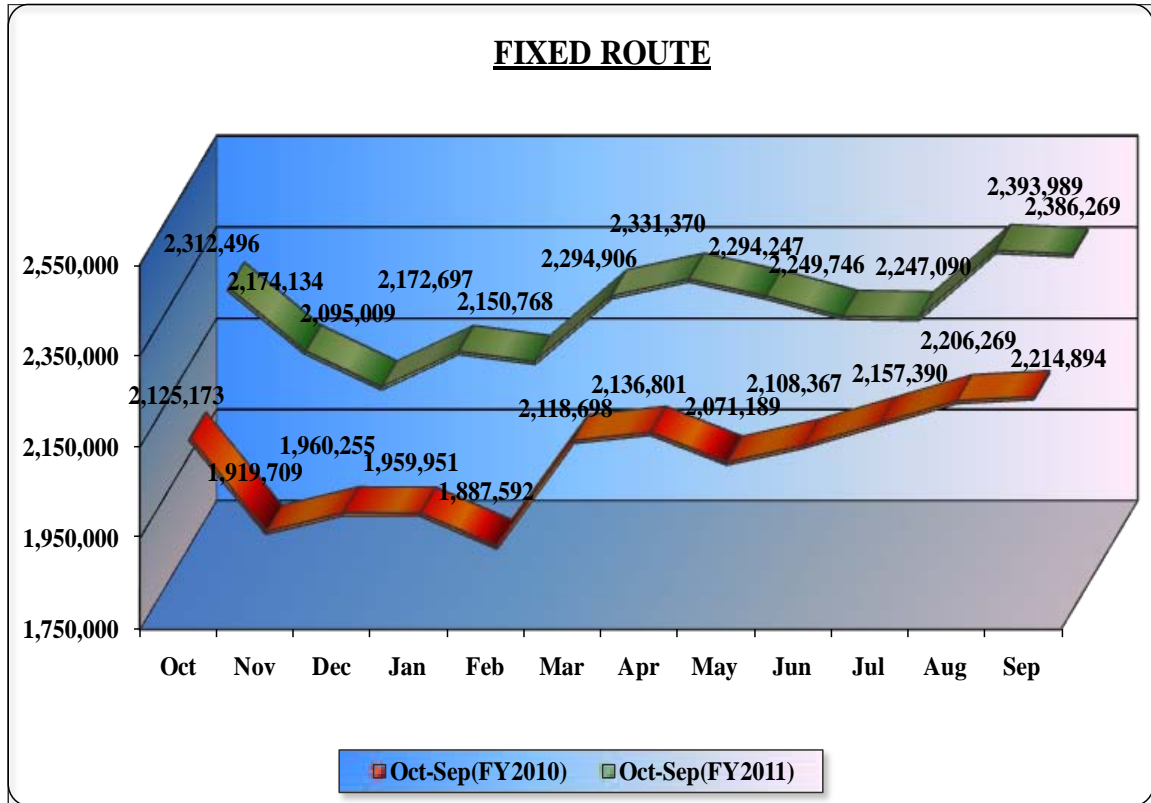
LYNX Monthly Ridership

Fiscal Year 2011													
<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>TOTAL YEAR</i>
LYMMO	102,397	103,140	84,775	79,809	72,642	82,411	82,094	81,526	83,348	78,536	85,554		936,232
Fixed Route	2,198,468	2,060,142	1,998,905	2,081,077	2,066,081	2,199,619	2,236,690	2,200,645	2,154,317	2,157,696	2,295,501		23,649,141
Pick Up Line	11,631	10,852	11,329	11,811	12,045	12,876	12,586	12,076	12,081	10,858	12,933		131,078
SUBTOTAL - FIXED ROUTE	2,312,496	2,174,134	2,095,009	2,172,697	2,150,768	2,294,906	2,331,370	2,294,247	2,249,746	2,247,090	2,393,988		24,716,451
Special Shuttles	13	7,370	8,696	21,048	-	-	51	45	13	-	-		37,236
ACCESS LYNX	53,312	52,324	51,117	54,003	52,388	60,074	60,364	57,249	58,236	56,736	61,303		617,106
Van Pool	16,444	15,598	14,658	17,138	15,906	18,527	17,075	18,310	18,572	16,672	19,845		188,745
SUBTOTAL - OTHER SERVICES	69,769	75,292	74,471	92,189	68,294	78,601	77,490	75,604	76,821	73,408	81,148		843,087
TOTAL ALL SERVICES	2,382,265	2,249,426	2,169,480	2,264,886	2,219,062	2,373,507	2,408,860	2,369,851	2,326,567	2,320,498	2,475,136		25,559,538
% Change From Fiscal Year 2010 To Fiscal Year 2011													
<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>TOTAL YEAR</i>
LYMMO	-2.9%	17.8%	-5.5%	-18.6%	-11.6%	-24.1%	-28.3%	-23.3%	-14.9%	-22.4%	-12.9%		-14.1%
Fixed Route	9.3%	12.9%	7.4%	12.4%	15.1%	10.1%	11.3%	12.6%	7.7%	5.5%	9.4%		10.2%
Pick Up Line	30.9%	39.2%	20.3%	15.2%	15.8%	6.4%	5.0%	22.8%	18.0%	7.5%	25.5%		17.8%
SUBTOTAL - FIXED ROUTE	8.8%	13.3%	6.9%	10.9%	13.9%	8.3%	9.1%	10.8%	6.7%	4.2%	8.5%		9.1%
Special Shuttles	-80.0%	12.7%	4.8%	-2.7%	-100.0%	-100.0%	21.4%	-83.5%	1200.0%		-100.0%		0.7%
ACCESS LYNX	-1.2%	7.0%	-0.3%	11.4%	8.5%	7.3%	13.0%	11.2%	6.6%	6.8%	12.9%		7.5%
Van Pool	5.5%	8.3%	0.3%	9.4%	3.4%	6.9%	5.9%	21.4%	15.7%	4.7%	19.3%		9.2%
SUBTOTAL - OTHER SERVICES	0.3%	7.8%	0.4%	7.5%	7.1%	7.2%	11.3%	13.1%	8.7%	6.3%	14.3%		7.6%
TOTAL ALL SERVICES	8.5%	13.1%	6.6%	10.7%	13.7%	8.3%	9.2%	10.8%	6.8%	4.2%	8.7%		9.1%
Fiscal Year 2010													
<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>TOTAL YEAR</i>
LYMMO	105,428	87,542	89,711	98,032	82,188	108,593	114,484	106,254	97,892	101,257	98,219	91,112	1,180,712
Fixed Route	2,010,859	1,824,370	1,861,130	1,851,665	1,795,001	1,998,005	2,010,326	1,955,101	2,000,241	2,046,036	2,097,742	2,112,484	23,562,960
Pick Up Line	8,886	7,797	9,414	10,254	10,403	12,100	11,991	9,834	10,234	10,097	10,308	11,298	122,616
SUBTOTAL - FIXED ROUTE	2,125,173	1,919,709	1,960,255	1,959,951	1,887,592	2,118,698	2,136,801	2,071,189	2,108,367	2,157,390	2,206,269	2,214,894	24,866,288
Special Shuttles	65	6,538	8,301	21,632	82	16	42	273	1	0	45	37	37,032
ACCESS LYNX	53,940	48,904	51,286	48,478	48,276	55,965	53,435	51,485	54,638	53,114	54,310	53,154	626,985
Van Pool	15,584	14,398	14,610	15,669	15,388	17,326	16,125	15,078	16,054	15,926	16,628	16,806	189,592
SUBTOTAL - OTHER SERVICES	69,589	69,840	74,197	85,779	63,746	73,307	69,602	66,836	70,693	69,040	70,983	69,997	853,609
TOTAL ALL SERVICES	2,194,762	1,989,549	2,034,452	2,045,730	1,951,338	2,192,005	2,206,403	2,138,025	2,179,060	2,226,430	2,277,252	2,284,891	25,719,897

