




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 April 7, 2011 Board of Directors Meeting Pg 1

3. Recognition

- Recognition of Roadeo Winners



4. Public Comments

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


5. Chief Executive Officer's Report

6. Consent Agenda




A. Release Requests for Proposal (RFP)

-  Authorization to Release a Request for Proposal (RFP) for the Parramore Bus Rapid Transit Project Pg 11
-  Authorization to Issue an Invitation for Bid (IFB) for LYNX Style Bus Shelters Pg 13

B. Award Contracts






-  Authorization to Execute the Third and Final One-Year Option on Contract #BDL-96 with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program Pg 16
-  Authorization to Execute a Contract with State Farm Mutual Automobile Insurance Company for Advertising Under the Road Rangers Program Pg 18
-  Authorization to Award a Contract to DesignLab, Inc. to Provide Operator Uniforms Pg 20

C. Extension of Contracts




-  Authorization to Exercise the Second Option Year of Contract #08-C14 with Akerman Senterfitt for Legal Services Pg 22
-  Authorization to Exercise Second Option Year of Contract #07-022 with Pride Enterprises for the Printing of Public Schedule Books, Schedule Maps and Single Schedules Pg 23
-  Adoption of Resolution #11-004 Authorizing the Execution of the Transportation Disadvantaged Operating Grant Application; filing of the Application with the Florida Commission for the Transportation Disadvantaged; Execution of Contract for the Period from July 2011 to June 2012 Pg 24

D. Miscellaneous


-  Authorization to Modify the Employment Contract between LYNX and John M. Lewis, LYNX Chief Executive Officer Pg 27

- ii.  Authorization to Submit Grant Applications for Urbanized Area, Capital Investment and Surface Transportation Program Apportionments and Earmarks to the Federal Transit Administration, the Transit Security Grant Program (TSGP) to the Department of Homeland Security and the Transportation Community & System Preservation Program (TCSP) to the Federal Highway Administration Pg 28
- iii.  Authorization to Submit the Draft Fiscal Years 2012-2020 Transit Development Plan (TDP) Update Pg 32
 - Attachments 
- iv.  Confirmation of the Appointment of Kathy Shaw Clary as Chief External Affairs and Communications Officer Pg 77
- v.  Authorization to Modify Contract #10-C24 with Security 101 for the CCTV System Wide Upgrade Pg 78

7. Action Agenda

- A.  Authorization to Award a Contract to Diamond Investigations and Security, Inc. for Security Guard Services Pg 81
- B.  Authorization to Accept the Ranking of the Source Evaluation Committee (SEC) and Negotiate a Formal Contract with MV Transportation, Inc., for Paratransit Core Services Pg 83
- C.  Authorization to Award a Contract to Transportation America for Paratransit Non-Core Services Pg 93


8. Information Items

- A.  Medicaid Reform Update Pg 101


9. Other Business

10. Monthly Reports

- A.  Monthly Financial Reports - April 30,2011 Pg 102
 - Attachments 
- B.  Monthly Financial Reports - March 31, 2011 Pg 109
 - Attachments 
- C.  LYNX American Recovery and Reinvestment Act Project Status Report Pg 116
- D.  Ridership Report for March & April 2011 Pg 119
- E.  Planning and Development Report Pg 127
- F.  Communications Report Pg 130
- G.  Government Relations Report Pg 136

H.  Monthly Employee Travel - May 2011

Pg 144

I.  Monthly Employee Travel - April 2011

Pg 146

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: April 7, 2011

TIME: 3:12 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
Orange County, Mayor Teresa Jacobs
FDOT District 5 Secretary, Noranne Downs

Members Absent:

1. Call to Order and Pledge of Allegiance

The Chairman, Commissioner Carlton Henley, called the meeting to order at 3:12 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 January 27, 2011 Board of Directors. The Motion passed unanimously.

3. Recognition

The Chairman recognized Edward Johnson, Chief Administrative Officer, to recognize a LYNX employee for years of service.

20 Years:

Bus Operator	Raphael Grullon
Bus Operator	Phillip Ingram
Bus Operator	Gilbert Rivera
Bus Operator	Donald Schultz
Bus Operator	Jeannette Stevens

4. Public Comments

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

James Harlow addressed the Board regarding the service of Link 15 and 41 and his concern for the over-crowding and departure times. He requested that LYNX' Planning department review the two routes. Mr. Harlow addressed the need for dedicated funding.

Margarita Rivera addressed the Board regarding the service changes of Link 15 and the need for on-time performance.

Margo Wright addressed the Board to thank the Board and staff for the improved service of Link 15 as well as the new ID passes. She recognized the courtesy of Link 6 operators, Matthew Kaminski and Tom Lapins for their courtesy. Ms. Wright suggested that a City ordinance be considered for loud cell phone users on buses.

Debbie Hazelton addressed the Board to compliment Access LYNX and the provider, MV Transportation. She shared her concern for the elimination of "out of area" service and the safety hazard that curb-to-curb service may create for disabled passengers.

Denise Diaz, representing Central Florida Jobs for Justice, addressed the Board and shared her concerns for the proposed service changes and on-time performance. Ms. Diaz noted that the changes will place additional burdens on a system which is already underfunded. Ms. Diaz addressed the need for dedicated funding and concrete steps to a public transit system that is efficient and sustainable. The \$9 million shortfall that LYNX projects for 2012 is not due to an economic crisis. Service cuts and fare increases will not solve the shortfall but will shift the burden to the riders and drivers.

The Chairman requested that staff obtain Ms. Diaz' contact information in order to provide her with information on the Transportation Funding Task Force which meets to discuss the need for regional dedicated funding. The meetings are held following the MetroPlan Board.

Cheryl Stone addressed the Board regarding the concern for the cost of the system and providing the best service possible particularly the service provided by Access LYNX. Many riders are now residing outside of the ¾ mile boundary and ways to assist these riders need to be explored. FlexBus is a means that could assist if more could be placed in the community. Ms. Stone also addressed the door-to-door vs curb-to-curb service. She expressed the concern for the safety hazards of curb-to-curb service.

Norm Audet, representing the ATU Local Union 1596 which represents the bargaining unit at LYNX, addressed the Board. He noted that the Union members are currently working under a contract that was ratified in January, 2007 and expired in September, 2009. The members pay progression has been frozen, their insurance cost have increased, and they have not received a step increase since October, 2008. The members are requesting they be brought to the progression rate by the end of June, 2010 in order for contract negotiations to begin. In conclusion, he asked the Board to search for dedicated funding.

The Chairman noted that a process exists, that the Board does not bargain, and that staff is responsible for that activity. In addition, he provided that the employees of LYNX' funding partners have also experienced not receiving raises and progressions due to lack of funds. Chairman Henley explained that LYNX' Board of Directors do not have the authority to invoke a dedicated funding source.

5. Chief Executive Officer's Report

The Chairman recognized John Lewis, Chief Executive Officer.

Mr. Lewis noted that during his interview to fill the CEO position, the Board asked what his plan would be for the first months in the position. At that time, he said he would spend the first 90 days, looking, listening and learning. Since the completion of those 90 days, Mr. Lewis provided an overview of the period.

Mr. Lewis reported that he had held Town-Hall style meetings with employees, which were held early morning and late evenings in order to meet the front-line employees who provide the day-to-day services. A question that employees have most often asked was, "where do I fit in the overall vision of the agency". After consideration, the response must be, "what can we do each and every day as employees to make LYNX the mode of choice for Central Florida rather than mode of last opportunity". From an operational prospective, that means LYNX needs to refocus the efforts on service delivery. The key to LYNX' success will be our delivery to our internal and external customers.

He noted that in order to achieve these goals, LYNX must "right size" the fleet to ensure the tools instituted to provide public transit are those needed by both the passengers and the communities in which LYNX operates. As LYNX looks at providing efficient and effective service to meet the needs of the travelling public, the focus must be on the type of service the choice riders will want to take such as an increase in the PickUp Line service and instituting Express service.

As an additional measure, LYNX must improve the on-time performance. This can be achieved by utilizing available technology. As a first step, the Board approved the investment in a Global Positioning System (GPS) project. The next step to completing the project is the CAD/AVL system. When routes are created with realistic schedules, this system will provide real-time information to the passengers allowing them to make informed decisions on how they make use of public transit.

In conclusion, Mr. Lewis expressed his goal to refocus LYNX' efforts both internally and externally on providing top notch customer service. When achieved, LYNX will be the first mode of choice in the community. In concert with the Board of Directors, enhance the vision and define the strategies to move LYNX forward as a bus agency and to transform into a multi-modal provider of public transit services.

In regard to the Board of Directors meeting Agenda, Mr. Lewis provided the following:

1. LYNX' ridership has increased 10% over last year. The increase in fuel prices continues to impact the operating expenses. Staff will provide information on a new program which will help to provide stability in fuel acquisition.
2. In previous meetings, the Board discussed instituting an assurance in the discounted fare system. A LYNX identification card has been developed. LYNX' operators are providing information cards in multiple languages on the buses and staff has been out in communities and at LYNX Central Station to provide the new cards to customers eligible for discounted service. The community outreach will continue until the ID cards become effective on April

24th, and customers are required to produce the card in order to be eligible for the discounted fare. Staff will be providing ID cards at the following locations:

- Osceola Square Mall in Osceola County on Friday, April 8th and 9th, from 11:00 a.m. to 6:00 p.m.
 - Seminole Center SuperStop in Seminole County on Saturday, April 16th from 2:00 p.m. to 6:00 p.m.
 - Seminole County Health Department in Seminole County on Tuesday, April 19th from 10:00 a.m. to 5:00 p.m.
 - LYNX Central Station until close of business on Saturday, April 23rd
3. Staff is monitoring Medicaid Reform bills currently moving forward in both legislative bodies. The House bill addresses LYNX' needs; however, the Senate bill remains an issue. Should a compromise not be reached, the impact to LYNX' customers could be significant. LYNX receives approximately \$6 million annually for non-emergency services. Should that funding be redirected from public transit agencies, LYNX will be in a position of re-evaluating how the level of service will be provided.
 4. A member of LYNX' extended family, Mr. Jack Couture, passed away. Mr. Couture was a dedicated transit advocate for most of his adult life. He served as Chairman of LYNX' Transit Advisory Committee for the past 13 years. In addition, Jack served on MetroPlan's Transportation Disadvantaged Local Coordinating Board as well as their Quality Assurance Task Force. Mr. Couture worked diligently on behalf of dedicated funding for LYNX. Jack's passing is a great loss to LYNX and the community.

6. Consent Agenda

The Chairman recognized Orange County Mayor Teresa Jacobs.

Mayor Jacobs requested that Item 6.D.viii be pulled from the Consent Agenda for a separate vote.

A. Release Requests for Proposal (RFP)

- i.** Authorization to Release Request for Proposal (RFP) for Payroll and Human Resource Systems
- ii.** Authorization to Issue an Invitation for Bid (IFB) for B99 Biodiesel Fuel
- iii.** Authorization to Issue an Invitation for Bid (IFB) for Ultra Low Sulfur Diesel Fuel and 87 Octane Unleaded Gasoline

B. Award Contracts

- i.** Authorization to Award a Contract to Akerman Senterfitt for Federal Lobbying Services

C. Extension of Contracts Miscellaneous

- i.** Authorization to Exercise Final Option Year of Contract #07-006 with Goodyear Tire and Rubber Company

D. Miscellaneous

- i.** Authorization to Modify Contract #11-C13 with Shaw Environmental, Inc. for the Remediation of the LYNX South Street Facility

- ii. Authorization to Submit Grant Applications to the Federal Transit Administration (FTA) and the US Department of Transportation (USDOT) and Begin Negotiations to Enter into an Interlocal Agreement with Osceola County to Conduct the US 192 Corridor Alternatives Analysis
- iii. Authorization to Implement the April 24, 2011 Service Changes
- iv. Authorization to Transfer Twelve Retired Buses to the Lakeland Area Mass Transit System
- v. Authorization to Ratify Contract with Harkins Development Corporation for the LYNX Operations Center Emergency Generators and Building Upgrades
- vi. Authorization to Modify Contract #11-C04 with Harkins Development Corporation for the LYNX Operations Center Emergency Generators and Building Upgrades
- vii. Authorization to Ratify a Memorandum of Understanding Between the City of Orlando, Federal Transit Administration and LYNX for the Parramore Bus Rapid Transit TIGER II Grant
- ix. Authorization to Write-off Assets as of June 30, 2010 Physical Inventory Count and Reconciliation

Motion was made and seconded to approve the Consent Agenda Items 6.A.i through 6.D.ix excluding 6.D.viii. The motion passed unanimously.

The Chairman recognized Orange County Mayor Teresa Jacobs.

Mayor Jacobs noted that she was formerly employed with the firm associated with the Contract Amendment staff is seeking and inasmuch as, a conflict of interest does not exist in accordance with Florida State Statute, she is abstaining from the vote on Consent Agenda Item 6.D.viii.

The Board then considered Consent Agenda Item 6.D.viii

- viii. Authorization to Ratify the Amendment to Contract #10-C06 Long Range Transit and Financial Plan 2010-2030

Motion was made and seconded to approve the Consent Agenda Items 6.D.viii. The motion passed unanimously.

7. Action Agenda

The Chairman noted that a Blue Sheet Action Item will be added to the Agenda and taken up immediately following Action Agenda Item 7.A.

A. Authorization for Staff to Pursue and Implement a Fuel Hedging Program

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

LYNX staff has been working for several months in an attempt to facilitate a fuel hedging program to curtail some of the extreme volatility in the price of fuel. This program, combined with establishing a Fuel Stabilization Fund, will give LYNX, and ultimately its funding partners, some assurance of price and funding stability as it pertains to the purchase of fuel.

Staff has reviewed several options to hedging with the “costless collar” option seeming to be the most attractive in an attempt to curb pricing volatility.

Staff is requesting the Board of Directors’ authorization for the Chief Executive Officer (CEO), or designee to pursue a fuel hedging arrangement with one or more appropriate third parties and to execute documents necessary to implement the program, include the International Swaps and Derivatives Agreement (ISDA) for the purpose of facilitating a fuel hedging program.

The Chairman noted that a presentation was made at the earlier meeting of the Audit Committee. Without objection, the Committee recommended that the Board authorize staff to pursue and implement the fuel hedging program.

Motion was made and seconded to authorize staff to pursue a fuel hedging program and for the Chief Executive Office, or designee to execute documents necessary to implement the program. The Motion passed unanimously.

B. Acceptance of the Annual Financial Audit and Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ending September 30, 2010

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

Mr. Francis introduced Mr. Ronald Conrad, Partner with the firm Cherry, Bakeart & Holland, L.L.P. to present the results of the annual financial audit and Comprehensive Annual Financial Report (CAFR) for fiscal year ending September 30, 2010.

Mr. Conrad reported that Cherry, Bakeart & Holland performed the audit of the basic financial statements in accordance with government auditing standards. A “clean” opinion was issued and there were no significant deficiencies or material weaknesses based on the statements.

LYNX was not required to adopt any new standards with regard to accounting disclosures.

A single audit was conducted on the federal and state grant awards and a clean opinion was issued on the programs with no compliance concerns or violations in relation to either. Two additional grants are included in the 2010 report: 1) American Recovery and Reinvestment Act funds and 2) Biodiesel program.

A note is included in the “Management Letter” regarding sub-recipient grant monitoring.

LYNX’ CAFR has been presented to the Government Finance Officers Association for the Certificate of Achievement for Excellence in Financial Reporting.

Motion was made and seconded to accept the annual financial audit and Comprehensive Annual Financial Report (CAFR) for the fiscal year ending September 30, 2010.

C. Authorization to Approve the East/West Locally Preferred Alternative for the LYMMO Downtown Circulator Alternative Analysis and Transmit the Alternative Analysis Documents to the Federal Transit Administration

The Chairman recognized Edward Johnson, Chief Administrative Officer, to make the presentation.