Year to date (October - September) Draft

<i>Service Mode</i>	<i>Oct-Sep(FY2010)</i>	<i>Oct-Sep(FY2011)</i>	<i>% Change</i>
LYMMO	1,180,712	1,014,521	-14.08%
Fixed Route	23,562,960	25,944,401	10.11%
Pick Up Line	122,616	143,799	17.28%
SUBTOTAL - FIXED ROUTE	24,866,288	27,102,721	8.99%
Special Shuttles	37,032	37,236	0.55%
ACCESS LYNX	626,985	675,650	7.76%
Van Pool	189,592	206,643	8.99%
SUBTOTAL - OTHER SERVICES	853,609	919,529	7.72%
TOTAL ALL SERVICES	25,719,897	28,022,250	8.95%





Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>September-10</i>	<i>September-11</i>	<i>% Change</i>
LYMMO	Weekday	3,925	3,241	-17.44%
	Saturday	859	1,327	54.56%
	Sunday	1,050	986	-6.13%
All Other Links	Weekday	82,235	88,902	8.11%
	Saturday	55,976	61,886	10.56%
	Sunday	32,329	36,077	11.59%
Total Fixed Route	Weekday	86,160	92,142	6.94%
	Saturday	56,835	63,213	11.22%
	Sunday	33,379	37,063	11.04%
ACCESS LYNX	Weekday	2,631	2,930	11.36%
	Saturday	1,161	1,287	10.85%
	Sunday	369	416	12.81%
Pick Up Line	Weekday	489	545	11.53%
	Saturday	258	318	23.06%
Van Pool	Weekday	729	773	6.04%
	Saturday	104	136	30.77%
	Sunday	89	128	43.26%
TOTAL LYNX SERVICES	Weekday	90,009	96,390	7.09%
	Saturday	58,358	64,954	11.30%
	Sunday	33,837	37,607	11.14%

The following new links began service in August 2011:

Fastlink 441 - Limited stop express service from Osceola Square Mall to LCS via OBT

Fastlink 17/92 - Limited stop express service from Seminole Center to LCS via 17/92

LYNX Monthly Ridership

Fiscal Year 2011													
<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>TOTAL YEAR</i>
LYMMO	102,397	103,140	84,775	79,809	72,642	82,411	82,094	81,526	83,348	78,536	85,554	78,289	1,014,521
Fixed Route	2,198,468	2,060,142	1,998,905	2,081,077	2,066,081	2,199,619	2,236,690	2,200,645	2,154,317	2,157,696	2,295,501	2,295,260	25,944,401
Pick Up Line	11,631	10,852	11,329	11,811	12,045	12,876	12,586	12,076	12,081	10,858	12,934	12,720	143,799
SUBTOTAL - FIXED ROUTE	2,312,496	2,174,134	2,095,009	2,172,697	2,150,768	2,294,906	2,331,370	2,294,247	2,249,746	2,247,090	2,393,989	2,386,269	27,102,721
Special Shuttles	13	7,370	8,696	21,048	-	-	51	45	13	-	-	-	37,236
ACCESS LYNX	53,312	52,324	51,117	54,003	52,388	60,074	60,364	57,249	58,236	56,736	61,302	58,545	675,650
Van Pool	16,454	15,598	14,658	17,138	15,906	18,527	17,075	18,310	18,572	16,672	19,677	18,056	206,643
SUBTOTAL - OTHER SERVICES	69,779	75,292	74,471	92,189	68,294	78,601	77,490	75,604	76,821	73,408	80,979	76,601	919,529
TOTAL ALL SERVICES	2,382,275	2,249,426	2,169,480	2,264,886	2,219,062	2,373,507	2,408,860	2,369,851	2,326,567	2,320,498	2,474,968	2,462,870	28,022,250
% Change From Fiscal Year 2010 To Fiscal Year 2011													
<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>TOTAL YEAR</i>
LYMMO	-2.9%	17.8%	-5.5%	-18.6%	-11.6%	-24.1%	-28.3%	-23.3%	-14.9%	-22.4%	-12.9%	-14.1%	-14.1%
Fixed Route	9.3%	12.9%	7.4%	12.4%	15.1%	10.1%	11.3%	12.6%	7.7%	5.5%	9.4%	8.7%	10.1%
Pick Up Line	30.9%	39.2%	20.3%	15.2%	15.8%	6.4%	5.0%	22.8%	18.0%	7.5%	25.5%	12.6%	17.3%
SUBTOTAL - FIXED ROUTE	8.8%	13.3%	6.9%	10.9%	13.9%	8.3%	9.1%	10.8%	6.7%	4.2%	8.5%	7.7%	9.0%
Special Shuttles	-80.0%	12.7%	4.8%	-2.7%	-100.0%	-100.0%	21.4%	-83.5%	1200.0%		-100.0%	-100.0%	0.6%
ACCESS LYNX	-1.2%	7.0%	-0.3%	11.4%	8.5%	7.3%	13.0%	11.2%	6.6%	6.8%	12.9%	10.1%	7.8%
Van Pool	5.6%	8.3%	0.3%	9.4%	3.4%	6.9%	5.9%	21.4%	15.7%	4.7%	18.3%	7.4%	9.0%
SUBTOTAL - OTHER SERVICES	0.3%	7.8%	0.4%	7.5%	7.1%	7.2%	11.3%	13.1%	8.7%	6.3%	14.1%	9.4%	7.7%
TOTAL ALL SERVICES	8.5%	13.1%	6.6%	10.7%	13.7%	8.3%	9.2%	10.8%	6.8%	4.2%	8.7%	7.8%	9.0%
Fiscal Year 2010													
<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>TOTAL YEAR</i>
LYMMO	105,428	87,542	89,711	98,032	82,188	108,593	114,484	106,254	97,892	101,257	98,219	91,112	1,180,712
Fixed Route	2,010,859	1,824,370	1,861,130	1,851,665	1,795,001	1,998,005	2,010,326	1,955,101	2,000,241	2,046,036	2,097,742	2,112,484	23,562,960
Pick Up Line	8,886	7,797	9,414	10,254	10,403	12,100	11,991	9,834	10,234	10,097	10,308	11,298	122,616
SUBTOTAL - FIXED ROUTE	2,125,173	1,919,709	1,960,255	1,959,951	1,887,592	2,118,698	2,136,801	2,071,189	2,108,367	2,157,390	2,206,269	2,214,894	24,866,288
Special Shuttles	65	6,538	8,301	21,632	82	16	42	273	1	0	45	37	37,032
ACCESS LYNX	53,940	48,904	51,286	48,478	48,276	55,965	53,435	51,485	54,638	53,114	54,310	53,154	626,985
Van Pool	15,584	14,398	14,610	15,669	15,388	17,326	16,125	15,078	16,054	15,926	16,628	16,806	189,592
SUBTOTAL - OTHER SERVICES	69,589	69,840	74,197	85,779	63,746	73,307	69,602	66,836	70,693	69,040	70,983	69,997	853,609
TOTAL ALL SERVICES	2,194,762	1,989,549	2,034,452	2,045,730	1,951,338	2,192,005	2,206,403	2,138,025	2,179,060	2,226,430	2,277,252	2,284,891	25,719,897