In April 2010, LYNX, the City of Orlando and PB Americas, Inc. began a system-wide Alternative Analysis for the planned expansion of the LYMMO BRT to include an East/West alignment serving Parramore, the downtown venues and Thornton Park neighborhood as well as a North/South alignment connecting Orlando Health/Downtown South and Florida Hospital/Ivanhoe Village/College Park to the downtown core. Due to the expiration of a \$7.92 million Federal earmark for an East/West LYMMO segment, the project team has split out the East/West alignment from the overall system project for submittal to FTA for a Very Small Starts BRT application for the proposed East/West corridor. In order to access these lapsing funds, LYNX and its partners need to approve a Locally Preferred Alternative (LPA). The City of Orlando Council approved the LPA at their meeting on March 28th. The MetroPlan Orlando Board will also review the LPA and study results at their meeting on April 13, 2011.

Staff is requesting approval of the East/West Locally Preferred Alternative for the LYMMO Downtown Circulator Alternative Analysis, transmittal of the Alternative Analysis documentation to the Federal Transit Administration and authorization for staff to submit application to secure the grant funding for the earmark for Preliminary Engineering and Design of the East/West Locally Preferred Alternative for the LYMMO Downtown Circulator.

Motion was made and seconded to approve the East/West Locally Preferred Alternative for the LYMMO Downtown Circulator Alternative Analysis and transmit the Alternative Analysis to the Federal Transit Administration. The Motion passed unanimously.

D. Authorization to Adopt Resolution No. 11-003 in Support of the SunRail Project

The Chairman recognized Edward Johnson, Chief Administrative Officer, to make the presentation.

LYNX has been asked to join municipal governments throughout the region and other community organizations in support of the SunRail project. It is more critical than ever to provide the traveling public with transportation alternatives to relieve traffic congestion, provide transportation opportunities, providing relief to our much traveled major highway and roads, stimulate economic growth, create new employment options, and serve as a positive growth management catalyst. All the while gasoline prices continue to rise.

Staff is requesting the Board of Directors' adoption of Resolution 11-003 in support of the SunRail Project to the region.

Motion was made and seconded to adopt Resolution #11-003 in support of the SunRail Project. The Motion passed unanimously.

8. Work Session

A. Overview of Fiscal Year 2012 Preliminary Operating Budget

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

Mr. Francis presented the FY2012 Preliminary Operating Budget which was prepared based on the following key assumptions:

- Status quo from local funding partners
- Maintain current service levels
- No proposed fare increase
- No Administrative or Union salary increases
- No increase in healthcare rates
- Increase of 25% for fuel prices
- No ARRA funding
- No additional Federal Preventative Maintenance funding above the FY09 level

The FY2012 Preliminary Operating Budget totals **\$107,150,741** in revenues and **\$116,200,174** in expenses. The Preliminary Operating Budget is funded by a combination of LYNX-generated revenue and federal, state and local dollars. These funds are used to fund personnel expenses, services, materials, supplies, taxes, utilities, casualty and liability expenses, purchased transportation expenses, leases and miscellaneous expenses. Again, this preliminary budget does not include a fare increase, additional Preventative maintenance funding, ARRA funding, or utilization of reserves.

- This budget includes funds from the following sources:

Revenues:

Fund Balance	\$	-
Customer Fares		23,269,789
Contract Services		11,657,758
Advertising on Buses		1,075,000
Advertising – Trade		30,000
Interest & Other Income		526,244
Local		45,166,300
State		10,754,115
Federal		14,671,535

Total Revenues \$107,150,741

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

Expenses:

Salaries & Wages & Fringe	\$ 61,150,254
Other Services	8,626,396
Fuel	15,183,795
Materials & Supplies	5,871,777
Utilities	1,336,354
Casualty & Liability	1,418,269
Taxes	414,137
Purchased Transportation	20,895,699
Miscellaneous	711,838
Interest	479,655
Leases	112,000

Total Expenses **\$116,200,174**

Funding Shortfall **\$ (9,049,433)**

- Local Revenue by Jurisdiction

• Orange County	\$32,382,067
• Osceola County	\$ 4,279,194
• Seminole County	\$ 4,083,948
• City of Orlando	<u>\$ 3,482,292</u>
Total Local Funds	\$44,227,501
• Cities	\$ 375,899
• Other Agencies & Private	\$ 1,567,944
• Capital Contributions	<u>(\$ 1,005,094)</u>
TOTAL	<u><u>\$45,166,300</u></u>

- Effects of Utilizing Additional Preventative Maintenance (PM)

• 5307 (PM) Funding Total	\$21,000,000
• Proposed PM	(\$13,000,000)
• Proposed ADA	(\$ 1,800,000)
• SIB Loan Payment	(\$ 830,000)
• Remaining–Capital Purchase	\$ 5,370,000
• Cost per Bus	\$ 400,000
• Remaining for Capital Purchase	13 buses
• Current Replacement Cycle	15 buses
• Capital Purchase (Deficit)	(2 buses)

- Remaining Actions
 - Present preliminary funding request to partners
 - Formalize fuel hedging program and update
 - Establish fuel stabilization fund
 - Continue to review expense items
 - Continue to analyze service efficiencies
 - Prepare capital budget
 - Effects of Paratransit RFP
 - Medicaid legislation

- Budget Calendar
 - April 7 Present Overview of FY2012 Preliminary Operating Budget to Board of Directors
 - April Funding Request Letters Submitted to Funding Partners
 - June/July Budget Presentation Osceola & Orange Counties
 - August Budget Presentation Seminole County
 - September 22 Final Board Action
 - October 1 Budget Year 2011-2012 Commences

In conclusion, Mr. Francis noted that staff is requesting to move the FY2012 Preliminary Operating Budget as presented to the Board.

9. Other Business

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

The Chairman recognized Orange County mayor Teresa Jacobs.

Mayor Jacobs noted that Margo Wright, one of the speakers during Public Comment, complimented Link 6 Operators, Matthew Kominski and Tom Lapins. Mayor Jacobs recommended a note from the Board in recognition of the professional customer service that Ms. Wright expressed.

10. Monthly Reports

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

Meeting adjourned at 4:37 p.m.

Consent Agenda Item #6.A. i

To:	LYNX Board of Directors
From:	Edward Johnson CHIEF ADMINISTRATIVE OFFICER Rudolph Walter (Technical Contact)
Phone:	407.841.2279 ext: 6058
Item Name:	Release Requests for Proposal (RFP) Authorization to Release a Request for Proposal (RFP) for the Parramore Bus Rapid Transit Project
Date:	5/26/2011

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 the Parramore Bus Rapid Transit Project. The contract term will be for an initial three (3) year period with two (2) one year options.

BACKGROUND:

In August 2010, the City of Orlando and LYNX submitted a TIGER II application to the U.S. Department of Transportation for the Creative Village project which includes the Parramore Bus Rapid Transit, and expansion of the existing LYMMO BRT west of I-4. On October 20, 2010, the U.S. Department of Transportation announced the selection of 75 TIGER II awards, including the award of \$ 10 million for the Orlando Parramore Bus Rapid Transit.

The proposed Parramore Fixed Guideway BRT expansion project represents a 2.1-mile extension of the current Orlando LYMMO BRT system through the historic Parramore and Callahan neighborhoods and the proposed Creative Village redevelopment site. The Parramore BRT will also connect key destinations and attractions west of I-4 with the existing Urban Core and to the Central Florida region as a whole via LYNX Central Station and future SunRail commuter rail service.

Key Project Features

- Exclusive fixed guideway lanes
- Service to and from LYNX Central Station
- System branding and station area design (similar or identical to existing LYMMO)
- Inclusion of five (5) designated LYMMO stations and two (2) designated Multi-Modal Stations, all will be ADA accessible

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- Ten (10) minute peak/fifteen (15) minute off-peak headways
- Advanced traffic controls for TSP and exclusive transit movements through signalized intersections
- Onboard next stop announcement
- Next bus arrival station monitors
- Off-board fare collection (if applicable per project finance plan)

A schedule is provided and reflects the best estimates of a complete project schedule showing all phases of work.

- Planned Contract Award Date: January 2012
- Planned Ground Breaking Ceremony: August 2012
- Planned Construction Start Date: August 2012
- Planned Construction Completed: March 2013
- Planned Revenue Operating Date: April 2013
- Planned Project Completion Date: July 2013

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' procurement policy requires contractors to use a good faith effort to subcontract portions of their work to Disadvantaged Business Enterprise (DBE) firms. LYNX has an overall goal of 14%.

FISCAL IMPACT:

LYNX staff will amend the FY2011 Capital Budget to include the Parramore Bus Rapid Transit Project and the related TIGER II Grant Funds and Additional Sources of Project Funds:

TIGER II Discretionary Grant Amount	\$ 10,000,000
Other Federal Funds (if any)	-
State Funds (if any)	-
Local Funds (if any)	2,500,000 (*City of Orlando)
Other Funds (if any)	-
Total Project Cost:	<u>\$ 12,500,000</u>

Consent Agenda Item #6.A. ii

To: LYNX Board of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
Rudolph Walter
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Invitation for Bid (IFB)
Authorization to Issue an Invitation for Bid (IFB) for LYNX Style Bus Shelters

Date: 5/26/2011

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) for the manufacture of LYNX style shelters. The term of the Contract will be for two years from date of award with the option of two one year extensions.

BACKGROUND:

LYNX currently has two contracts and two vendors for manufacturing of the LYNX style shelters, Kemco Industries, LLC and Spencer Fabrications, Inc. The purpose of soliciting for a shelter manufacturer is to replace the existing two contracts when the contract terms expire on August 11, 2011 and October 1, 2011 respectively.

The shelter styles include the 15' x 15', 10' x 10' and 6' x 9' shelters with barrel shaped roofs, and the 6' x 13' shelter with an angled roof. This IFB does not include the Tolar-advertising shelters.

PROPOSED NEW EXPANSION:

LYNX anticipates purchasing a minimum of twenty-five (25) shelters over the length of the contract or a maximum not to exceed one-hundred fifty (150) shelters.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' procurement policies for service contracts require prime contractors to make good faith effort to subcontract a portion of the work to DBE firms. LYNX' overall agency goal is 14%. All bidders are encouraged to obtain DBE participation for subcontracting opportunities.

FISCAL IMPACT:

The total estimated fiscal impact for the entirety of the contract is approximately \$900,000. LYNX will include funds to support this cost associated with the shelter program in the FY2012 Adopted Capital Budget.

PICTURES OF SHELTERS:

15 x 15 Shelter



10 x 10 Shelter



6 x 9 Shelter



6 x 13 Shelter



Consent Agenda Item #6.B. i

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Joe Cheney
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Award Contracts
Authorization to Execute the Third and Final One-Year Option on Contract #BDL-96 with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program

Date: 5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the third and final one-year option on Contract #BDL-96 with the Florida Department of Transportation (FDOT) to continue the existing Road Ranger Assistance Program effective July 1, 2011.

FDOT has identified funding for the program in the amount of \$1,191,000. In the event the funding is greater or less than estimated, LYNX will amend the agreement and expand or decrease coverage accordingly.

BACKGROUND:

On May 18, 1998, LYNX and FDOT initiated the Highway Helper Program. The partnership with FDOT began with two technicians assisting stranded motorists, free of charge, on forty miles of the busiest sections of I-4, during weekday rush hour traffic. The goal was to provide a service to assist stranded motorists and minimize instances where roadside breakdowns and accidents distract and slow down traffic. The trucks are specifically equipped to make minor vehicle repairs and the technicians are trained to assist with non-injury accidents and other emergency services. They also communicate with law enforcement and emergency services to ensure a quick response to traffic incidents, which occur on the most congested corridor of the region. As the Central Florida Regional Transportation Authority, it is LYNX' responsibility to enhance the movement of people and goods throughout Central Florida by reducing congestion on the area's roadways through a full array of transportation services. The Road Ranger Program now consists of 16 Road Rangers, 1 Supervisor and 13 trucks. The patrol coverage area encompasses 75 miles of I-4 beginning at the Champions Gate – Exit 58, Polk County line,

through Exit 132, I-95 Daytona Beach area in Volusia County and operates Monday through Thursday from 6:00 a.m. to 12:00 a.m., and Friday through Sunday from 6:00 a.m. – 3:30 a.m.

FDOT is anticipating an expansion due to the I-4 widening project that is scheduled to begin in the Fall 2011. If funding is made available by FDOT, LYNX will increase personnel and coverage accordingly.

In August 2008, due to legislative reductions in funding, LYNX entered into a contract with State Farm for one year with two one-year renewal options to supplement funding for the program. The contract award for State Farm is included in the May Board packet.

FISCAL IMPACT:

LYNX staff has included \$1,041,071 in the FY2012 Preliminary Operating Budget in anticipation of the FDOT's continued funding of the Road Ranger Program. This agreement will execute a one year contract modification with FDOT in the amount of \$1,191,000. The FY2012 Adopted Operating Budget will reflect the actual contracted amount for the program.

The services provided under the existing contract agreement are funded 100% by FDOT and State Farm.

Consent Agenda Item #6.B. ii

To:	LYNX Board of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER Joe Cheney (Technical Contact) Bert Francis (Technical Contact) Jeffrey Kaley (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Award Contracts Authorization to Execute a Contract with State Farm Mutual Automobile Insurance Company for Advertising Under the Road Rangers Program
Date:	5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a contract with State Farm Mutual Automobile Insurance Company for advertising under the Road Rangers Program for one (1) year with two (2) one-year options in the amount of \$307,000 in sponsoring fees and \$16,000 for uses such as uniforms, printed materials, and decal and paint repairs for the trucks.

BACKGROUND:

At the August 21, 2008 Board meeting, the Board of Directors authorized the execution of a ten-month contract with the Florida Department of Transportation (FDOT) to continue the Road Ranger Assistance Program, effective September 1, 2008 and ending June 30, 2009, in the amount of \$717,209, which under-funded the program by approximately 50%. Additionally, the Board authorized LYNX to seek funding opportunities through advertising in an effort to make up some of the funding shortfall for the program. With a 50% reduction, the service would change from a 24-hour, 7 day a week operation to a 5-day operation and the service would be provided Monday through Friday between the hours of 6 a.m. and 10:30 p.m. covering three shifts and staffed with 9 Road Rangers and 1 Supervisor.

Since the August 2008 Board meeting, LYNX entered into an advertising agreement with State Farm, pursuant to Administrative Rule 4.4.6, that provided enough funding to add additional trucks on the road, which increased the coverage on Interstate 4. In the event funding from

LYNX Board Agenda

FDOT is reduced or eliminated, State Farm understands that a reduction in sponsorship commensurate with service reduction and/or cancellation of the contract will occur.

For each option year, LYNX would receive \$322,000 for sponsorship fees and an additional \$16,000 for uses such as graphics for trucks, comment cards, uniform patches, etc. as needed.

FISCAL IMPACT:

LYNX staff has included \$321,000 in the FY2012 Preliminary Operating Budget in anticipation of additional State Farm sponsorship fees. LYNX will receive \$307,000 up front for FY2012 from State Farm for sponsorship fees and an additional \$16,000 for associated items as mentioned above as needed. The FY2012 Adopted Operating Budget will reflect the actual contracted amount of \$323,000.

The cost to operate the Road Ranger program will be totally funded by the funding received from FDOT and State Farm.

Consent Agenda Item #6.B. iii

To:	LYNX Board of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER David Burnett (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Award Contracts Authorization to Award a Contract to DesignLab, Inc. to Provide Operator Uniforms
Date:	5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a Contract to DesignLab, Inc. to provide uniforms for LYNX bus operators. The term of this contract will be a two (2) year contract with three (3) one-year options.

BACKGROUND:

Per the Union Contract, bus operators receive a yearly uniform allowance to be used for the purchase of shirts, pants, jackets, caps and other authorized items from the authorized supplier who is currently Itchin' to Bee Stitchin', Inc. The current contract expires August 31, 2011.

At the July 28, 2010, Board of Directors' meeting, staff received authorization to release a Request for Proposal (RFP) for operator uniforms. The RFP was released February 14, 2011. Proposals were due to LYNX by 2:00 p.m. on March 17, 2011.

Three responses were received from the following firms:

- DesignLab, Inc.
- Fann Emblem & Embroidery
- Uniform Wizard

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

- David Burnett, Deputy Chief of Operations for Transportation
- Keith Tillet, Manager of Transportation

LYNX Board Agenda

- Gail Steward, Customer Service Councilor
- Beverly Glenn, Operator
- Ronald Morgan, Operator

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

- Cost (**55%**)
- Company Qualifications (**30%**)
- Quality of Merchandise (**10%**)
- References (**5%**)

The SEC met at 9:00 A.M. on Thursday, April 14, 2011 to discuss the three responses. The meeting was publicly noticed and each firm was notified of the date and time of the meeting.

The scoring of the proposals submitted is as follows on a total possible score of 500 points based upon the evaluation criteria and the ordinal ranking of each firm.

Vendor	Score	Ordinal Ranking
DesignLab, Inc	454	1
Fann Emblem & Embroidery	414	2
Uniform Wizard	369	3

Following the discussions on April 14, 2011 the SEC recommended the award be made to DesignLab, Inc.

FISCAL IMPACT:

LYNX staff has included \$160,520 in the FY2012 Preliminary Operating Budget. The cost in future years will be estimated based on future service levels, number of bus operators, and the approved uniform allowance as negotiated by the bus operators labor contract on a per employee basis. The future costs will be included in LYNX' annual operating budget.

Consent Agenda Item #6.C. i

To: LYNX Board of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
Rudolph Walter
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Extension of Contracts
Authorization to Exercise the Second Option Year of Contract #08-C14 with Akerman Senterfitt for Legal Services

Date: 5/26/2011

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-C14 with Akerman Senterfitt for general counsel services effective October 1, 2011.

BACKGROUND:

On January 24, 2008, the Board approved the Contract #08-C14 for General Legal Services covering a three (3) year base period with two (2) one-year options. The last year of the initial three (3) year contract term expired September 30, 2010. The two (2) one-year options are subject to extension at the Board's discretion. For better tracking purposes in January 2010 the Board amended the contract agreement term to begin October 1, 2010 rather than May 1, 2010. The Board also at that time separated this contract into two agreements one for Akerman Senterfitt and one for Baker-Hostetler to provide better tracking and monitoring of procurement/contract law activities versus employment law matters. Currently both firms invoice LYNX directly for their services, which is consistent with this contract structure. On July 28, 2010 the Board approved the first year option to Contract #08-C14.

LYNX considers the performance of Akerman Senterfitt and Baker-Hostetler to be satisfactory during the contract term. The annual contract amount is a not-to-exceed amount is \$300,000.

FISCAL IMPACT:

LYNX staff has included funding to support the annual contract amount in the FY2012 Preliminary Operating Budget.

Consent Agenda Item #6.C. ii

To: LYNX Board of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
William Fay
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Extension of Contracts
Authorization to Exercise Second Option Year of Contract #07-022 with
Pride Enterprises for the Printing of Public Schedule Books, Schedule Maps
and Single Schedules

Date: 5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to exercise option year two of Contract #07-022 with Pride Enterprises for the printing of public schedule books, schedule maps and single schedules.

BACKGROUND:

The Board approved the award of Contract #07-022 in June 2007 to Pride Enterprises for an initial three-year term with two (2) one (1) year options. The current contract expires July 18, 2011.

In September 2009, the contractor initiated a proposed contract modification to change the weight of the paper from 70 lb. offset to 60 lb. offset, resulting in an annual savings of approximately \$6,000 per contract year.

LYNX' cost for FY2011 to date is \$57,805. On average, annual costs have been \$75,000. The contractor has performed satisfactorily.

FISCAL IMPACT:

LYNX staff has included \$150,000 in the FY2012 Preliminary Operating Budget to support the annual contract amount for anticipated services. The FY2012 Adopted Operating Budget will reflect the actual contract amount for printing services.

Consent Agenda Item #6.C. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Adoption of Resolution #11-004 Authorizing the Execution of the Transportation Disadvantaged Operating Grant Application; filing of the Application with the Florida Commission for the Transportation Disadvantaged; Execution of Contract for the Period from July 2011 to June 2012

Date: 5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' adopt Resolution #11-004 authorizing the Chief Executive Officer (CEO) or designee to execute the FY2012 Transportation Disadvantaged Operating Grant application, file the application with the Florida Commission for the Transportation Disadvantaged, and execute any and all agreements or contracts which may be required in connection with the application.

BACKGROUND:

Every year, the Florida Commission for the Transportation Disadvantaged (TD) awards Trip Grants to each Community Transportation Coordinator (CTC) to provide TD trips within their service area. The designated CTC for any one service area is the only entity in that service area that is eligible for the Trip Grant. LYNX serves at the CTC for Orange, Osceola and Seminole Counties.

FISCAL IMPACT:

The Transportation Disadvantaged Trip Grant provides funding for all TD services provided by LYNX' Paratransit Operations Division. FY2012's 90% TD allocation is \$3,053,516, which is an increase of \$410,931 over FY2011 and will be included in the proposed FY2012 operating budget. The Grant requires a 10% local match, which is obtained through customer fares.

CFRTA RESOLUTION #11-004

**A RESOLUTION OF THE CENTRAL FLORIDA
REGIONAL TRANSPORTATION AUTHORITY,
TO FILE A TRANSPORTATION
DISADVANTAGED TRUST FUND GRANT
APPLICATION WITH THE FLORIDA
COMMISSION FOR THE TRANSPORTATION
DISADVANTAGED**

WHEREAS, this is a resolution of the GOVERNING BOARD of Central Florida Regional Transportation Authority, d/b/a LYNX (hereinafter BOARD), hereby authorizes the filing of a Transportation Disadvantaged Trust Fund Grant Application with the Florida Commission for the Transportation Disadvantaged.

WHEREAS, this BOARD has the authority to file a Transportation Disadvantaged Trust Fund Grant Application to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes and Rule 41-2, Florida Administrative Code.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The BOARD has the authority to file this grant application.
2. The BOARD authorizes John M. Lewis, Jr., Chief Executive Officer, or designee, to file and execute the application on behalf of the Central Florida Regional Transportation Authority, d/b/a LYNX with the Florida Commission for the Transportation Disadvantaged.
3. The BOARD authorizes Albert J. Francis, II, Chief Financial Officer, or designee, to sign any and all agreements or contracts, which may be required in connection with the application.
4. The BOARD authorizes Blanche Sherman, Manager of Finance, or designee, to sign any and all assurances, reimbursement invoices, warranties, certifications and any other documents, which may be required in connection with the application or subsequent agreements.

**CERTIFICATION OF THE ADOPTION OF RESOLUTION #11-004 BY THE
BOARD OF DIRECTORS OF CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY d/b/a LYNX**

APPROVED AND ADOPTED this **26 day of May 2011**, by the Governing Board of Directors of the Central Florida Regional Transportation Authority, d/b/a LYNX.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: Board of Directors

Chairman

Attest:

Assistant Secretary

Consent Agenda Item #6.D. i

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: 5/26/2011

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, Para. (d), allowed up to seven (7) months to utilize the amount for temporary housing and relocation expenses. The CEO is requesting the period be extended to ten (10) months with no change in the fiscal impact.

Staff recommends approval.

FISCAL IMPACT:

None.

Consent Agenda Item #6.D. ii

To: LYNX Board of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
Rudolph Walter
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Miscellaneous
Authorization to Submit Grant Applications for Urbanized Area, Capital Investment and Surface Transportation Program Apportionments and Earmarks to the Federal Transit Administration, the Transit Security Grant Program (TSGP) to the Department of Homeland Security and the Transportation Community & System Preservation Program (TCSP) to the Federal Highway Administration

Date: 5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit grant applications and execute grant agreements to the Federal Transit Administration (FTA) for the FY2011 formula apportionments and FY2010 earmarked funds.

FTA Funding Programs:

- ✓ Urbanized Area Formula Program (FFY 2011 5307) - \$21,000,000 (estimated)
- ✓ Capital Investment: Fixed-Guideway Program (FFY 2010/2011 5309)- \$494,000 (estimated)
- ✓ Capital Investment: Bus and Bus Facilities (FFY 2010 5309) – \$2,050,000
- ✓ Surface Transportation Program (FFY 2011 STP) - \$6,025,050

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit grant application to the Federal Highway Administration and execute a Joint Participation Agreement with the Florida Department of Transportation for the Transportation Community and System Preservation Program (TCSP) for future grant award under the FY 2011 Program.

FHWA Funding Programs:

- ✓ Transportation Community & System Preservation Program (TCSP) - \$200,000

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit a grant application and execute grant agreement to the Department of Homeland Security for future grant under the FY 2011 Transit Security Grant Program (TSGP).

DHS Funding Programs:

- ✓ Transit Security Grant Program (TSGP) – \$2,000,000

BACKGROUND:

The Federal Transit Administration (FTA) annually publishes funding apportionments authorized by law. The FTA's current authorization, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expired September 30, 2010. Since that time, Congress has enacted short term extensions allowing FTA to continue its current programs with less than a full year of funds made available. Based on the recent Federal budget signed by the President, the FTA will publish the final apportionments and allocations for FY 2011 sometime in May/June 2011.

On May 18, 2011, the Florida Department of Transportation (FDOT) notified LYNX requesting proposals for the Transportation, Community, and System Preservation (TCSP) Program. FDOT will submit the application to the Federal Highway Administration. The following TCSP proposals are due by May 25, 2011.

- ✓ LYNX-Orlando Trail (LOT) Project between South Street and Colonial Drive - approximately \$100,000 for planning, project engineering and trail improvements including security/amenity features.
- ✓ LYNX Environmental Management Systems (EMS) Implementation LYNX – approximately \$100,000 for planning, assessments, concept of implementation and demonstration using technologies and other tools.

The Transit Security Grant Program (TCGP) is a Department of Homeland Security grant focusing on transportation infrastructure security activities. This program is part of a comprehensive set of measures implemented to help strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks. TSGP is a competitive grant program designed to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters and other emergencies. LYNX has successfully competed for limited DHS TSGP funding over the past several years, receiving annual grant awards since FY 2007.

LYNX will be submitting grant applications under each of the following funding programs:

The Transportation, Community, and System Preservation (TCSP) Program - This program is administered by the Federal Highway Administration in collaboration with the state DOTs. States', metropolitan planning organizations', local governments' and tribal governments' are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments. This funding will provide for

a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

The Transit Security Grant Program (TSGP) – The FY 2011 Department of Homeland Security Transit Security Grant Program provides funds to owners and operators of transit systems (which include intracity bus, commuter bus, ferries, and all forms of passenger rail) to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters, and other emergencies. LYNX will submit for improvements that align with recommendations provided in the 2011 update to LYNX' Threat and Vulnerability Analysis (TVA). The TVA evaluates the likelihood of specific threats that may endanger system operations and provides recommended actions and countermeasures to eliminate or mitigate such threats. LYNX operations facilities are deemed critical assets as defined within the TVA, having a potential for a high level of employee and/or passenger casualties and system disruptions. Staff intends to apply for the maximum amount allowed for the TSGP projects.

Urbanized Area Formula Program (Section 5307) – The FTA Urbanized Area are provided under Section 5307 of the Federal Transit Act. These funds are formula based and are appropriated annually after adoption of the FTA budget. LYNX is the designated recipient of 5307 funds. Due to the cycle and timing on the release of federal apportionments and the grant application process, the annual LYNX 5307 apportionment typically gets budgeted by LYNX over multiple years. The FY 2011 apportionments will fund FY 2011 budgeted ADA, planning and some capital acquisitions in FY 2011. The balance will be programmed for LYNX preventive maintenance, capital and planning requirements in subsequent fiscal years' LYNX operating and capital budgets.

Capital Investment – Fixed Guideway Program (Section 5309) – The FTA allocates Fixed-Guideway modernization funds for the LYMMO service under Section 5309 of the Federal Transit Act. These funds are formula based and are appropriated annually to maintain and improve the LYMMO service. LYNX will be working with the City of Orlando staff to define LYMMO projects needed to keep the LYMMO in a state of good repair, utilizing the available FY 2010/11 apportionments.

Capital Investment – Bus and Bus Facilities (Section 5309) – The FTA funding Earmarks secured in FY 2010 will be utilized for bus replacements and improvements at the LYNX Central Station.

Surface Transportation Program (STP) – The FHWA funds were transferred to FTA for transit projects eligible for STP funds. LYNX STP funds are allocated annually based on a formula established by METROPLAN Orlando. STP funds are utilized for bus acquisitions and transit enhancements.

FISCAL IMPACT:

The FY2011 Urbanized Area formula funds will be programmed for the FY2011 budgeted Federal operating related assistance and Capital budgets beginning FY 2011 through FY 2014.

The FY2010/11 Fixed-Guideway formula funds will be programmed for LYMMO maintenance related expenditures or other projects to be agreed upon with the City of Orlando, contingent upon LYNX capital budgeting in FY2012.

The FY2010 bus and bus facilities Federal Earmarks will be utilized for bus acquisitions and LCS improvements, budgeted in FY2011 and FY2012 capital budget under development .

The FY2011 STP funds will be programmed for bus acquisitions and transit enhancements such as shelters and amenities.

The FY2011 TCSP funding award will be programmed in the appropriate fiscal year operating and capital budgets. This award is 100% funded.

The FY2011 TSGP funding award will be programmed in the appropriate fiscal year operating and capital budgets. This award is 100% federal funded.

Consent Agenda Item #6.D. iii

To:	LYNX Board of Directors
From:	Edward Johnson CHIEF ADMINISTRATIVE OFFICER Rudolph Walter (Technical Contact)
Phone:	407.841.2279 ext: 6058
Item Name:	Miscellaneous Authorization to Submit the Draft Fiscal Years 2012-2020 Transit Development Plan (TDP) Update
Date:	5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit the draft FY 2012-2021 Transit Development Plan (TDP) annual update to Florida Department of Transportation (FDOT) by July 1, 2011.

BACKGROUND:

The Transit Development Plan (TDP) is a strategic plan for LYNX services, capital investments and customer amenities for the community over a ten year period. The plan includes elements that identify potential revenues and expenditures to accomplish the initiatives outlined in the plan.

The TDP is a ten year plan with major updates every five years and annual updates in the interim. The last major update of the TDP was in 2007 for FY 2008-2017. The TDP is required by FDOT and is a prerequisite for approximately \$8.3 million in annual block grant funding through FDOT. The TDP also satisfies the Federal Transit Administration (FTA) requirements for publishing a program of projects.

The FY 2012-2021 draft TDP will be presented to METROPLAN ORLANDO's Committees and Board, and LYNX' Board as an information item for comment and review. Public workshops to review and comment on the draft TDP are scheduled for June 2011, dates and time to be determined. A copy of the draft TDP is attached and is available on the LYNX web site, www.golynx.com, along with print copies available for public viewing at LYNX 1st floor security desk. The final FY 2012-2021 TDP will be brought back for ratification at the July 28, 2011 Board meeting.

FISCAL IMPACT:

LYNX staff has included funding the FY2012 Preliminary Operating Budget to support this effort. The TDP is part of LYNX' requirement to receive State block grant funds from the Florida Department of Transportation.