Monthly Report D: Planning and Development Report

To: LYNX Board of Directors

From: **Rudolph Walter**
DIRECTOR OF PLANNING
Catherine Porter
(Technical Contact)
Jeff Reine
(Technical Contact)

Phone: 407.841.2279 ext: 6009

Item Name: Planning and Development Report

Date: 11/10/2011

FlexBus

The solicitation for technical project management for the update of the design and deployment of the FlexBus project was released with bids received on October 26, 2011. The Source Evaluation Committee (SEC) consists of a representative of LYNX and one from each of the cities of Altamonte Springs, Casselberry, Longwood, and Maitland. The service design will be updated to include a service area overlapping each of these cities.

GIS

GIS staff is working with LYNX IT and DTS on arranging an outside hosting and maintenance support for ArcGIS server and web mapping software. This project will improve the reliability and the speed for all web mapping applications.

The TBEST modeling tool - IT and GIS staff completed the work with the software developer to start use of the scheduling data import module for Google Transit data. GIS staff is working on developing new base year information to be used with the major TDP service planning updates in 2012

Marketing and GIS staff are working on improving and expanding the GIS information available thru GoLYNX, the external web site. Pages with information, maps and links to useful GIS resources are be available to the web site visitors.

ITS World Congress

LYNX participated in the 18th World Congress on Intelligent Transportation Systems (ITS World Congress) in Orlando during mid-October. Real-time bus information kiosks were installed at Orlando International Airport and at the Destination Parkway Superstop to assist conference attendees using those destinations. A LYNX booth at the Congress showed the

“behind the scenes” computer systems that populate the information and videos on the kiosks. LYNX also participated with AVEGO to demonstrate real-time bus arrival information at stops on Link 8 and with the United States Department of Transportation to provide data for their Connected Vehicles demonstrations. LYNX and the City of Orlando provided information on LYNX at the Amway Center Technical Tour and on the Transit Signal Priority demonstration on International Drive. Delegates including Ministers of Transport from around the world and United States transportation officials including Transportation Secretary Ray LaHood visited the LYNX booth.

MORETMCC

The “English” version of the internet trip information and booking software has been implemented and is in use by limited number of ACCESSLYNX customers. Two-hundred customers were given access to the system and asked to use the system and provide feedback. Minor changes have been incorporated based on this feedback and updated within the software. A phased rollout will begin for the remainder of ACCESSLYNX Customers. The translation into a “Spanish” version is underway and will be deployed by December 2011.

LYMMO BRT EXPANSION PROJECTS

In September LYNX received FTA approval to obligate funds for the Parramore BRT (\$12.5 Million total project cost) and the East West BRT (\$9.92 Million total project cost). The Parramore BRT project is funded with TIGER II grant funds and the East/West BRT is funded through Section 5309 New Starts Funding. Both projects are slated for fast track Design/Build process. The RFP was released October 28, 2011 with selection of the D/B team in December of this year. It is anticipated that both projects will be under contract in January of 2012. Ground breaking is anticipated for September 2012 with revenue service beginning in April 2013 for the Parramore BRT and December 2013 for the East West BRT. FTA Region IV staff are scheduled for an onsite visit and kick-off meeting on November 18, 2011.

Shelters

LYNX continues the installation of shelters under both the Fiscal Year and ARRA funded budgets. A complete update of shelter numbers installed under the FY 2011 and ARRA budgets is in process and should be available in the January 2012 board report. The ARRA funded shelters are anticipated to be closed out and complete by late November/early December 2011. Between the ARRA funded shelters and the FY 2010 and FY 2011-funded shelters LYNX has installed close to 425 shelters in approximately 2 years.

Included below are updates specific to the transit center activities within each county.

Orange County:

Transit Centers:

The removal of the Park Promenade Transit Center was completed in September. LYNX is currently negotiating with the property owner due east for construction of a transit center in their parking lot. By December, LYNX should be able to at least use the parking lot for transfers. Capital improvements have been included in the 2012 budget and are subject to the normal clearances from the FTA.

Construction on the improvements to West Oaks Transit Center are underway and anticipated to be complete by December, 2011. Improvements to this ARRA-funded project will include new shelters (with solar) and associated amenities. In addition, the required infrastructure for future ticket vending machines and CCTV are being included. To make efficient use of LYNX assets, the older shelters from here are being removed and repurposed to “like new” condition for installation at the Sanford Transfer Center.

Seminole County

Transit Centers:

Construction of the improvements to the Seminole Center (Sanford Wal-Mart on 17-92) is underway with completion to occur in December, 2011. Improvements funded by ARRA included the rehabilitation of the two existing shelters and addition of 4 more shelters. All of the shelters will have solar-powered lights. In addition, the property will have the infrastructure needed for items such as CCTV and ticket vending machines.

Osceola County:

Transit Centers:

The Kissimmee Transfer Center is waiting on the executed JPA. Once the JPA is received, this project will be forwarded to the City of Kissimmee Development Review Committee (DRC) and also the Planning Advisory Board (PAB). The project already has approval by the LYNX Board of Directors to go out to bid. The engineering costs associated with DRC and PAB, as well as the bid process, is anticipated to use ARRA-specific dollars.

The Poinciana Transfer Center has had its Categorical Exclusion approved by the FTA in July. Final design is progressing and an addendum to the existing Transit License Agreement is in the process of being executed by Wal-Mart. This project is anticipated to be funded by ARRA savings.

Other Transfer Centers

LYNX has partnered with UCF to rehabilitate the entrance to the UCF Transfer Center. LYNX has received the Categorical Exclusion for this property in July and is waiting on FTA guidance on how to address the transfer of funds to UCF. It is anticipated that LYNX will pay for 60% of the cost and UCF will pay for 40% of the cost. LYNX is waiting on completion of engineering by UCF. At no time will LYNX be responsible for more than \$250,000. This project is fully funded in the FY 2012 budget.

NEW MONIES AWARDED

The Planning Department has received word that LYNX will be receiving \$ 1.2 M from the FTA 5339 Alternatives Analysis Program for the State Road 50/UCF Connector Alternatives Analysis and \$ 2M under the Bus Livability Program for the Kissimmee Intermodal Facility.