Transit Development Plan
Annual Update and Progress Report
For Fiscal Year 2012 - DRAFT



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I. Introduction

As required by Florida Statutes Section 341.052, and Administrative Rule 14-73.001, public transit systems must develop a ten-year Transit Development Plan. This Plan is to be used by transit agencies as a planning and guidance tool, as delineated in Section 341-052:

Transit Development Plans (TDPs). TDPs are required for grant program recipients in Section 341.052, F.S. A TDP shall be the provider's planning, development, and operational guidance document, based on a ten-year planning horizon and covers the year for which funding is sought and the nine subsequent years. A TDP or an annual update shall be used in developing the Department's five-year Work Program, the Transportation Improvement Program, and the Department's Program and Resource Plan. A TDP shall be adopted by a provider's governing body. Technical assistance in preparing TDPs is available from the Department. TDPs shall be updated every five years.

The last TDP was developed in 2007 for fiscal year 2008. Thus, the next scheduled update is in 2012 for fiscal year 2013. In the interim years, an Annual Update must be developed. Per Administrative Rule 14-73.001, these Annual Updates are to be in the following format:

Annual Update. Annual updates shall be in the form of a progress report on the ten-year implementation program, and shall include:

- (a) Past year's accomplishments compared to the original implementation program;*
- (b) Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives;*
- (c) Any revisions to the implementation program for the coming year;*
- (d) Revised implementation program for the tenth year;*
- (e) Added recommendations for the new tenth year of the updated plan;*
- (f) A revised financial plan; and*
- (g) A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.*

This document serves as the Annual Update to the LYNX FY 2008-2017 TDP. The following sections address each of the requirements delineated above.

II. Past year's accomplishments compared to the original implementation program

The following Service Recommendations for 2011 were delineated in the prior year's TDP. The implementation status of each is provided. An analysis of the discrepancies is noted in Section III:

1. Restructure Link 30 into two routes (due to length) & serve the LYNX Central Station
Status: NOT COMPLETED
2. Restructure Links 28 & 29 to serve as feeder routes to Link 30
Status: NOT COMPLETED
3. Restructure Links 48 & 49 to serve as feeder routes to Link 30
Status: NOT COMPLETED
4. Add new PickUp line service in Pine Hills & St. Cloud
Status: PARTIALLY COMPLETED. PickUp Line service in Pine Hills initiated December 2010
5. Replace Link 405 (Apopka) with PickUp Line service
Status: NOT COMPLETED
6. Implement service efficiencies on various routes to address running time concerns through interlining & reducing excessive non-revenue service hours
Status: COMPLETED
7. Add Sunday service on Link 10
Status: NOT COMPLETED
8. Improve existing Link 55 – West U.S. Highway 192 – Four Corners – add late evening service Monday through Saturday
Status: NOT COMPLETED
9. Add Saturday service on PickUp Line 621
Status: COMPLETED. PUL 621 Saturday service initiated April 2010.

The following is a list of the past year's accomplishments by LYNX:

Service Initiatives

- Efficiencies within the current LYNX fixed-route system were implemented to address running time concerns - over 20 routes were adjusted.
- PickUp Line service (Link 613) was added to Pine Hills.
- Saturday PickUp Line service (Link 621) was added to Bithlo.



- Link 15 was adjusted to serve South Conway Road.
- Link 306 was extended to serve the Hilton Bonnet Creek resort.
- Link 313 was extended to serve the Winter Park Hospital.
- Link 426 was extended to serve Village 5 in Poinciana.
- Initiated the KnightLYNX service in the University of Central Florida area on Friday and Saturday evenings.

Access LYNX

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

- Named Community Transportation Coordinator of the Year for 2010 by the Florida Commission for the Transportation Disadvantaged.

- Successfully bid the Functional Assessment and Travel Training contract to a new vendor.
- Procured 31 new “body on chassis” paratransit vehicles for increased capacity.
- Current average weekday trips of 2000, up from an average of 1880 last year, and continue to maintain a 92% on time performance.
- Increased fare revenues by 4%.
- Updated Travel Training brochure.
- Conducted outside presentations to Lake Kathryn Senior Community, TD Riders Forum, Orange County Senior Expo, APD Expo, Orange County Health Department employees, Select Physical Therapy employees, The Orange County Public Schools Transition Forum, and the Poinciana Community Center.
- Initiated new Flex Service in Pine Hills and Williamsburg.
- Decreased customer concerns regarding eligibility by 17%.
- Cross trained Safety and Training Coordinators to assist eligibility section.
- Eligibility call hold time down to an average of 2:03 from 3:11.

Passenger Amenities

- Through both the ARRA and FY budget allocations installed over 110 shelters and completed the permitting for another 200 shelters that are to be installed during 2011. 9 of these shelters were installed at Walt Disney World to facilitate both cast and visitor needs.
- Secured cost savings on multiple corridors by partnering with other government agencies to maintain bus shelters.
- Started planning on rehabilitation of 4 Transfer Centers including Rosemont, UCF, Sanford and West Oaks.
- Started planning the construction of a transfer facility at Poinciana Wal-Mart.
- Continued coordination with private corporations for shelter installations and maintenance.
- Coordination with FDOT and local government agencies to improve access to transit during road construction projects.

Safety and Security

LYNX is currently implementing a Mobile Data Communication system in all revenue buses and supervisor vehicles. This will allow seamless, discreet communication between dispatchers and bus operators and supervisors throughout our three-county services area. Also, this technology will enable LYNX dispatch personnel to monitor the real-time position of our revenue vehicles and quickly locate vehicles involved in safety and security related incidents.

LYNX rolled out the first phase of a Department of Homeland Security Public Awareness Campaign. The “Not on my Shift” program promoted security awareness by LYNX employees. This program included a dedicated telephone Tip Line for employees to report suspicious activities.

LYNX participated in a mock terrorist attack training exercise in collaboration with the Orlando Police Department, local Firefighters, Homeland Security, Orange County Sheriff’s Office, local ambulance companies and the Orlando Emergency Operation Center. The training exercise tested the regional collaboration of a multi-jurisdictional response to a terrorist attack on the Amway Arena.

LYNX developed and implemented a Riders’ Code of Conduct policy. This policy will promote a safe, secure and pleasant journey for all those who board LYNX buses and provide a safe and secure environment at LYNX Central Station, LYNX Superstops and Transfer Centers and LYNX service stops. The LYNX Board of Directors formally adopted the Riders Code of Conduct in September 2010.

LYNX continued to work in collaboration with the Transportation Security Administration (TSA) to conduct Visible Intermodal Prevention and Response (VIPR) Programs. The VIPR Programs augment LYNX security and provide a visible and unpredictable presence to detect and deter terrorist activities and planning. LYNX works with the Federal air marshals, Transportation security inspectors, Behavior detection Officers, Bomb appraisal officers, Transportation security officers, Explosives detection canine teams (K9s) and the Orlando Police Department. Over twenty-one (21) VIPR Programs have been conducted at LYNX Central Station, LYNX Superstops/ Transfer Centers, and LYNX Special Shuttle activities. LYNX and TSA are committed to continuing this extraordinary partnership in the next year.

LYNX continued an extensive course of Homeland Security training. LYNX continued to train new employees in Transit Security Awareness and Behavior Recognition. In addition, LYNX has completed the following advanced terrorism training:

- National Incident Management System (NIMS)
- Transit Vehicle Hijacking Prevention and Response
- Transit System Security Design
- Prevention and Mitigation- IEDS & WMD:CBRNE Incident Management

The Safety & Security department updated the following plans:

- Safety & Security Program Management fiscal year 2010-2014– Multi-Year Strategic Plan

- Hurricane Emergency Action Plan (HEAP)
- Bus Emergency Response Guide for Mass Transit (BERG)

LYNX participated in final EMS audit conducted by The EMS Implementation Institute of Virginia Tech. LYNX received a final grade of “A”. LYNX overall score was 94%, well above the national average of 85%. LYNX Chief Operating Officer Lisa Darnall led the EMS team that included Safety and Security Director Bill Zielonka, his assistant, Janell Thomas and Facilities Maintenance Manager Steve Robinson. The Environmental Management System (EMS) Team continued to meet on a bi-weekly basis to plan, develop and implement environmental policies, procedures and guidelines. The EMS Employee Brochure was updated, printed and distributed to all LYNX employees.

LYNX successfully completed an environmental remediation project at the South Street Maintenance Facility location. The remediation consisted of demolishing the South Street Maintenance Building, removing the contaminated soil, replacing with approved backfill and seeding the area. Monitoring and recovery wells were installed and natural attenuation monitoring will be conducted in the future.

Geographic Information Systems

- LYNX’ GIS staff successfully implemented transit modeling software for short-term transit service planning TBEST (Transit Boarding Estimation and Simulation Tool). This software is using ridership estimation technique for projected ridership for the Transportation Development Plan (TDP) and to provide input for the Alternative Mobility Standards analysis for LYNX’ funding partners.
- GIS staff keeps maintaining a special section for distribution of LYNX’s GIS data at the company web site (GoLYNX.com). The external clients have access to LYNX’s route and bus stop data, all TDP data layers with the planned development for the next 10 years as well as to a updated street center line data for six counties in East Central Florida region for address geocoding and regional file with facilities locations..
- LYNX’s GIS staff utilized the GIS server technology to upgrade and improve the applications on LYNX Geography Network and provide direct access to LYNX’ transit facilities data by the planers in our service area. The web based mapping applications are mesh up of services by ESRI, LYNX, BingMaps and Metroplan Orlando
- Using the NavTeq datasets, provided by FDOT, under the Unified Basemap Repository data sharing project, GIS staff updated the basemap information for Trapeze FX – software for fixed route planning and scheduling
- LYNX, in partnership with Orange, Seminole, Osceola, Volusia and Lake Counties shared the implemented model for critical structure data stewardship, implementing

NSDI standards with 11 more counties in Central Florida region. This aggregation of county data sets, based on a nationally adopted standard, is the next step toward statewide data integration for structures information.

- In support of statewide geospatial program coordination, LYNX continue to be a member of the Florida GIS Strategic Planning Steering Committee. This volunteer group of agencies throughout the state is working toward implementation of advanced GIS practices for coordinated regional and statewide data acquisition and GIS projects coordination.
- LYNX and the transit industry were well presented at number of local and regional GIS forums as users groups and conferences. LYNX's GIS Coordinator Mira Bourova is an active member of the Central Florida GIS Workshop planning committee for organizing an annual regional GIS Workshop.
- GIS Staff participated in METROPLAN ORLANDO's Land Use subcommittee for the Long Range Transportation Plan update.
- LYNX GIS user are getting together for bi-monthly users groups, to share information about current projects, technology updates and training opportunities.
- Maps were composed and distributed to the regional jurisdiction and political offices in support for the message about proposed fixed route service changes and implementation of new type services as Pick-Up-Line. GIS was utilized for making analysis on the data impact of the proposed route changes for areas with Title VI status and Urban and Rural areas.

Customer Service

- Received an average of 48,298 calls a month in the fixed route call center with an average of less than one minute response time.
- Assisted an average of 20,910 customers a month at the sales/information windows.
- Sold a monthly average of \$200,441 in bus fare media at the sales/information windows.
- Documented, investigated and responded to a monthly average of 436 fixed route, paratransit, and Road Rangers concerns/compliments.
- Distributed LYNX fixed route schedules to over 500 retail/organizational outlets throughout the tri-county area, plus daily mail-outs to individual customers requesting information.
- Provided public transportation educational presentations on How to Ride, to over 5,000 tri-county citizens at an average of one presentation a month. Customer Service also distributes information to customers one-on-one before, during and after each LYNX fixed route service change.
- Assisted an average of 258 customers a month requesting route information and itineraries via the LYNX website.
- Lost & Found recovered a monthly average of 530 items with a recovery rate of 33%
- Lost & Found processed a monthly average of 137 LYNX IDs. LYNX has 4 discounted ID programs using various application and verification guidelines.

- Customer Service distributed a monthly average of 102 Medicaid Monthly Bus Pass Program using ACCESS LYNX application and verification process.

Vanpool Program

Vanpool is an alternative mode of transportation for employees with long commutes. This program offers affordable and reliable transportation for commuters as well as employers.

- LYNX Vanpool Program maintained an average of 64 vanpools in service for 2010. The 64 vanpools drove more than 6 million passenger miles;
- 2 New Agency Vanpools were started with City of Orlando. They are being used to transport inmates from one location to another as part of their work release program. Two new commuter vanpools were started at Lockheed Martin and one each at Coleman Federal Prison; the Navy and the TSA.

Bus Pass Program

- The program had 40 bus pass consignors with over 90 locations in 2010.
- Lori's Gift signed as a new consignor to give LYNX customers a total of 6 new outlets for bus pass purchases at Dr Phillips Hospital, Winnie Palmer Hospital, Orlando Regional Medical Center, Lucern Pavillion, Arnold Palmer Hospital and S. Seminole Hospital.

Finance

- Completed annual physical inventory with a variance of -0.42% using current staff and maintaining uninterrupted service to internal customers.
- Maintained an inventory turn rate of greater than two turns per year which minimizes the effect inventory usage can have on cash flow.
- Received and distributed 2.6 million dollars of bus parts to support maintenance of buses.
- Worked with team to develop and successfully implement the Bio-diesel blending station.
- Received and documented consumption of 4.1 million gallons of ultra low sulfur diesel fuel / B-99 Bio-diesel.
- Converted OBT facility parts room to high density storage cabinets for efficient storage and better use of limited floor space.

- Efficiently scaled down and moved parts operations at the OBT facility to the LOC to support remediation efforts at OBT, leaving minimal staff to support existing body shop activity and receipt and distribution of bus shelter material to outside vendors.
- Developed and implemented a method to supply parts and material to the Osceola facility.
- Implemented a process to effectively track transmissions and engines as a serialized part within the FASuite inventory / maintenance software for optimum accountability.
- Transferred Compressed Natural Gas Tanks to the City of Apopka
- Transferred 11 buses to the City of Gainesville Regional Transit System
- Transferred 1 bus to the City of Winter Springs Police Department.
- Improved method used to track engines and transmissions utilizing FAS suite inventory. (collaborative project/MC)
- Rolled out Capital Asset Management Training Program
- Modified Asset disposal process into a paperless based system
- Managed a public surplus auction
- Inventory count/ reconciliation of all fixed assets were completed.

III. Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives

The prior section listed the Service Recommendations for 2010. The following is an analysis of any discrepancies. Of the 9 FY2011 Service Recommendations, 2 were completed, one was partially completed, and 6 were not completed.

Recommendation #1: Restructure Link 30 into two routes (due to length) & serve the LYNX Central Station
Status: NOT COMPLETED

Due to the potential impact to passengers, this recommendation has been tabled for further discussion and analysis. Staff ran a TBEST model on this restructure and found that this will reduce the number of passengers along with forcing transfers where presently none exist.

Recommendation #2: Restructure Links 28 & 29 to serve as feeder routes to Link 30
Status: NOT COMPLETED

See recommendation #1.

Recommendation #3: Restructure Links 48 & 49 to serve as feeder routes to Link 30
Status: NOT COMPLETED

See recommendation #1.

Recommendation #4: Add new PickUp line service in Pine Hills & St. Cloud
Status: PARTIALLY COMPLETED - PickUp Line service was added in Pine Hills.

PickUp Line service in St. Cloud has been identified in the revisions to implementation program for the coming year.

Recommendation #5: Replace Link 405 (Apopka) with PickUp Line service
Status: NOT COMPLETED

PickUp Line service in Apopka has been identified in the revisions to implementation program for the coming year.

Recommendation #7: Add Sunday service on Link 10
Status: NOT COMPLETED

This recommendation was not done due to budgetary constraints.

Recommendation #8: Improve existing Link 55 – West U.S. Highway 192 – Four Corners – add late evening service Monday through Saturday

Status: NOT COMPLETED

This recommendation was not done due to budgetary constraints.

IV. Revisions to the implementation program for the coming year

In 2009, LYNX contracted with the consulting firm of Reynolds Smith & Hills, Inc. for the development of a Five-Year fiscally constrained service plan. This plan was developed to determine a course of action in the short term that reflected constrained funding. Many of the recommendations in the revised implementation program come from that effort.

Following are the revisions to the implementation program for the coming year (FY 2011):

1. Add new PickUp line service in St. Cloud
2. Replace Link 405 (Apopka) with PickUp Line service
3. Implement service efficiencies on various routes to address running time concerns through interlining & reducing excessive non-revenue service hours
4. Add Sunday service on Link 10
5. Improve existing Link 55 – West U.S. Highway 192 – Four Corners – add late evening service Monday through Saturday
6. Implement Express Service from Bithlo/Waterford Lakes to downtown Orlando via Highway 408
7. Implement Express Service from Kissimmee to downtown Orlando via Us 192, SR 535 & Interstate 4
8. Implement Express Service from Sanford to downtown Orlando via US 17/92
9. Implement Express Service from Hunter’s Creek to downtown Orlando via US 441/Orange Blossom Trail.

V. Revised implementation program for the tenth year

Following are the revisions to the implementation program for FY 2021, the tenth year (refer to the FY 2008 TDP for descriptions of the Links identified below):

1. Add new Link 332 – Town Center Boulevard
2. Add new Link 338 – South Int'l Drive/Kissimmee West Transit Center
3. Add new Link 413 – UCF Circulator
4. Add new Link 430 – State Road 535
5. Add new Link 240 – U.S. Highway 27/Interstate 4/Canadian Court
6. Add new Link 262 – U.S. Highway 27/Interstate 4/Disney
7. Improve Link 108 – U.S. Highway 441/Osceola – improve weekday peak and midday and late evening headways, and Saturday and Sunday late evening
8. Improve Link 333 – Southeast Orlando Connector – improve weekday peak and midday headways, and Saturday and Sunday midday headways
9. Improve Link 406 – Apopka/Plymouth/Zellwood – add evening service on weekdays and Saturdays, and new service on Sundays

VI. Added recommendations for the new tenth year of the updated plan

Per the manual, *FDOT Guidance for Producing a Transit Development Plan*, “It is recognized that the 10th year action plan will not have the benefit of the comprehensive study carried out in the original TDP development. Thus, this 10th year plan...may well be modified at the next major TDP update.”

Per the above, LYNX does not have specific added recommendations for the new tenth year (FY 2021) at this time. However, LYNX has recently contracted with Tindale-Oliver and Associates for the development of a Long Range Transit and Financial Plan. This plan is a build-off of the Five Year Service Plan and will identify transit needs through 2030, which will take into account such initiatives as High Speed Rail, Commuter Rail and Bus Rapid Transit corridors. It is anticipated that at the completion of this study we will have added recommendations for the new tenth year. These recommendations will be reflected in next year’s annual report, and will be incorporated into the next major update of the LYNX TDP in 2012.

VII. Revised Financial Plan

The following pages contain the Revised Financial Plan for 2011 through 2020. **Will be updated for 2012 through 2021.**

Project Number	Dollar Type	Project	Funding									Funding Source			
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020	Ten Year	
1	Operating	Operations (costs include Fixed Route ADA, Express, and Circulator Services)	1,000	1,000	1,000	1,000	1,000	1,040	1,082	1,125	1,170	1,217	10,633	FTA Sec. 5307	
			514	540	587	595	625	650	676	703	731	760	6,362	FTA Sec. 5311	
			8,405	8,630	8,882	9,296	9,352	9,672	9,987	10,307	10,632	10,962	96,125	FDOT	
			93,324	95,555	95,583	99,406	103,383	107,518	111,819	116,292	120,943	125,781	1,069,605	Local	
	Total		103,243	105,725	105,032	110,297	114,360	118,880	123,564	128,427	133,477	138,721	1,182,725		
2	Operating	Bus Expansion - Operational COA & 5-Yr Service Plan Enhancements	0	5,969	12,061	18,243	24,053	30,193	36,004	42,224	48,371	54,518	271,636	Local Candidate	
3	Operating	SunRail Feeder Bus Operations	0	0	500	520	541	562	585	608	633	658	4,607	Local, FDOT Cand	
4	Operating	Sunrail Support Operations	0	0	0	0	0	0	0	0	0	0	0	Local, FDOT Cand	
5	Operating	SunRail Related Operations	0	0	0	0	0	0	0	0	0	0	0	Local, FDOT Cand	
6	Operating	Service Development Grants Link 103 headway improvements	225	0	0	0	0	0	0	0	0	0	225	FDOT	
			225	0	0	0	0	0	0	0	0	0	0	225	Local, Private
			450	0	0	0	0	0	0	0	0	0	0	450	
7	Operating	Service Development Grants Link 111 headway improvements	506	0	0	0	0	0	0	0	0	0	506	FDOT	
			506	0	0	0	0	0	0	0	0	0	0	506	Local, Private
			1,012	0	0	0	0	0	0	0	0	0	0	1,012	
8	Operating	Service Development Grants Link 323	451	451	0	0	0	0	0	0	0	0	902	FDOT	
			451	451	0	0	0	0	0	0	0	0	0	902	Local, Private
			902	902	0	0	0	0	0	0	0	0	0	1,804	
9	Operating	Service Development Grants Link 326	49	0	0	0	0	0	0	0	0	0	49	FDOT	
			49	0	0	0	0	0	0	0	0	0	0	49	Local, Private
			98	0	0	0	0	0	0	0	0	0	0	98	
10	Operating	Service Improvements - Reedy Creek Improvement District	250	250	250	0	0	0	0	0	0	0	750	FDOT	
			871	906	942	0	0	0	0	0	0	0	0	2,718	Local, Private
			1,121	1,156	1,192	0	0	0	0	0	0	0	0	3,468	
11	Operating	Job Access Reverse Commute Program (May also be used for Capital expenses)	825	825	825	825	825	825	825	825	825	825	8,250	FTA	
			825	825	825	825	825	825	825	825	825	825	825	8,250	Local
			1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	16,500	

Project Number	Dollar Type	Project	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Ten Year	Funding Source	
12	Operating	New Freedom Program (May also be used for Capital expenses)	800	800	800	800	800	800	800	800	800	800	8,000	FTA	
			800	800	800	800	800	800	800	800	800	800	800	8,000	Local
			3,250	3,250	3,250	3,250	3,250	3,250	3,250	3,250	3,250	3,250	3,250	32,500	
13	Operating	N.Orange/S. Seminole ITS Enhanced Circulator - Operations (Flex Bus)	5,340	4,492	1,301	4,899	4,561	4,743	4,933	5,131	5,336	5,549	46,285	FTA Cand, Local/Private Cand, OSR Cand, FDOT Cand	
14	Operating	Community Circulator Feeder Service/ Point Route Deviation	500	500	500	500	500	500	500	500	500	500	5,000	Local, Private, FDOT/ FTA Cand.	
15	Operating	Corridor Express Service	500	500	500	500	500	500	500	500	500	500	5,000	Local, Private, FDOT Cand.	
16	Operating	Commuter Services Program - Ridesharing	0	0	150	150	150	150	150	150	150	150	1,200	Local, Private Cand.	
			310	266	165	165	165	165	165	165	165	165	165	1,896	Local, FDOT Cand.
			310	266	315	315	315	315	315	315	315	315	315	3,096	
17	Operating	Marketing and Consumer Information	500	500	500	500	500	500	500	500	500	500	5,000	FTA/Local Cand.	
18	Operating	Safety/Security	908	908	908	908	908	908	908	908	908	908	9,080	DHS	
19	Capital	Number of Coaches	50	50	50	56	56	56	56	56	56	56	542		
20	Capital	Transit Coaches (cost include associated equipment and styling)	10,295	10,295	10,295	6,423	6,551	6,813	7,086	7,369	7,664	7,970	80,761	FTA Cand.	
			6,025	6,133	6,298	1,606	1,445	1,503	1,563	1,625	1,690	1,758	29,647	FDOT	
			6,025	6,133	6,298	6,423	6,551	6,813	7,086	7,369	7,664	7,970	68,332	Local	
			22,345	22,561	22,891	14,452	14,547	15,129	15,734	16,363	17,018	17,699	178,739		
21	Capital	Number of Coaches (CRT Essential)	0	0	0	0	27	0	0	0	0	0	27		
22	Capital	CRT Essential Coaches	0	0	0	0	7,014	0	0	0	0	0	7,014	FTA, Local, FDOT Cand	
23	Capital	Number of Coaches (CRT Support)	0	0	0	0	7	0	0	0	0	0	7		
24	Capital	CRT Support Coaches	0	0	0	0	1,818	0	0	0	0	0	1,818	FTA, Local, FDOT Cand	
25	Capital	Number of Coaches (Other CRT Related)	0	0	0	0	42	0	0	0	0	0	42		
26	Capital	CRT Related Coaches	0	0	0	0	10,910	0	0	0	0	0	10,910	FTA, Local, FDOT Cand	
27	Capital	Purchase Transit Coaches	1,875	0	0	0	0	0	0	0	0	0	1,875	FTA, Local	
28	Capital	Service Expansion/Enhance	0	0	0	0	0	0	0	0	0	0	0	0	TRIP
			1,875	0	0	0	0	0	0	0	0	0	0	1,875	
29	Capital	Number of Vans	40	40	40	40	40	40	40	40	40	40	400		
30	Capital	Commuter Vans	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	10,680	FTA Cand.	
			267	267	267	267	267	267	267	267	267	267	2,670	Local	
			1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	13,350		

Project Number	Dollar Type	Project	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Ten Year	Funding Source
31	Capital	LCS - SIB Loan Repayment (through 2011)	1,021	1,021	217	0	0	0	0	0	0	0	2,259	FTA 5307/5309
32	Capital	LYNX Service Expansion (16 Coaches) - SIB Loan repayment (through 2013)	1,471	1,471	1,471	1,471	1,471	0	0	0	0	0	7,355	FTA
33	Capital	Areawide Service Expansion Program - SIB Loan Repayment (through 2017)	829	829	829	829	829	829	829	0	0	0	5,804	FTA Sec. 5307
34	Capital	Third Operating Base - (Phase I Location Study, Environmental)		4,000	4,800	0	0	0	0	0	0	0	8,800	FTA Cand.
				1,000	1,200	0	0	0	0	0	0	0	2,200	Local
		Total	0	5,000	6,000	0	0	0	0	0	0	0	11,000	
35	Capital	Third Operating Base - (Phase II Acquisition)	0	0	2,640	0	0	0	0	0	0	0	2,640	FTA Cand.
			0	0	660	0	0	0	0	0	0	0	660	Local
		Total	0	0	3,300	0	0	0	0	0	0	0	3,300	
36	Capital	Third Operating Base - (Phase III PE)	0	0	0	4,800	0	0	0	0	0	0	4,800	FTA Cand.
			0	0	0	1,200	0	0	0	0	0	0	1,200	Local
		Total	0	0	0	6,000	0	0	0	0	0	0	6,000	
37	Capital	Third Operating Base - (Phase IV Construction, Equipment)	0	0	0	12,000	12,000	0	0	0	0	0	24,000	FTA Cand.
			0	0	0	3,000	3,000	0	0	0	0	0	6,000	Local
		Total	0	0	0	15,000	15,000	0	0	0	0	0	30,000	
38	Capital	Fourth Operating Base - (Phase I Location Study, Environmental)	0	0	0	0	5,600	0	0	0	0	0	5,600	FTA Cand.
			0	0	0	0	1,000	0	0	0	0	0	1,000	Local/FDOT Cand.
		Total	0	0	0	0	6,600	0	0	0	0	0	6,600	
39	Capital	Fourth Operating Base - (Phase II Acquisition)	0	0	0	0	0	4,000	0	0	0	0	4,000	FTA 5309 Cand.
			0	0	0	0	0	1,000	0	0	0	0	1,000	Local Cand.
		Total	0	0	0	0	0	5,000	0	0	0	0	5,000	
40	Capital	Fourth Operating Base - (Phase III PE)	0	0	0	0	0	0	8,000	0	0	0	8,000	FTA Cand.
			0	0	0	0	0	0	2,000	0	0	0	2,000	Local/FDOT Cand.
		Total	0	0	0	0	0	0	10,000	0	0	0	10,000	
41	Capital	Fourth Operating Base - (Phase IV Construction, Equipment)	0	0	0	0	0	0	0	12,000	12,000	12,000	36,000	FTA 5309 Cand.
			0	0	0	0	0	0	0	3,000	3,000	3,000	9,000	Local Cand.
		Total	0	0	0	0	0	0	0	15,000	15,000	15,000	45,000	
42	Capital	Park-and-Ride Facilities	600	600	600	600	600	600	600	600	600	600	6,000	FDOT Cand., Local, Private
43	Capital	Kissimmee Intermodal Center	10,000	5,000	5,000	0	0	0	0	0	0	0	20,000	FTA, FDOT, Local Cand.

Project Number	Dollar Type	Project	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Ten Year	Funding Source
44	Capital	Transit Centers, Super Stops, Passenger Amenities, Transit Enhancements	3,000	3,000	3,000	3,000	3,000	3,300	3,630	3,993	4,392	4,832	35,147	FTA Cand.
45	Capital	Passenger Amenities/Superstops	750	750	750	750	750	825	908	998	1,098	1,208	8,787	FDOT, Local Cand.
		Total	3,750	3,750	3,750	3,750	3,750	4,125	4,538	4,991	5,490	6,039	43,934	
46	Capital	Associated Capital Maintenance	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000	FTA, FDOT, Local Cand.
		Total	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	25,000	
		Total	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	125,000	
47	Capital	Facility Improvements/Equipment	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	10,000	FTA/FDOT Cand.
		Total	200	200	200	200	200	200	200	200	200	200	2,000	Local, Private
		Total	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	12,000	
48	Capital	Capital Cost of Contracting	100	100	100	100	100	100	100	100	100	100	1,000	FTA Sec. 5307
49	Capital	Showcase & Activity Center Enhancements	500	500	500	500	500	500	500	500	500	500	5,000	FTA Sec. 5309 Cand.
50	Capital	N.Orange/S.Seminole ITS Enhanced Circulator - Phase 3 - Construction (Flex Bus)	0	0	0	0	123	0	0	0	0	0	123	ITS Earmark Pending FTA
		Total	1,750	0	0	0	0	0	0	0	0	0	1,750	Earmark, FTA Cand., Local/Private Cand., FDOT Cand.
		Total	2,144	178	665	0	719	0	0	0	0	0	3,706	
		Total	3,894	178	665	0	842	0	0	0	0	0	5,579	
51	Capital	Lymmo Upgrade	315	386	400	400	400						1,901	FTA
52	Capital	Lymmo Expansion IOS Parramore - Eola E-W Ivanhoe - Downtown N-S Downtown - ORHS N-S	0	28,400	0	0	0	0	0	0	0	0	28,400	FTA, FDOT, Local, Private Cand.
53	Capital	Lymmo Expansion Full Build Parramore - Citrus Bowl E-W Ivanhoe - Downtown N-S Downtown - ORHS N-S	0	0	0	0	0	40,100	0	0	0	0	40,100	FTA, FDOT, Local, Private Cand.