Monthly Report E: Communications Report

To: LYNX Board of Directors

From: **Kathy Clary**
 DIRECTOR OF COMMUNICATIONS
Ro Norman
 (Technical Contact)
Maria Colon
 (Technical Contact)
Matthew Friedman
 (Technical Contact)

Phone: 407.841.2279 ext: 6161

Item Name: Communications Report
 Communications Report

Date: 11/10/2011

Advertising Sales

ADVERTISING SALES	SEPTEMBER 2011
Advertising Sales Revenue	\$70,222
Net Revenue to LYNX Fiscal Year to Date	\$810,596

Vanpool Program

VANPOOLS	SEPTEMBER 2011
Vanpool Participants	553
Total Revenue Miles YTD	1,092,688
New Vanpools	0
Returned Vanpools	0
Current Vans in Service	70
Pending Vanpool Interest	COLEMAN PRISON (1)
	KSC (1)
	TSA (3)
	DEPARTMENT OF DEFENSE (2)
	HODGES GROUP (2)
Phone Inquiries	12

WEBSITE USAGE	SEPTEMBER 2011	OCTOBER 2011
Total Page Views	677,759	757,975
Total User Visits	128,217	131,183
% Trip Planner	74%	38%*

*Thru 10/17/2011. Working with Google to get numbers for 10/17/11 thru 10/31/11.

Communications Awards

LYNX Communications Department earned five marketing awards – including three first-place and “Best of the Best” honors – at the 2011 Florida Public Transportation Association Conference. LYNX “Hold On To Your Hat” poster was Best In Class in the Bus Interiors Self-Promotion and beat out all other winning entries for the “Best Of The Best” award. LYNX also picked up "Best In Class" awards for its public service bus called “Community of Helping Hands” and a poster design called “It’s Time To Roadeo.” A second-place Award of Merit went to the “If You See Something, Say Something” promotion in the Sustaining Campaigns category.

NTD Reporting

LYNX was chosen by VPSI to have 3 vanpool groups be part of testing for new computer software that could dramatically reduce time spent on NTD annual reports. The software captures vanpool mileage through GPS tracking. It allows drivers to use a touch-screen device to record who rode in the van each day. The information is sent automatically to VPSI's host system at the end of every day. Updated reports would be available to LYNX on a daily basis by going online to the host site. The test ran concurrently with VPSI's fleet of vanpools in South Florida, from Sept. 19-Oct. 14. It could be ready for implementation by the New Year.

LYNX Mission Statement

The LYNX Mission Statement – “We enhance people’s lives every day through passion, pride and performance.” – was printed in various sizes on metal signs and hung in 30 locations at LOC (21) and LCS (9). The signs serve as a visible reminder to employees of the commitment needed to make LYNX the mode of choice, not the mode of last resort, in Central Florida.

Ad Shelter Displays

LYNX Communications Department has designed an ad campaign to fill the approximately 70 ad shelter spaces that are available at various spots in the City of Orlando. The campaign will promote new services and the agency’s re-designed website.

Golynx.com Redesign

The redesigned golynx.com was launched on Oct. 17. The new look and technological feel now provides the community with the necessary tools to make golynx.com the choice to plan their transportation options. Enhancements include Google Transit as the trip planning program, a mobile version, email and text alert capability, social media feeds, an online job application portal, expanded fare shopping cart and easy to navigate pages to locate key information about everything LYNX.

Terminal Lobby Renovations

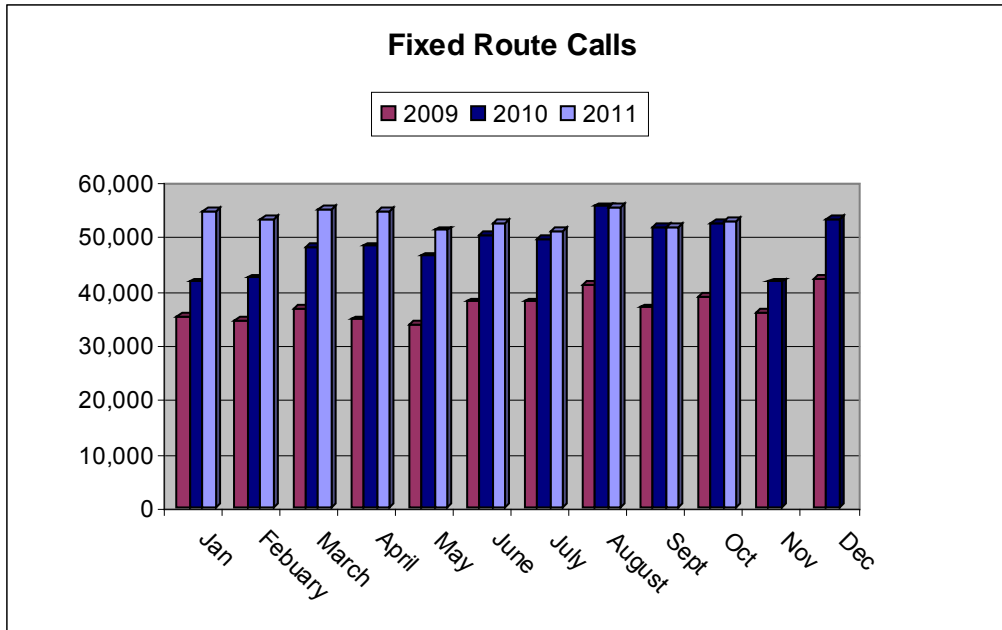
Communications wanted to make the LCS terminal lobby more welcoming for our customers and added some foliage, brighter lighting and photographs. Plants were placed throughout the Terminal Lobby. Facilities Maintenance is in the process of installing additional lighting around

LYNX Board Agenda

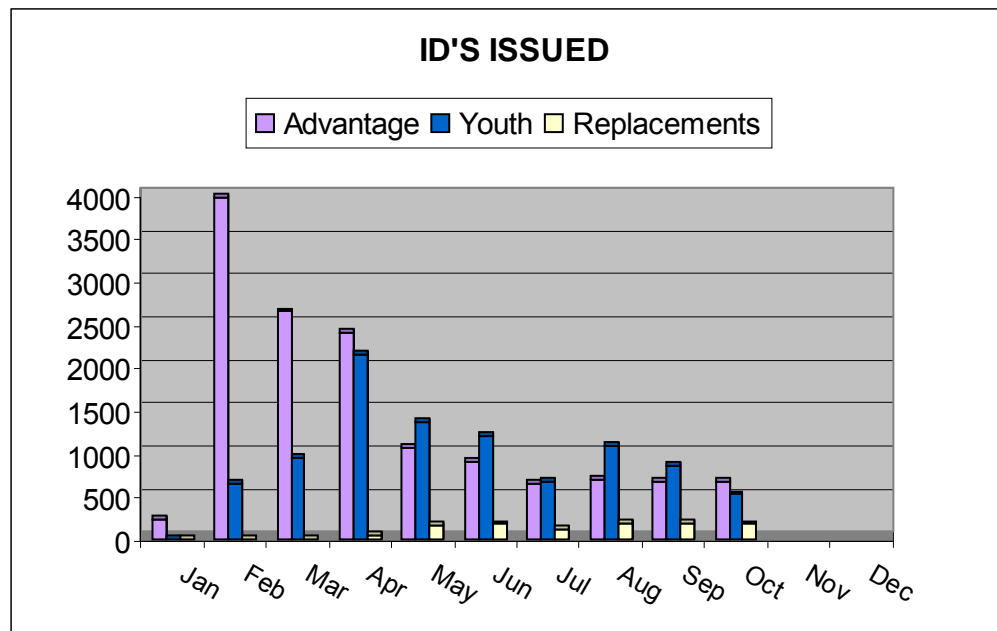
the Ticket Window area. In addition, twelve 36 X 48 photos were printed and suspended from wire in the LCS Terminal Lobby. These photos show the many sides of public transportation and were taken by LYNX photographer Herman Sandoval.