Project Number	Dollar Type	Project	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Ten Year	Funding Source
			54	Capital	Corridor Studies - E & W Colonial, 192, 441		8,000	0	0	0	0	0	0	0
55	Capital	Model Orlando Regional Efficiency Traveler Management Coordination Ctr.	0	0	0	0	0	0	0	0	0	0	0	0 FTA
			0	0	0	0	0	0	0	0	0	0	0	0 FTA Cand.
		Total	0	0	0	0	0	0	0	0	0	0	0	0
56	Capital	Intelligent Transportation Systems Enhancements	2,500	2,750	3,000	3,250	3,500	3,750	4,000	4,250	4,500	4,500	36,000	FTA/FHWA Cand.
57	Capital	LYNX Central Station Improvements	550	0	0	0	0	0	0	0	0	0	550	FTA
58	Capital	Homeland Security	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	25,000	DHS
59	Capital	Five-Year Service Plan - Premium Transit Corridor Capital	0	0	4,000	4,000	4,000	0	0	0	0	0	12,000	FTA
<p>LYNX 10 Year Operating and Capital Improvement Program Source: TIP & FDOT WP FY09-13</p> <p>Note: Methodology of revenues is FDOT=DDR, DS, DU; FTA = Sections 5307, 5309, 5311, 5316, 5317 to calculate funded (not candidate)</p> <p>Note: LYNX does not have a dedicated funding source. This table assumes LYNX funding partners will first fund operations then followed by vehicles. The balance of capital project shown as funded is based on LYNX anticipated revenues, not on any guaranteed funding from Federal, State or local entities.</p>														

LYNX Operating and Capital Financial Summary										
Funded and Unfunded Projects										
Description	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
Operating Expenses										
Existing Operating Costs (Bus, ADA)	\$ 104,151	\$ 106,833	\$ 106,940	\$ 111,205	\$ 115,268	\$ 119,788	\$ 124,472	\$ 129,335	\$ 134,385	\$ 1,062,176
Expanded Bus Operations	4,583	9,027	14,753	19,763	25,594	31,755	37,589	43,832	50,004	236,899
Safety and Security	0	0	0	0	0	0	0	0	0	0
Marketing	500	500	500	500	500	500	500	500	500	4,500
Job Access Reverse Commute Program	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	1,650	14,850
New Freedom Program	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	14,400
Commuter Assistance Costs	310	266	315	315	315	315	315	315	315	2,781
Total Operating Expenses	\$ 112,794	\$ 119,676	\$ 125,768	\$ 135,033	\$ 144,927	\$ 156,609	\$ 166,126	\$ 177,232	\$ 188,453	\$ 1,325,607
Operating Revenues										
FTA Funding (includes Sec. 5307, 5311, 5316, 5317)	\$ 3,139	\$ 3,165	\$ 3,192	\$ 3,220	\$ 3,250	\$ 3,315	\$ 3,383	\$ 3,453	\$ 3,526	\$ 29,643
FDOT Funding	9,886	9,331	9,132	9,298	9,352	9,672	9,987	10,307	10,632	87,695
Local Funding/System Revenues	97,051	98,537	98,150	101,031	105,008	109,143	113,444	117,917	122,568	962,849
Local/ FDOT/ FTA Candidate Project Funding	2,718	8,643	15,284	21,486	27,317	33,478	39,312	45,555	51,727	245,520
Total Operating Revenues	\$ 112,794	\$ 119,676	\$ 125,768	\$ 135,033	\$ 144,927	\$ 156,609	\$ 166,126	\$ 177,232	\$ 188,453	\$ 1,325,607
Capital Expenses										
Vehicles (Coaches And Vans) includes SIB Loan repayment	27,855	26,196	26,526	18,087	37,924	17,293	17,898	17,698	18,353	207,832
Facilities, includes SIB Loan repayment	11,621	11,621	15,117	21,600	22,200	5,600	10,600	15,600	15,600	129,559
Amenities	4,250	4,250	4,250	4,250	4,250	4,625	5,038	5,491	5,990	42,394
Capital Maintenance	13,800	13,800	13,800	13,800	13,800	13,800	13,800	13,800	13,800	124,200
Flex Bus	3,894	178	665	0	842	0	0	0	0	5,579
Intelligent Transportation Systems Enhancements	2,500	2,750	3,000	3,250	3,500	3,750	4,000	4,250	4,500	31,500
Corridor Studies	0	8,000	0	0	0	0	0	0	0	8,000
Lymmo Expansion	0	28,400	0	0	0	40,100	0	0	0	68,500
Fixed Guideway Modernization	315	356	400	400	400	0	0	0	0	1,901
Job Access And Reverse Commute	0	0	0	0	0	0	0	0	0	0
New Freedom Program	0	0	0	0	0	0	0	0	0	0
Model Orlando Regional Efficiency	0	0	0	0	0	0	0	0	0	0
Traveler Management Coordination Ctr.	0	0	0	0	0	0	0	0	0	0
Safety And Security	3,050	2,500	6,500	6,500	6,500	2,500	2,500	2,500	2,500	35,050
Total Capital Expenses	\$ 67,296	\$ 98,081	\$ 70,258	\$ 67,887	\$ 89,416	\$ 87,668	\$ 53,836	\$ 59,340	\$ 60,743	\$ 654,515
Capital Revenues										
FTA Funding	\$ 17,912	\$ 13,807	\$ 17,017	\$ 16,800	\$ 16,800	\$ 10,929	\$ 10,929	\$ 10,100	\$ 10,100	\$ 124,395
FDOT Funding	6,025	6,133	6,298	1,606	1,445	1,503	1,563	1,625	1,690	27,889
Local/ Private Funding	8,367	7,600	8,625	11,090	10,018	7,280	7,553	7,836	8,131	76,499
DHS / DOJ	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	22,500
Local/ FDOT/ FTA Candidate Project Funding	32,482	68,041	35,818	35,891	58,653	65,458	31,291	37,278	38,322	403,233
Total Capital Revenues	\$ 67,286	\$ 98,081	\$ 70,258	\$ 67,887	\$ 89,416	\$ 87,668	\$ 53,836	\$ 59,340	\$ 60,743	\$ 654,515
LYNX 10 Year Operating and Capital Improvement Program Source: TIP & FDOT WP FY09-13										
Note: Methodology of revenues is FDOT=DDR, DS, DU, FTA = Sections 5307, 5309, 5311, 5316, 5317 to calculate funded (not candidate)										
Note: LYNX does not have a dedicated funding source. This table assumes LYNX funding partners will first fund operations then followed by vehicles. The balance of capital project shown as funded is based on LYNX anticipated revenues, not on any guaranteed funding from Federal, State or local entities										

VIII. Revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified

The LYNX Mission and Vision:

“The LYNX mission is to link our community by providing quality mobility options with innovation, integrity and teamwork.”

“Our vision is to be recognized as a world-class leader for providing and coordinating a full array of mobility and community services.”

The LYNX Mission and Vision statements illustrate the goals set forth by the LYNX Board of Directors and Chief Executive Officer. These statements let our community and our employees know that LYNX is committed to providing a vast array of safe, reliable and affordable options regarding transportation in our service area, as well as a safe and rewarding place to work.

Through this commitment to our community and our employees, the LYNX Board of Directors and senior staff have developed a business plan to reach the goals outlined in the Mission and Vision statements. While LYNX strives to provide funding to achieve all the goals, some may be dependent upon receiving additional funding in order to achieve (For example, the implementation of ‘Enhanced Core’ services outlined on page 29 would require additional funding not presently identified).

Five strategic areas were identified as appropriate goals for the coming year. The Board then identified objectives under each goal.

GOAL – FUNDING

Objectives:

- Protect existing funding sources
- Identify and pursue a variety of funding sources/opportunities to meet service needs (Federal and State grants, etc.)
- Identify and secure a new dedicated funding source

GOAL - HUMAN RESOURCES

Objectives:

- Develop and implement employee training program (professional development)
- Conduct employee survey
- Develop program for employee retention and succession planning
- Review benefits and salaries for recruitment and retention of employees

GOAL – SERVICE PROVISION

Objectives:

- Improve on-time performance
- Adopt appropriate technology to enhance service provision
- Design and install additional shelters
- Explore possibility of developer provision of amenities (shelters, bus pull-outs, etc)

GOAL – INTERNAL AND EXTERNAL COMMUNICATION

Objectives:

- Produce maps/visuals showing routes, schedules, ridership, shelters, passenger information at stops
- Expand public education program to grassroots level (electronic, personal, partners; beyond 3 counties)
- Internal education program for employees

GOAL – IMPROVING ORGANIZATIONAL EFFICIENCY

Objectives:

- Evaluate processes for improvement - procurement, warranties, hiring, payroll process, staffing levels, duplication of effort (documenting and educating)

LYNX currently has a vigorous campaign underway to achieve these goals. These activities include:

Funding:

- Constant contact with local Representatives and monitoring legislative activities regarding transit funding and infrastructure
- Close relationships with local funding partners
- Grant applications such as Homeland Security and Job Access and Reverse Commute (JARC) and New Freedom Program (NFP)
- Advertising
- Alternative Fuel Grant

Human Resources:

- LYNX University was created to align training in support of employee's job descriptions
- Performance evaluations were revamped and changed into a more Service Excellence focused document known as the Professional Development Assessment
- Added LYNX Service Standards and Service Philosophy to all updated Job Descriptions and job postings
- Service Excellence training is incorporated into the New Hire Orientation
- Recognizing employees celebrating memorable anniversary dates with the company at the monthly Managers/Chiefs meeting

Service Provision:

- Increased efficiency in services, with service was added on existing Links, such as later hours, increased frequency and weekend service and elimination of some service
- Some services were reduced or eliminated in order to increase system-wide efficiency
- Installed twenty six (26) shelter units, with ten (10) more in progress for site work and installation

Internal and External Communication:

- A new LYNX trip planner was introduced.
- A number of publications, including *InTheLoop*, *Between the Routes*, and the *ACCESS LYNX Update*, were developed to communicate with LYNX employees, customers, and the community.

Improving Organizational Efficiency:

- Developed measurement strategy for key areas in the agency

- Updated and expanded the “Nip-It-In-The-Bud” program to include all employees of the organization
- Implemented “Ask the CEO” question boxes to identify areas needing improvement, and then acted on the items suggested.
- Re-designed the company newsletter to make it more attractive.
- Designed poster for all three facilities to better display upcoming event information
- Wellness Committee opened and expanded the Blood Pressure Awareness campaign for all employees.
- Health screening assessment for all employees

Service Initiatives:

In 2009-2010, LYNX contracted with Reynolds, Smith & Hills, Inc. for the development of a Five-Year Service Plan. This plan identified two service scenarios:

- 1) A ‘Functional Core’ of LYNX services, which identified those core services required to maintain viable transit services in the greater Orlando area. As part of this analysis, certain service restructuring recommendations were identified in the short term, FY 2011-2012. Section IV of this report reflects these service recommendations for FY2011.
- 2) An ‘Enhanced Core of LYNX services, which identify service improvements in order to establish Premium Transit and Bus Rapid Transit corridors, along with connecting feeder services. These service improvements are identified for Fiscal Years 2013 and 2014, and represents projects for which funding may not have been identified. Appendix A presents the findings, along with estimated costs, of establishing Premium Transit and Bus Rapid Transit corridors.

IX. Commuter Rail Services

In December 2009, Governor Charlie Crist signed legislation enacting the start-up of commuter rail services in the greater Orlando area, to be called SunRail. The 31-mile first phase of SunRail will serve 12 stations, linking DeBary in Volusia County to Orlando in Orange County. Phase II will serve 5 additional stations, north to DeLand and south to Poinciana. Service for Phase I is expected to begin in 2013.

Feeder services from the rail stations in Seminole, Osceola and Orange Counties will be provided through the existing LYNX fixed-route network, with enhancements to these routes funded through FDOT. The Revised Financial Plan (Section VII) reflects the estimated funds to be received from FDOT for these enhancements.

LYNX is presently developing the feeder bus network and associated costs with FDOT and their consultant. This process is expected to be finalized within the next 3 to 6 months.

X. Farebox Recovery Ratio Report

LYNX historically has undertaken many tasks to ensure the highest possible rate of farebox recovery. These tasks include marketing efforts via print, radio and television advertisements, as well as physical presence in the community at neighborhood events, business gatherings, and various workshops to educate the public regarding transit and its availability.

In FY 2009, customer fares accounted for \$21.5 million,¹ or 19.28% of the LYNX total revenues. It is important to realize that LYNX is unique in the services offered. Along with regular fixed-route bus services, LYNX is partnered with the City of Orlando to offer the free downtown LYMMO circulator. As such, there is no farebox revenue as this service is subsidized by the City of Orlando.

LYNX offers a variety of discount passes such as a Medicaid Bus Pass, an elderly/disabled/school aged passenger fare, and a number of weekly and monthly passes at a reduced rate.

LYNX historically requests a fare increase every three years. The last fare increase was in December 2008, which raised the base fare to \$2.00.

¹ Source: LYNX Comprehensive Annual Financial Report for Year Ended September 30, 2009

APPENDIX A - Five-Year Service Plan Enhanced Core Services

1.0 Enhanced Core System Objectives

The primary objectives of the Enhanced Core System for the horizon year of 2014 are:

- Headways along the 14 Primary Corridors of 15 minutes
- Access to proposed SunRail commuter stations
- Service to new regional developments (i.e. Lake Nona)
- Identification of candidate Bus Rapid Transit (BRT) corridors
- Identification of feeder services/corridors

2.0 Premium Transit Corridors

The primary corridors and the existing links/routes with high ridership volumes were reviewed for potential transit enhancements: Premium transit service or Bus Rapid Transit service. Premium service is described as having headways at least every 15 minutes during the morning, mid-day and afternoon peak periods during the weekday. This would be a service enhancement for the majority of the existing links/routes, which generally have 30 minute headways.

The iterative process for identifying the Premium Transit Corridors was a second tier assessment, coming after the designation of candidate BRT service along most of the 14 Primary Corridors. It is presented in this memo before the BRT assessment as the implementation of Premium service has few implementation constraints, and would serve the higher capacity BRT system.

The following corridors and links/routes are identified for the implementation of Premium Transit Service.

- Links #103 & #102 along US 17/92 from Sanford to the LYNX Central Station (LCS)
- Link #125 along Clark Rd. and Silver Star Rd to US 441
- Link #37 along Hiawasse Rd. to Kirkman Rd. to I-Drive to Florida Mall
- Link #8 from the LCS to I-Drive
- Link #111 from Orlando International Airport to Disney

In addition, a new route is recommended from the University of Central Florida through Avalon Park, along Innovation Way, to Lake Nona and Medical City, which would likely be implemented after the 2014 horizon year of this 5-Year Service Plan. A cost estimate for this potential new route may be developed independent of this technical memorandum as part of a long term planning study. In October 2009, LYNX staff proposed several bus service options which would provide access to Lake Nona:

- Proposed Link 60 – OIA to Lee Vista to Narcoossee Road to Lake Nona
- Proposed Link 60 – Sand Lake Road SunRail station to OIA to Lake Nona
- Proposed Link 205 Express from Downtown Orlando to Lake Nona
- Proposed Link 206 Express from Kissimmee to Lake Nona
- Proposed Link 311 Express from Downtown Orlando to Lake Nona
- Proposed Link 312 Express from Downtown Orlando to Lake Nona.

2.1 Premium Transit Cost Assumptions

The following assumptions were made for the estimation of the premium transit service planning-level costs.

- No change in existing stops, except for the continued implementation of shelters
- The existing operating and maintenance costs would be increased in proportion to the additional operating statistics (vehicle hours and miles) to achieve 15 minute headways
- Costs for additional buses may be reduced through the reallocation of existing bus routes as a more mainline/feeder system is developed
- With the implementation of BRT service, smaller buses and flexible demand-responsive service may replace existing fixed routes, thus allowing the reallocation of buses to the premium service routes. Additional analysis of this scenario is recommended within the Long Range Transit and Financial Plan (LRTFP) currently under development.

Table 1
Existing Link Statistics for Candidate Premium Service Routes

Link	Vehicle Hours	Vehicle Miles	Weekday Operating Hours	Operating Cost *	Maintenance Cost *	Total Direct Cost *
8	71,139	996,421	20.75	\$2,984,880	\$1,400,176	\$4,385,056
37	34,198	489,931	18.25	\$1,434,911	\$ 688,455	\$2,123,366
102	39,069	435,407	20.00	\$1,639,262	\$ 611,836	\$2,251,098
103	31,357	471,183	16.25	\$1,315,672	\$ 662,110	\$1,977,782
111	43,535	874,879	19.00	\$1,826,660	\$1,229,385	\$3,056,045
125	35,171	506,338	21.00	\$1,475,724	\$ 711,509	\$2,187,233

* Note: Includes **direct costs** only; represents wages, salaries, materials and supplies

Source: 2010 Financial Model, SGA Associates, January 2010

Several of these links currently operate with 15 minute headways in the weekday peak periods and would not require any service changes to be classified as Premium Transit Service (Links 8, 102 and 103). Links 37 and 111 operate with 30 minute weekday peak headways, while Link 125 operates with 20 minute peak headway. For these three links, an increase in the number of vehicle hours and miles would be required to achieve the target 15 minute headways.

For planning purposes, the additional operating statistics and costs may be calculated by using a factor based on achieving 15 minute headways during the weekday peak periods. The following assumption is used to identify these peak periods:

- Morning peak period – 6:00 to 9:00 am
- Mid-day peak period – 11:00 am to 2:00 pm
- Afternoon peak period – 4:00 pm to 7:00 pm

For **9 hours** during the weekday, Links 37, 111 and 125 must achieve 15 minute headways. The following table provides that adjustment to estimate the increase in operations and maintenance expense. For this analysis, it is assumed that no additional buses will be required, as units may be reallocated throughout the system commensurate with the implementation of the BRT service.

Table 2

Premium Transit Operating Cost Increase

Link	Current Total Direct Cost	Current Peak Period Headway	Headway Increase Factor *	% of Hours Increased **	Additional Premium Service Cost ***	Total Premium Service Cost
37	\$2,123,366	30	30/15= 2.00	9/18.25= 49.3%	\$1,046,819	\$3,170,185
111	\$3,056,045	30	30/15= 2.00	9/19= 47.4%	\$1,448,565	\$4,504,610
125	\$2,187,233	20	20/15= 1.33	9/21= 42.8%	\$ 308,925	\$2,496,158
TOTAL					\$2,804,309	\$10,170,953

* Note: Represents required increase in operating expense to improve the headway from the current time to the targeted 15 minute time.

** Note: Represents the additional hours requiring an improvement in the headway, expressed as a percentage of the current total operation hours

*** Note: Calculated as the Current Total Cost X % Hours Increased X (1 minus Headway Increase Factor)

Table 2 provided base year (2010) costs. The financial model prepared for this plan included annual projections out to the 5 year planning horizon (2014) Table 3 provides the year 2014 Premium Service direct cost estimates.

Table 3
Year 2014 Premium Service Route Cost Estimate

Link	Operating Cost *	Maintenance Cost *	Total Direct Cost *
8	\$4,298,371	\$2,270,157	\$6,568,527
37**	3,066,310	1,629,562	\$4,695,872
102	\$2,186,051	\$999,035	\$3,185,087
103	\$1,868,177	\$1,009,413	\$2,877,590
111**	\$4,122,990	\$2,617,321	\$6,740,311
125**	\$2,391,246	\$1,268,050	\$3,659,296
TOTAL	\$17,933,145	\$9,793,538	\$27,726,683

* Note: Includes **direct costs** only; represents wages, salaries, materials and supplies

Source: 2014 Financial Model, SGA Associates, January 2010; RS&H Analysis

** Note: Represents necessary increase in additional hours and costs to improve existing headways to Premium Service level

3.0 Bus Rapid Transit Corridors

Recent successes in obtaining funding for commuter rail (SunRail) and high speed rail in Central Florida have emphasized our regional and national shift toward enhanced mass transit funding. With a year 2013 opening of SunRail Phase 1 from DeBary to Sand Lake Road, LYNX has an opportunity to enhance the existing fixed route system into a BRT system, proving critical connection and mobility which compliments SunRail.

The following corridors and links/routes are identified for the implementation of Bus Rapid Transit Service.

- SR 50 from Oakland to Alafaya Trail (Link 30)
- SR 436 from Apopka to Orlando International Airport (Link 41)
- US 441 from Apopka to Kissimmee (Links 17 and 4)
- US 192 from US 27/Clermont to St. Cloud (Links 55 and 10)

BRT system goals include increasing ridership by reducing travel times and improving reliability, increasing corridor capacity, supporting redevelopment and future intensified land use patterns, and reducing transit operating costs. There are numerous elements and variables that affect the success of BRT systems, which are not the subject of this service plan study and tech memo. The objective is to identify candidate BRT corridors and provide order of magnitude costs for major components and operational expenses.

3.1 Candidate BRT Corridor Prioritization

The criteria for assessing the prioritization of the candidate BRT corridors should address the primary objectives of the Enhanced Core System. This includes maintaining appropriate levels of service to transit-dependent areas, providing access to the SunRail stations and system, and providing for a mainline transit system that may be supported by feeder transit services.

A review of the transit-dependent information prepared in Task 1 of this 5 Year Service Plan reveals that the household income criterion matches well with other transit-dependent criteria such as Title VI areas and low auto-ownership households. Exhibit 1 of this tech memo displays the proposed Enhanced Core System on the household income base (which displays census blocks where the household income is < \$38,000, a definition for economically challenged population).

All four of the candidate BRT corridors provide access to proposed SunRail stations. SR 50 and US 192 provide east-west connections to the SunRail corridor, which runs north-south through the region. SR 436 provides east-west connection from the west to the Altamonte Springs station, while providing north-south connection from areas south of this proposed SunRail station. US 441 provides access to SunRail at both the Orlando CBD stations as well as to the Kissimmee Amtrak station. The US 192 corridor also provides access to the Kissimmee station.

Given this information, we can then prioritize the candidate BRT corridors based on service to the transit-dependent population. Our preliminary recommendation for further analysis of BRT implementation is provided in the table below.

Table 4

Candidate BRT Corridors Preliminary Prioritization

BRT Corridor	Residents w/ HH Income <\$38,000 *	Recommended Prioritization
SR 50	101,412	1
SR 436	92,185	2
US 441	90,573	3
US 192	58,205	4

** Note: 2000 Census Tract data for tracts directly adjacent to corridor.*

3.2 BRT System Assumptions

For purposes of this planning effort, we have identified the following BRT system assumptions:

- Stops every half mile or mile based on adjacent land use and corridor characteristics
- Transfer stations at the intersection of BRT routes with other BRT routes, with Primary Transit Bus routes, and with proposed SunRail stations
- Dedicated running ways within FDOT right-of-way
- 10-foot wide running way; up to 14 feet wide at stations
- Signal priority and queue jump lanes where possible
- 60-foot articulated vehicles with a capacity of 90 riders; on-board room for several cyclists with bikes
- Branding elements including name and logo, designated color scheme for units, stations and running ways
- Median or curb-side stations with “near-level” boarding
- 10 minute headways during weekdays; 20 minutes during nights and weekends
- Electronic fare collection

3.3 BRT Cost Assumptions

Cost assumptions for the major components are as follows:

- | | |
|--|-------------|
| • 63-foot articulated BRT unit: | \$1,050,000 |
| • Standard BRT stop shelter: | \$25,000 |
| • BRT transfer station (w/ full ITS): | \$1,500,000 |
| • Maintenance facility (See Appendix A): | \$9,050,000 |

It is recognized that there are numerous implementation issues and constraints that may invalidate the above assumptions, or may significantly impact the cost. The more prevalent and significant issues include constrained right-of-way along portions of corridors, and the ability to construct and operate queue jumper lanes at intersections.

3.4 BRT Stations and Stops

One of the assumptions used in this planning process is the spacing of BRT stops. There is obviously a trade-off between the convenience of frequent stop locations and the overall travel time. This memo evaluates standard BRT stops at intervals of one-half mile, and at one mile. The one-way route distance for each candidate BRT corridor is as follows:

- SR 50 (Oakland to Alafaya Trail) – 22 miles one way, 44 miles total
- SR 436 (Apopka to OIA) – 19 miles one way, 38 miles total
- US 441 (Apopka to Kissimmee) – 30 miles one way, 60 miles total
- US 192 (Clermont to St. Cloud) – 26 miles one way, 52 miles total

A shelter would be located on each side of the roadway, so the total number of shelters would be two times the total one-way route distance, based on the spacing. Netting out transfer stations (which are identified below), the cost of a stop shelter for each candidate BRT corridor is calculated below.

Table 5 – BRT Stop Shelter Costs

Candidate BRT Corridor	No. of Shelters		Shelter Cost (@ \$25,000 ea.)	
	Half-mile	One mile	Half-mile	One mile
SR 50 - Oakland to Alafaya Tr.	68	34	\$1,700,000	\$850,000
SR 436 – Apopka to OIA	56	28	\$1,400,000	\$700,000
US 441 – Apopka to Kissimmee	52	26	\$1,300,000	\$650,000
US 192 – Clermont to St. Cloud	50	25	\$1,250,000	\$625,000

BRT Transfer Stations:

- BRT to/from Premium Transit Bus
 - SR 436 & US 17/92
 - US 441 & Silver Star Road
 - LYNX Central Station
 - US 441 & Oak Ridge Road
 - SR 50 West and Clark Road
 - SR 50 West and Hiwassee Road
 - Alafaya Trail & Avalon Park/Innovation Way/Medical City route
- BRT to BRT
 - SR 436 & SR 50 East
 - LYNX Central Station
 - Kissimmee US 441 & US 192
- BRT to/from CRT
 - SR 436 Altamonte Springs
 - LYNX Central Station
 - Kissimmee Intermodal Station

New Superstop/Transfer stations required:

- SR 436 & SR 50
- SR 436 & US 17/92
- US 441 & Silver Star Road
- LYNX Central Station (incorporate with proposed SunRail station)
- US 441 & Oak Ridge Road
- SR 50 West and Clark Road
- SR 50 West and Hiwassee Road

Transfer stations proposed by others

- Altamonte Springs SunRail Station on SR 436 at CR 427
- LYNX Central Station for SunRail and local/regional bus
- Kissimmee Amtrak Station for SunRail, heavy rail, and local/regional bus

Maintenance facility – The existing LYNX Operational Center has several pull through maintenance bays that would be able to accommodate the proposed 60-foot articulated BRT units. It is recommended that a new maintenance facility or expansion at the existing facility to accommodate additional BRT units be investigated within the next five years (by 2014).

Ridership –

- Current weekday ridership (April 2009) = 76,444
 - Ridership on Primary Corridors links = 38,475
 - Ridership on candidate BRT links = 17,268

3.5 BRT Units Required

The methodology used for calculating the required number of BRT units for each candidate BRT corridor includes assumptions about average overall speed along a route, the route distance, and the targeted headway frequency. Using these factors, we have developed for planning purposes the required BRT units to service each BRT corridor. The methodology assumptions used are presented below.

- Speed: The *Transit Capacity and Quality of Service Manual, 2nd Edition* notes that running times and overall BRT speed are influenced by various elements, including type of running way, average station/stop spacing, and average dwell time per stop. Using an average dwell time of 45 seconds per stop, we will calculate the average travel speed under two scenarios: a stop every half mile, and a stop every mile. This comparison will provide information on the impact of stop spacing on overall route service time and on the number of required BRT units. The average route speed for these two conditions is as follows:
 - Half-mile spaced stops – 18 mph
 - One mile spaced stops – 27 mph
- Route Distance: The one-way route distance for each candidate BRT corridor is as follows:
 - SR 50 (Oakland to Alafaya Trail) – 22 miles
 - SR 436 (Apopka to OIA) – 19 miles
 - US 441 (Apopka to Kissimmee) – 30 miles
 - US 192 (Clermont to St. Cloud) – 26 miles

- **Route Duration:** The total time to complete a one-way route is the route miles divided by the assumed total speed (including passenger stops). Each route duration time is rounded up to the nearest quarter hour to account for speed and passenger loading/unloading variability. For example, for SR 50, the calculation for travel time with stops every half mile is 22 miles / 18 mph = 1.22 => rounded to 1.25 hours = 75 minutes. The candidate BRT route durations are provided in Table 6.

Table 6 - Route Travel Duration Time (one way)

Candidate BRT Corridor	Station/Stop Spacing	
	Half-mile	One mile
SR 50 - Oakland to Alafaya Tr.	75 min.	60 min.
SR 436 – Apopka to OIA	60 min.	45 min.
US 441 – Apopka to Kissimmee	105 min.	75 min.
US 192 – Clermont to St. Cloud	90 min.	60 min.

The number of BRT units required for each corridor may now be calculated **for 10 minute headways**. The calculation for the number of units is the one-way travel time divided by the 10 minute headway (rounded up to the next whole ten-minute period), multiplied by 2.

Table 7 - BRT Units Required

BRT Corridor	One Way Travel time (Half-mile / One mile stops)	BRT Units (Half-mile / One mile stops) *
SR 50	75 / 60 min.	16 / 12
SR 436	60 / 45 min.	12 / 10
US 441	105 / 75 min.	22 / 16
US 192	90 / 60 min.	18 / 12
TOTAL		68 / 50

**Note: Represents two-way service along the corridor*

A more thorough review of the current and projected ridership information should be conducted as part of the LRTP Study. In addition, cost estimates for the operation and maintenance of the BRT system based on a phased implementation should be prepared within the LRTP Study. Detailed alighting and boarding information compiled from the APC data will assist in detailing specific BRT segment prioritization. Further, projected alighting and boarding and ridership information from the SunRail projections would also provide additional guidance.

4.0 Feeder Transit Services

The implementation of BRT service along SR 436, US 441, SR 50, and US 192 combined with Premium Transit Service along US 17/92, Silver Star Road, Hiawasse/Kirkman Roads, and the Link 8 and Link 111 routes will displace the majority of the LYNX fixed route system. This corridor-centric system requires a supporting feeder transit system which provides neighborhood and community access to the regional transit system. The transit service classifications of Deviated Fixed Route and Flex Route which utilize smaller vehicles (less than 35-foot) will provide this support.

The Functional Core System developed previously within this 5 Year Service Plan identified links that served the 14 primary corridors and links that had over 1,000 daily ridership volumes. These links accounted for over 75% of the total annual operating expense of all LYNX services. The remaining links include local fixed route and contracted routes. The flex bus PickUpLine services were not analyzed as part of the Core System.

Development of a feeder system to the BRT and the Primary Transit routes will be required as part of future operational analyses dependent upon a phasing and implementation schedule directed by LYNX staff. For purposes of the 5 Year Service Plan, we have projected year 2014 fixed route expense estimates that can be segregated into the candidate BRT links and the premium Transit Service links. Exhibit 2 provides this assessment.

The table provides an estimate of the percentage of the total link mileage that occurs on the major corridor served. For example, Link 1 serves SR 436 for a portion of its total route, and that portion is 20 percent. The remaining 80% of the route may be considered “feeder” mileage to access SR 436. Using this methodology, the operating expense of the link is split between the percent of expense used on the major corridor, and the percent of expense that may be assumed to be on other roadways that feed the major corridor.

The sole objective of this assessment is to estimate the percentage of operating expense that is projected to be available for the feeder service. This analysis is based on the current route structure and service levels, which would require modifications to implement BRT and Premium Transit Service. The results are summarized in the following table.

Table 8 – Year 2014 Expense Estimates – Major Corridors & Feeders

	Total Expense	Major Corridor Expense	Feeder Expense
BRT Candidate Links	\$21,492,469	\$21,348,577	\$143,892
Premium Transit Service Links	\$23,555,688	\$21,952,477	\$1,603,211
Other Links	\$53,385,760	\$15,476,868	\$34,908,892
TOTALS	\$98,433,917	\$58,777,922	\$39,655,995

Source: 2014 Financial Model, SGA Associates, January 2010; RS&H Analysis

This assessment indicates the following projections for the year 2014 (given the existing route service levels):

- 59.7% (\$58.78 million) of the projected year 2014 operating expenses would be used to service the major corridors
- Of that amount, 73.7% (\$43.3 million) would be BRT and Premium Transit Service
- 40.3% (\$39.65 million) is projected to be available for feeder services.