Customer Service

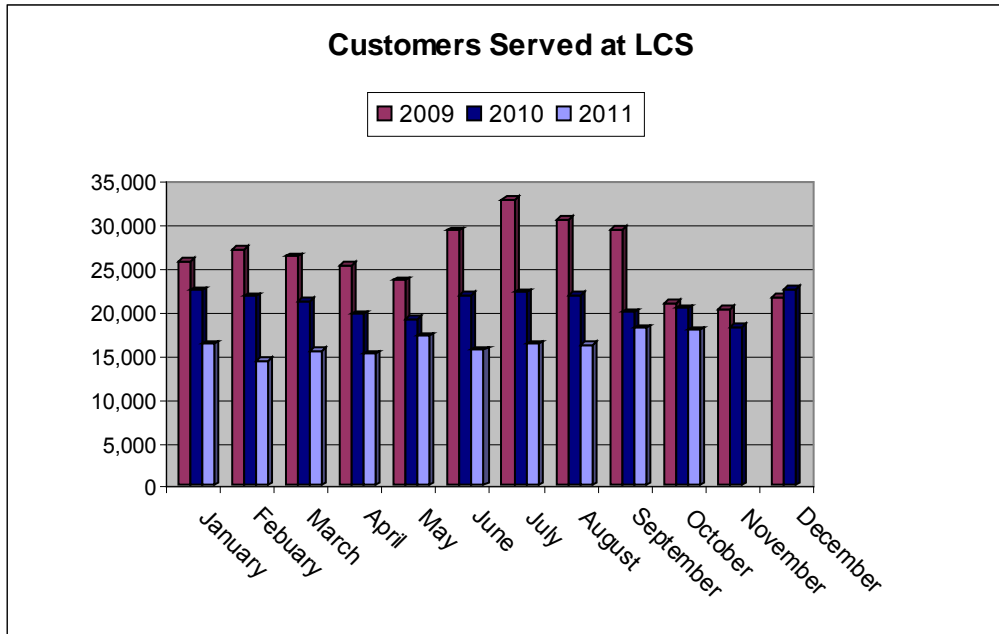
Customer Service coordinates the following communication tools to the public; the call center (providing travel information), fare media sales and information, customer relations, lost & found, LYNX ID programs and “How To Ride” presentations.



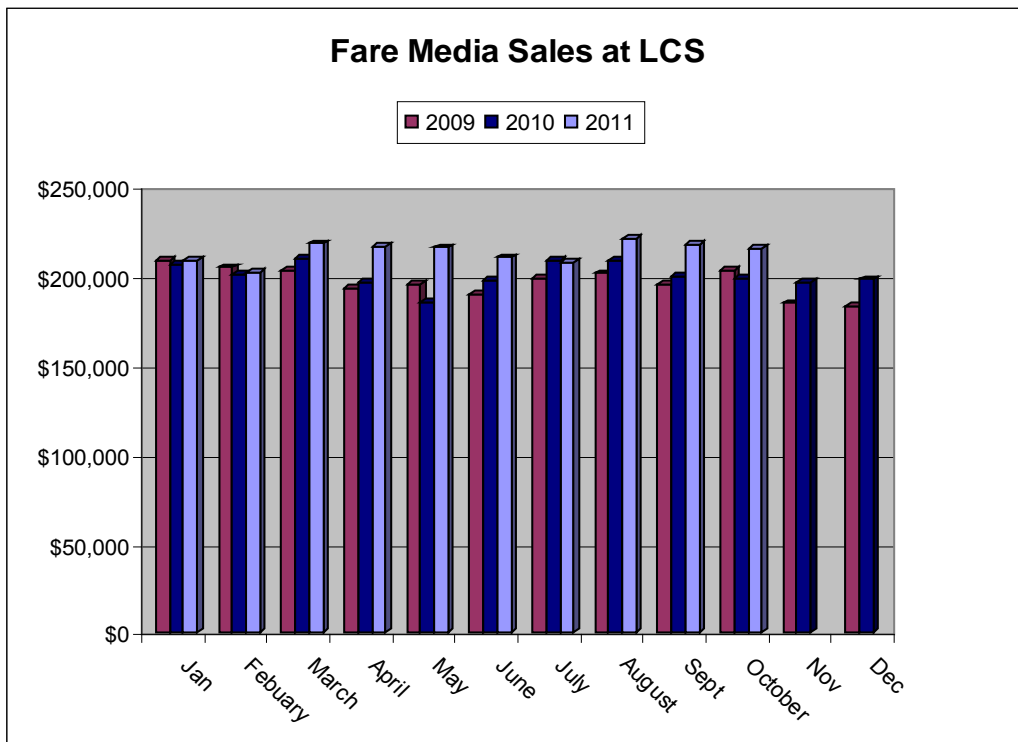
	2011	2010	2009
September	51,670	51,533	36,754
October	52,729	52,385	38,796



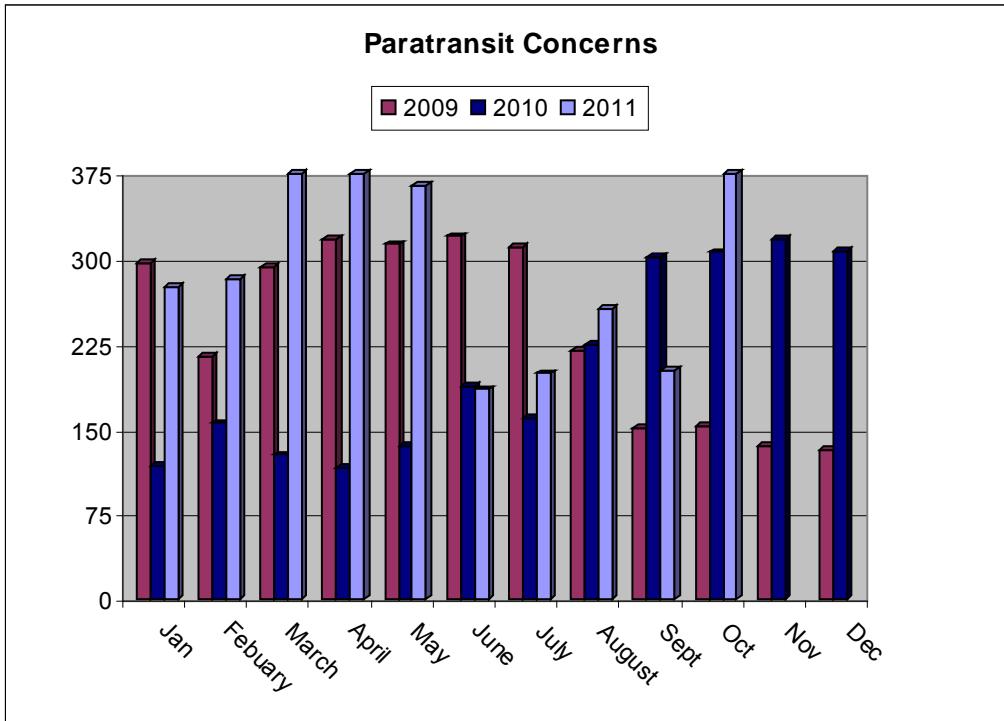
	Advantage	Youth	Replacement
September	657	848	183
October	657	514	169



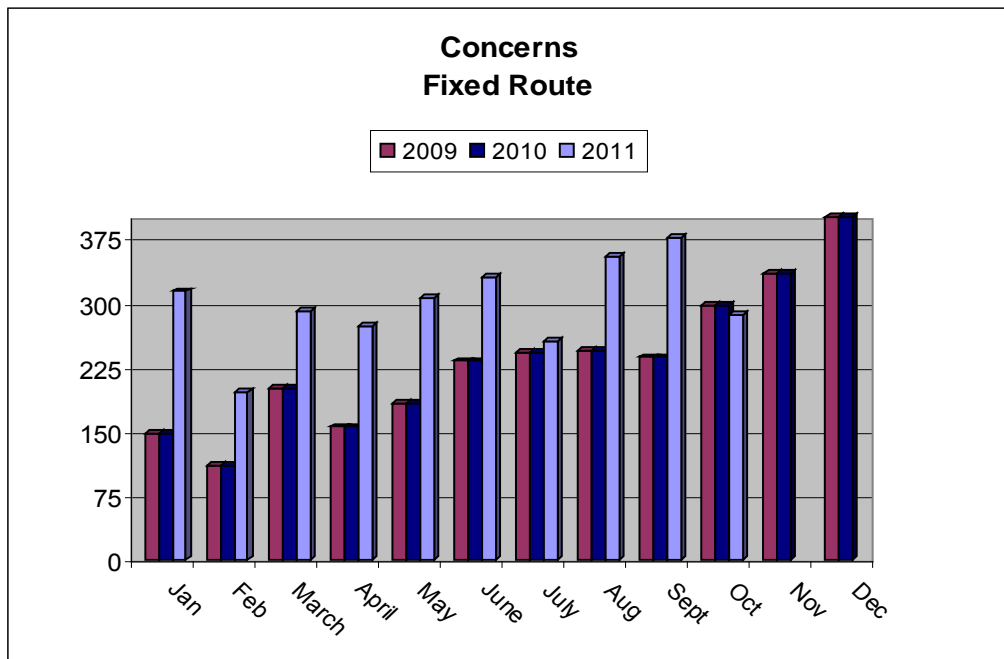
	2011	2010	2009
September	18,028	19,858	29,362
October	20,868	20,371	17,855



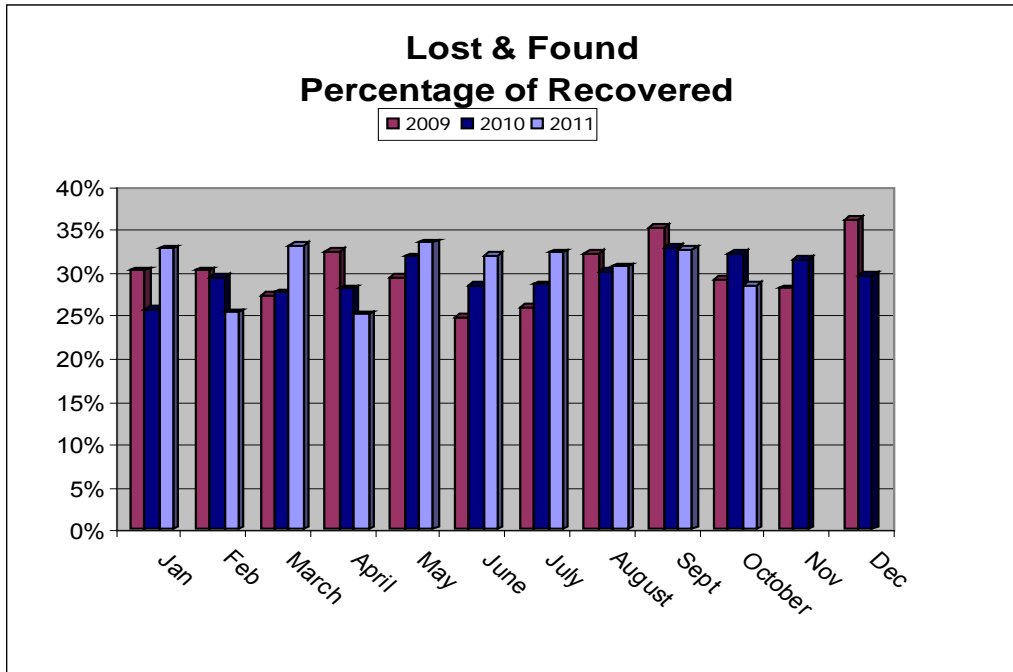
	2011	2010	2009
September	217,300	199,762	194,710
October	215,427	198,080	202,553



	2011	2010	2009
September	202	301	151
October	391	306	153



	2011	2010	2009
September	375	236	179
October	286	297	146



	2011	2010	2009
September	32.50%	32.77%	35.00%
October	28.40%	32.02%	29.00%

September & October Presentations	
Innovation Middle School	ID's
Maverick High School	ID's
Workforce Academy High School	ID's
Veterans	How to Ride
Quest	How to Ride
ITS World Congress	Event
Veterans Medical Clinic	ID's

Press Releases

Sept. 6...Public Workshops for December service changes.

Sept. 15...See Something Say Something public unveiling.

Sept. 20...Postponement of See Something Say Something public unveiling.

Sept. 23...Note about ACCESS LYNX phone lines being down.

Oct. 19...Communications wins multiple FPTA marketing awards.

Stories

Sept. 6...Orlando Sentinel Letter to the Editor about not liking new ID policy.

Sept. 13...Orlando Sentinel on power being out and restored at LOC. We called requesting a notification.

Sept. 14...WESH-TV/Channel 2 about buses running red lights.

Sept. 16...Central Florida News 13 interview with John Lewis for Talking Point segment.

Oct. 7...WFTV-TV/Channel 9 on 192 AA.

Oct. 17...Orlando Business Journal Daily story of \$3.2M federal grant for SR 50 AA and Kissimmee Intermodal Center.

Oct. 19...Orlando Sentinel story of \$3.2M federal grant for SR 50 AA and Kissimmee Intermodal Center.

Oct. 21...Orlando Business Journal story on 192 AA.

Oct. 27...Orlando Sentinel, WESH-TV/Channel 2, WKMG-TV/Channel 6, WFTV-TV/Channel 9, Central Florida News 13 and WOFL-TV/FOX 35 stories on Link 44 accident in Apopka.

Monthly Report F: Government Relations Report

To: LYNX Board of Directors

From: James McLawhorn
CHIEF GOVT AFFAIRS OFFICER
James McLawhorn
(Technical Contact)
James McLawhorn
(Technical Contact)

Phone: 407.841.2279 ext: 6064

Item Name: Government Relations Report

Date: 11/10/2011

October 13, 2011

Following a speaking engagement at the National Press Club, **US DOT Secretary Ray LaHood** told reporters he will not serve a second term as US DOT Secretary if President Obama is reelected. Secretary LaHood told the *Chicago Tribune* that he expects “wonderful opportunities” in the private sector after he leaves his post at US DOT.

The deficit reduction “SuperCommittee” continues to develop a plan to reduce the federal deficit by \$1.2 trillion – this plan could include a deal to fund a multi-year transportation bill which would be good news for Congressman John Mica as he leads the House T&I Committee. They are tasked to identify \$100B in non-gas tax revenue which they need to write a six-year surface transportation bill at current funding levels (not the 34% reduction). To date, there are no new developments from John Mica (R-FL) to work with House leadership to identify the \$100B.

The multi-year FAA authorization bill continues to languish and efforts to compile the 12 federal agency FY’12 appropriations bills into a massive omnibus bill continue in advance of the **November 18** expiration of the current temporary funding bill.

Surface Transportation Authorization

In September, Congress approved a six-month extension of the current surface transportation law (SAFETEA-LU). The law was set to expire on September 30, 2011, and was extended until March 31, 2012. The bill is a “clean” extension of the current law which continues existing year funding and does not include any policy changes. The extension gives the House and Senate more time to work out a deal on a longer term bill.

Senate Environment and Public Works Committee Chairwoman Boxer has proposed a 2-year surface transportation bill totaling \$109 billion, which funds programs at the current levels.

House Transportation and Infrastructure Chairman Mica has proposed a 6-year bill totaling \$230 billion. The Mica bill cuts funding by about 30 percent from current levels in order to match the revenue raised by the current gas tax levels.

Chairman Mica has previously stated that he would have liked to do a larger bill, but was limited by the House budget resolution adopted this year that would not allow him to write a bill beyond what existing Highway Trust Fund tax receipts can support.

Recently, Chairman Mica told a group of transportation industry stakeholders that the House Republican leadership has given him permission to seek additional revenues for the Highway Trust Fund above the excise tax receipts being deposited in the trust fund under current law, as long as those additional revenues do not include an increase in the federal gasoline tax.

In order to do a six-year bill at the current levels plus annual inflation, the Congressional Budget Office has estimated that \$75 billion in additional revenue would be needed over six years, approximately \$12.5 billion per year. At the recent event, Chairman Mica discussed trying to find up to \$15 billion per year in additional revenues for the trust fund.

However, finding the additional revenues will not be an easy task, as the Transportation and Infrastructure Committee does not have jurisdiction over tax matters. All tax and revenue matter are solely within the purview of the Ways and Means Committee.

Furthermore, while Chairman Mica may be starting to look at ideas, any serious action on taxes will need to wait until after the Joint Select Committee on Deficit Reduction (the "supercommittee") completes its work in November and the bill is considered by Congress in December. Therefore, any revenue decisions may need to be put off until early next year. While the task will be difficult, it is a positive sign that the House Republican leadership is considering ways to add more money to the surface transportation bill.

President Obama American Jobs Act:

In September, the President proposed a \$447 billion "American Jobs Act." The bill calls for an immediate investment of \$50 billion for highways, transit, rail and aviation, and \$10 billion for the creation of a new National Infrastructure Bank. Under his proposal, the \$50 billion for transportation and infrastructure would include:

- \$27 billion for highways;
- \$9 billion for mass transit;
- \$4 billion for high-speed rail corridors;
- \$2 billion for other intercity passenger rail;
- \$5 billion for TIGER and TIFIA grant/loan assistance;
- \$2 billion for airport improvement grants;
- \$1 billion for FAA NextGen air traffic control.

The President and Democrats have continued to push for the "American Jobs Act", but Republicans have criticized the plan and continue to be opposed to it and any effort to pay for it by raising taxes in particular.

In early October, Senate Democrats proposed an additional tax on millionaires to pay for the President's jobs plan. The proposal (S. 1660), introduced on October 5, would levy a 5.6% surtax on household income above \$1 million. The tax would go into effect in 2013 and would raise approximately \$450 billion over 10 years.

Republicans remain strongly opposed to any kind of tax increase and believe that direct spending on infrastructure and other government programs is not the best way to create jobs. Despite Republican objections, Senate Majority Leader Reid brought up the President's jobs plan and the proposed "millionaire's tax" in the Senate. However, as expected, a cloture vote on a motion to proceed with the bill failed on October 11. There was not enough votes to overcome the 60 votes needed to proceed with the bill.

The Senate Majority Leader has since proposed a scaled down package that includes funding for teachers and first responders only. A cloture vote on proceeding with the smaller jobs bill is also expected to fail. The prospects of the President's jobs plan or any similar plan proceeding in the Senate or the Republican-controlled House are unlikely.

FY'12 Appropriations

In September, the Senate Appropriations Committee made significant progress on the FY2012 appropriations bills marking up 10 of the 12 bills, including the Transportation-HUD and Homeland Security bills. Before the August recess, the Senate passed the Military Construction/Veterans Affairs bill, which leaves one bill, Interior-Environment, to be taken up by the Committee. Concerns over dealing with policy riders that Republicans may try to attach to the bill has held up its consideration by the Committee. At this point, the Committee is not expected to mark up the bill and will likely to go into House-Senate negotiations on the omnibus with a draft bill only.

The House Appropriations Committee had completed most of its work on the FY2012 bills before the August recess. The House has passed 6 of the 12 bills. The full House Appropriations Committee has marked up three more bills – Commerce-Justice-Science, Financial Services, and Interior-Environment. Two other bills – State-Foreign Operations and Transportation-HUD have been marked up on the subcommittee level. They are not expected to be taken up by the full Committee. One bill, Labor-HHS-Education, is not expected to be marked up by the subcommittee or full committee, but a draft of the bill was released on September 29.

Because none of the FY2012 appropriations bills were completed when the new fiscal year started on October 1, Congress had to pass a Continuing Resolution to keep the government operating. On September 29, Congress passed a 4-day Continuing Resolution that went through October 4. Before it expired, they passed another Continuing Resolution that funds the government through November 18.

In the meantime, House and Senate appropriators will begin drafting an omnibus appropriations bill that combines all 12 appropriations bills into one large bill. Policy riders and the different spending levels in the bills will not make negotiations easy, but the current goal is to try to get

the omnibus completed by November 18. If that does not happen, they will have to pass another short-term Continuing Resolution until they can complete their work on the FY2012 bills.

Transportation-HUD Appropriations Bill: The omnibus will include the Transportation-HUD bill. On September 21, the full Senate Appropriations Committee marked up its Transportation-HUD bill. The House Transportation-HUD Appropriations Subcommittee marked up its bill on September 15. However, a full House Committee mark up has not been scheduled for the bill. It is likely that the bill will not be marked up by the full Committee and omnibus negotiations will be done with the subcommittee bill.

The Senate Transportation-HUD bill provides a total of \$10.629 billion for FTA programs, which is a slight increase from the FY2011 level of \$10.3 billion. The House subcommittee bill provides a total of \$7.043 billion for FTA programs.

The Senate bill would fund the Federal Transit Administration (FTA) formula and bus grant programs at \$8.361 billion in FY2012, which is an increase of \$18 million above the FY2011 level. The House subcommittee bill only provides \$5.2 million for formula and bus grants.

The bill would fund the Capital Investment Grant (New Starts) programs at \$1.955 billion, a increase of \$358 million over the current level and more than \$400 million over the House amount. The Senate bill also takes Bus Rapid Transit (BRT) projects out of the New Starts program and instead funds BRTs from bus grants in the Formula and Bus Grants Account.

The Senate bill includes \$25 million for the FTA's greenhouse gas and energy reduction (TIGGER) grant program. The House subcommittee bill eliminated funding for the TIGGER program.

The Senate bill also provides \$550 million for a new round of National Infrastructure Investment (TIGER) discretionary grants, which is a \$3 million increase over the FY2011 level. The House subcommittee bill eliminated funding for the TIGER program in FY2012.

During the Senate Appropriations Committee mark up, Senator Durbin (D-IL) offered an amendment, which the committee adopted, to add \$100 million for high-speed rail grants in order to keep the program alive. The subcommittee draft had not included any money for the high speed rail program. The \$100 million added at full committee will be used to pay for administrative expenses and a few planning grants for FY2012. The House subcommittee bill includes no money for high speed rail so the \$100 million will likely be reduced in the final FY2012 appropriations bill after House-Senate negotiations. We saw Secretary LaHood at a private event last week and he seemed optimistic that some high speed rail funding would remain in the final version of the bill.

Homeland Security Appropriations Bill: The omnibus will also include the Homeland Security Appropriations bill. In September, the Senate Appropriations Committee approved the FY2012 Homeland Security appropriations bill. The bill provides \$2.58 billion for state and local grants under FEMA. State and Local Programs include 12 different grant programs, including the Transit Security Grant Program (TGSP). While the Transportation Security Agency (TSA) primarily administers the TGSP, funding and grant management falls under the jurisdiction of FEMA.

The House version of the FY2012 Homeland Security bill cut these state and local grant programs significantly. The Senate bill is \$557 million above the House level.

Other News

- The **President's Council on Jobs and Competitiveness** has released an interim report. The report recommends passage of a long-term surface transportation authorization bill, incentives for more public-private partnerships, establishment of a national infrastructure bank, reduction of restrictions on user-generated funding for highway use (i.e. tolls) and acceleration of infrastructure project reviews and permits. A more detailed report is scheduled to be released by the end of the year.
- House T&I Committee Chairman Mica, an opponent of creating a **National Infrastructure Bank**, held a hearing this week on the subject. Mica raised concerns about creating more red tape and federal bureaucracy. He indicated that instead the government should provide incentives for state infrastructure banks and expand the existing TIFIA and RRIF loan programs. He said that a National Infrastructure Bank plan is DOA in the House.
- As a follow-up to the President's August 31 Rose Garden speech on infrastructure and the expedition of permitting and review of critical infrastructure projects, the Administration has announced the selection of 14 projects around the country for expedited review. Six of the 14 projects are transportation projects: two bridge, one aviation, two transit, and one highway.

Tappen Zee Bridge, NY – replace deficient bridge across the Hudson River

Crenshaw/LAX, CA – extension of LA Metro Green Line light rail

Whittier Bridge, MA – I-95 bridge replacement over Merrimack River

Provo Westside Connector, UT – new arterial highway between Provo Airport and I-15

Baltimore Red Line, MD – light rail line connecting western suburbs to downtown Baltimore

Next Generation Air Transportation System Infrastructure Project, TX – NextGen projects for two airports in Houston.

John Mica, Chairman of the House T&I Committee issued a press release urging support for streamlining all infrastructure projects, not just a few, as Mica proposes to do in the House reauthorization proposal.

Monthly Report G: Employee Travel Report

To: LYNX Board of Directors

From: **John Lewis**
 CHIEF EXECUTIVE OFFICER
Deborah Morrow
 (Technical Contact)
Blanche Sherman
 (Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Monthly Employee Travel Report - October 2011

Date: 11/10/2011

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTUR E AND RETURN DATES	TOTAL ESTIMATE D AGENCY COST	AGENCY COST
William Hearndon Operations	West Palm Beach, FL	To attend the Transportation Disadvantaged Commission's Medicaid Emergency Transportation Allocation Workshop	9/29/11-9/30/11	144	144
John Lewis Exeutive	New Orleans, LA	To attend the Annual America Public Transportation (APTA) Board of Directors Meeting	10/1/11 - 10/05-11	2,198	2,198
Lisa Darnall Operations	New Orleans, LA	To attend the 2011 Annual APTA Meeting & EXPO	10/2/11 - 10/05-11	1,752	1,752
Rudolph Walter Administration	New Orleans, LA	To attend the 2011 Annual APTA Meeting & EXPO	10/2/11 - 10/05-11	1,694	1,694
Joe Cheney Operations	New Orleans, LA	To attend the 2011 Annual APTA Meeting & EXPO	10/2/11 - 10/05-11	996	996

LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTUR E AND RETURN DATES	TOTAL ESTIMATE D AGENCY COST	AGENCY COST
Kathy Shaw Clary Communications	New Orleans, LA	To attend the 2011 Annual APTA Meeting & EXPO	10/2/11 - 10/05-11	1,900	1,900
William Zielonka Operations	Deland, FL	To attend an accident prevention meeting with FDOT	10/3/11- 10/3/11	0	0
James McLawhorn Government Affairs	Tallahassee, FL	To attend the 2011 Legislative Sessions	10/4/11 - 10/7/11	299	299
Tori Iffland Administration	Tampa, FL	To attend the AVI-SPL's Technology Expo	10/6/11- 10/6/11	0	0
George Lydiard Administration	Tampa, FL	To attend the AVI-SPL's Technology Expo	10/6/11- 10/6/11	0	0
Remond Harris Operations	Tampa, FL	To attend the Fatigue Awareness for Transit Agencies	10/12/11- 10/12/11	0	0
Teodor Leka Operations	Tampa, FL	To attend the Fatigue Awareness for Transit Agencies	10/12/11- 10/12/11	0	0
Richard Bannon Finance	Tampa, FL	To attend the 37 th Florida Public Transportation Association (FPTA) Annual Conference	10/15/11- 10/18/11	100	100
Andrea Ostrodka	Washington, DC	To attend the RailVolution Conference	10/15/11- 10-19/11	2,209	2,209
James McLawhorn Government Affairs	Tampa, FL	To attend the 37 th Florida Public Transportation Association (FPTA) Annual Conference	10/16/11- 10/18/11	641	641
Lisa Darnall Operations	Tampa, FL	To attend the 37 th Florida Public Transportation Association (FPTA) Annual Conference	10/16/11- 10/19/11	649	424

LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTUR E AND RETURN DATES	TOTAL ESTIMATE D AGENCY COST	AGENCY COST
John Lewis Executive	Tampa, FL	To attend the 37 th Florida Public Transportation Association (FPTA) Annual Conference	10/17/11-10/18/11	521	521
Gail Stewart Operations	Tampa, FL	To attend the 37 th Florida Public Transportation Association (FPTA) Annual Conference	10/17/11	0	0
Kathy Clary Communications	Tampa, FL	To attend the 37 th Florida Public Transportation Association (FPTA) Annual Conference	10/17/11-10/19/11	750	750
James McLawhorn Government Affairs	Washington, DC	To attend the ZERO Emission Bus Program	10/26/11 – 10/28/11	1,002	1,002
John Lewis Executive	Washington, DC	To attend the ZERO Emission Bus Program	10/26/11 – 10/28/11	584	584
Lisa Darnall Operations	Long Beach, CA	To attend the APTA International Bus Roadeo Committee meeting	10/26/11 – 10/28/11	779	779
TOTAL ESTIMATED COSTS and AGENCY COSTS				16,218	15,993