5.0 Conclusion

The future year 2014 Enhanced Core System is anticipated to be characterized as a Primary Corridor and Feeder system, whereby frequent headways and premium service is provided via BRT and fixed route buses along the area's major corridors (including SR 436, US 441, SR 50, US 192, US 17/92, Clark and Silver Star Roads, Hiwassee and Kirkman Roads). Supporting this regional backbone would be a feeder system of smaller buses and vehicles operating along fixed routes, deviated fixed routes, and flexible service areas. This feeder system would provide access and connectivity from neighborhoods and communities to the regional transit system.

Capital improvements to support the BRT and Premium Transit Service links are anticipated to include new bus units, improved shelters, transfer stations with electronic information systems, and potentially a new maintenance facility. It is anticipated that the feeder service would utilize smaller vehicles, which have both a reduced capital cost as well as lower operating costs compared to a standard 40-foot bus.

Attachment: Exhibit 1 – Enhanced Core System map

Exhibit 2 – Year 2014 Cost Estimates by Link

EXHIBIT 1 - Enhanced Core System Map

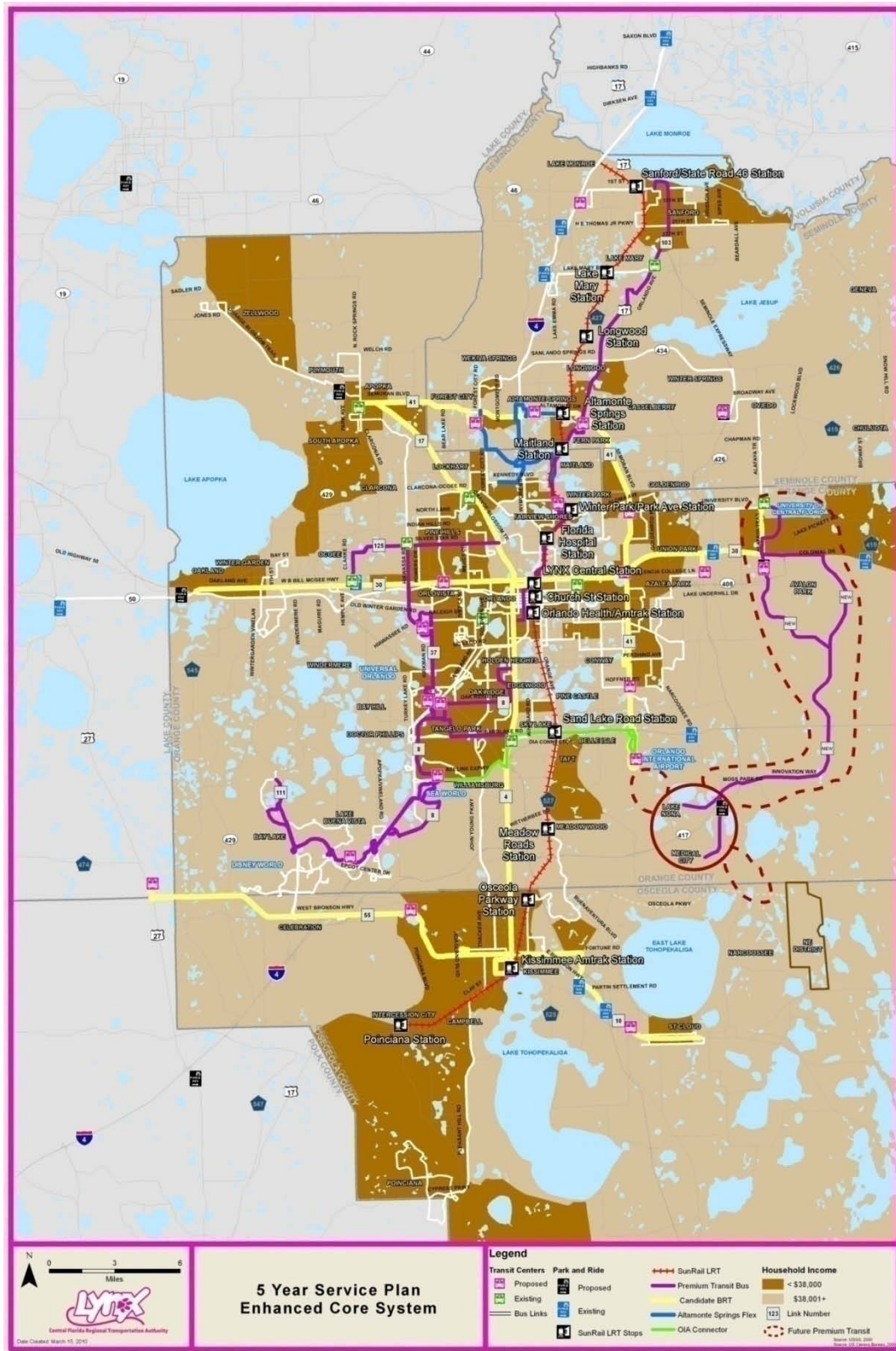


EXHIBIT 2 - Year 2014 Cost Estimates By Link

YEAR 2014 COST ESTIMATES BY LINK							
BRT CANDIDATE LINKS					\$ 21,492,469.07	\$ 21,348,577.74	\$ 143,891.34
PREMIUM TRANSIT SERVICE LINKS					\$ 23,555,688.00	\$ 21,952,477.46	\$ 1,603,210.54
					\$ 43,301,055.20	\$ 1,747,101.87	
Link	Link Name	Percent Corridor	Percent Feeder	Corridor Served/Notes	Total Expense	Corridor Expense	Feeder Expense
1	WINTER PARK/ALTAMONTE SPRINGS	20%	80%	SR 436	\$ 539,024.59	\$ 107,804.92	\$ 431,219.68
3	LAKE MARGARET	0%	100%		\$ 1,340,861.58	\$ -	\$ 1,340,861.58
4	SOUTH US 441/KISSIMMEE	100%	0%	OBT	\$ 5,187,383.71	\$ 5,187,383.71	\$ -
6	DIXIE BELLE	20%	80%	SR 436	\$ 503,716.37	\$ 100,743.27	\$ 402,973.10
7	S ORANGE AVE/FLORIDA MALL	0%	100%		\$ 1,022,084.65	\$ -	\$ 1,022,084.65
8	W OAK RIDGE RD/INTL DR	100%	0%		\$ 6,568,527.26	\$ 6,568,527.26	\$ -
9	WINTER PARK/ROSEMONT	0%	100%		\$ 935,981.45	\$ -	\$ 935,981.45
10	EAST US 192/ST CLOUD	90%	10%	US 192	\$ 1,438,913.35	\$ 1,295,022.02	\$ 143,891.34
11	S ORANGE AVE/ORLANDO INTL AIRP	0%	100%		\$ 1,736,864.59	\$ -	\$ 1,736,864.59
13	UNIVERSITY OF CENTRAL FLORIDA	0%	100%		\$ 1,711,219.43	\$ -	\$ 1,711,219.43
14	CALVARY TOWERS	0%	100%		\$ 190,187.60	\$ -	\$ 190,187.60
15	CURRY FORD RD/VCC EAST	0%	100%		\$ 2,211,066.57	\$ -	\$ 2,211,066.57
17	NORTH US 441/APOPKA	100%	0%	US 441	\$ 2,081,291.38	\$ 2,081,291.38	\$ -
18	S ORANGE AVE/KISSIMMEE	10%	90%	US 192	\$ 1,932,590.52	\$ 193,259.05	\$ 1,739,331.47
20	MALIBU/MERCY DR.	10%	90%	Silver Star Road	\$ 934,971.06	\$ 93,497.11	\$ 841,473.95
21	CARVER SHORES	30%	70%	Kirkman Drive	\$ 3,166,425.69	\$ 949,927.71	\$ 2,216,497.98
23	WINTER PARK/SPRING VILLAGE	10%	90%	SR 436	\$ 889,080.81	\$ 88,908.08	\$ 800,172.73
24	MILLENNIA	0%	100%		\$ 372,055.90	\$ -	\$ 372,055.90
25	MERCY DRIVE /SHADER RD	10%	90%	SR 50	\$ 1,387,041.12	\$ 138,704.11	\$ 1,248,337.00
26	PLEASANT HILL RD	10%	90%	US 192	\$ 916,827.40	\$ 91,682.74	\$ 825,144.66
28	E COLONIAL DR/AZALEA PARK	80%	20%	SR 50 / SR 436	\$ 1,470,198.52	\$ 1,176,158.81	\$ 294,039.70
29	E COLONIAL DR/GOLDENROD	80%	20%	SR 50 / SR 436	\$ 1,527,795.50	\$ 1,222,236.40	\$ 305,559.10
30	COLONIAL DR CROSSTOWN	100%	0%	SR 50	\$ 4,876,936.94	\$ 4,876,936.94	\$ -
34	SANFORD/GOLDSBORO	10%	90%	US 17/92	\$ 533,225.14	\$ 53,322.51	\$ 479,902.63
36	LAKE RICHMOND	0%	100%		\$ 1,157,266.48	\$ -	\$ 1,157,266.48
37	PARK PROMENADE/FLORIDA MALL	100%	0%		\$ 3,145,259.74	\$ 3,145,259.74	\$ -
38	DOWNTOWN ORLANDO/INTL DR	30%	70%	I-Drive	\$ 1,106,609.14	\$ 331,982.74	\$ 774,626.40
40	AMERICANA BLVD/UNIVERSAL ORLAN	20%	80%	Rio Grande/Kirkman	\$ 1,687,666.45	\$ 337,533.29	\$ 1,350,133.16
41	STATE ROAD 436	100%	0%	SR 436	\$ 5,158,165.90	\$ 5,158,165.90	\$ -
42	INTL DR/ORLANDO INTL AIRPORT	70%	30%	I-Drive/Oak Ridge/OIA	\$ 4,611,523.85	\$ 3,228,066.70	\$ 1,383,457.16
44	CLARCONA/ZELLWOOD	0%	100%	<US 441 outside of corridor>	\$ 1,061,932.48	\$ -	\$ 1,061,932.48
45	LAKE MARY	0%	100%		\$ 507,223.01	\$ -	\$ 507,223.01
46E	R46/MIDWAY	0%	100%		\$ 388,124.66	\$ -	\$ 388,124.66
46W	SR 46/SEMINOLE TOWN CENTER	0%	100%		\$ 397,578.12	\$ -	\$ 397,578.12
48	W COLONIAL DR/PARK PROMENADE	80%	20%	SR 50 / Silver Star	\$ 1,373,662.22	\$ 1,098,929.77	\$ 274,732.44
49	W COLONIAL DR/PINE HILLS	60%	40%	SR 50	\$ 1,382,585.52	\$ 829,551.31	\$ 553,034.21
50	DOWNTOWN ORLANDO/MAGIC KINGDOM	60%	40%	I-Drive	\$ 3,727,941.29	\$ 2,236,764.77	\$ 1,491,176.52
51	CONWAY/ORLANDO INTL AIRPORT	20%	80%	SR 436	\$ 1,228,147.63	\$ 245,629.53	\$ 982,518.11
54	OLD WINTER GARDEN RD	10%	90%	SR 50	\$ 685,757.56	\$ 68,575.76	\$ 617,181.81
55	WEST US 192/FOUR CORNERS	100%	0%	US 192	\$ 2,749,777.80	\$ 2,749,777.80	\$ -
56	WEST US 192/MAGIC KINGDOM	90%	10%	US 192	\$ 3,041,995.66	\$ 2,737,796.09	\$ 304,199.57
57	JOHN YOUNG PARKWAY	0%	100%		\$ 1,157,927.34	\$ -	\$ 1,157,927.34
58	SHINGLE CREEK	40%	60%	I-Drive	\$ 364,480.23	\$ 145,792.09	\$ 218,688.14
102	ORANGE AVE/SOUTH US 17/92	100%	0%	US 17/92	\$ 3,185,086.50	\$ 3,185,086.50	\$ -
103	NORTH US 17-92 SANFORD	100%	0%	US 17/92	\$ 2,877,589.82	\$ 2,877,589.82	\$ -
111	OIA/DOWNTOWN DISNEY	100%	0%		\$ 4,572,803.59	\$ 4,572,803.59	\$ -
125	SILVER STAR RD CROSSTOWN	50%	50%	Silver Star Road	\$ 3,206,421.08	\$ 1,603,210.54	\$ 1,603,210.54
313	VA CLINIC/O.C. ADMIN	0%	100%		\$ 558,188.03	\$ -	\$ 558,188.03
319	RICHMOND HTS/RICHMOND ESTATES	0%	100%		\$ 1,999,085.23	\$ -	\$ 1,999,085.23
405	APOPKA CIRCULATOR	0%	100%		\$ 565,388.00	\$ -	\$ 565,388.00
426	POINCIANA	0%	100%	<April 2010 to be Circulator>	\$ 400,392.80	\$ -	\$ 400,392.80
434	STATE RD 434 CROSSTOWN	0%	100%		\$ 1,646,427.87	\$ -	\$ 1,646,427.87
443	LEE RD CROSSTOWN	0%	100%		\$ 1,014,637.57	\$ -	\$ 1,014,637.57
TOTAL					\$ 98,433,916.69	\$ 58,777,921.97	\$ 39,655,994.72

APPENDIX B - Summary of Public Outreach Efforts



INFORMATION TO BE PROVIDED ONCE WORKSHOPS HAVE BEEN COMPLETED - JUNE 2011

Consent Agenda Item #6.D. iv

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6017

Item Name: Miscellaneous
Confirmation of the Appointment of Kathy Shaw Clary as Chief External
Affairs and Communications Officer

Date: 5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' confirmation of the appointment of Kathy Shaw Clary as Chief External Affairs and Communications Officer.

BACKGROUND:

In January 2003 the Governing Board adopted amendments to Administrative Rules 1& 2 pertaining to the appointment of Executive Officers. The amendment defines "Executive Officer" positions as: Assistant Executive Directors; each Department Director, the Department Deputy Director, the executive Manager of Government Affairs, and any other officer serving in a position designated by the Board as an Executive Officer position. The amendment states that individuals appointed to an "Executive Officer" position by the Chief Executive Officer are subject to the approval of the Board.

This position will serve as a critical position to enhance the external image of LYNX as we move forward with seeking increased funding and attracting choice riders to the system.

Consent Agenda Item #6.D. v

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
William Zielonka
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
Authorization to Modify Contract #10-C24 with Security 101 for the CCTV System Wide Upgrade

Date: 5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue a Contract Modification to Security 101 under Contract #10-C24 in the amount of \$60,396.63 for the CCTV System Wide Upgrade.

BACKGROUND:

At the September 23, 2010 Board of Directors meeting, the Board approved the award of Contract #C24 to Security 101 in the amount of \$333,342.45.

The award of this contract was delayed due to a protest which was ultimately denied. As a result of this delay, some of the equipment initially proposed by the Contractor has been replaced by the manufacturer.

Staff has conducted an initial site meeting with the Contractor to discuss the layout of the equipment within the CCTV room. As a result of this meeting, staff is looking to incorporate some optional upgrades and features which were offered in the initial proposal. Staff also wanted to add storage capability to handle the additional cameras being installed at the park n ride lots, super stops and the LYMMO stops within the next year. These locations were not part of the core requirements but were identified as future expansion.

The items listed as equipment upgrades and optional equipment are as follows:

Replaced/Update Parts Items

Qty	Description	New Cost	New Total	Change
1	Intransa Video Management Server Software	\$6,143.20	\$6,143.20	\$6,143.20
1	Altronix Rack Mount Camera Power Supply & Wire	\$6,768.15	\$6,768.15	\$6,768.15

Equipment Upgrade Options

Qty	Description	Base Cost	Upgrade Cost	Total Cost
7	Dell U2311-H 23' Workstation Color Monitor (Ultimate Series)	\$311.55	N/A	-\$2,180.85
6	Samsung 460UXn-2 Video Wall Color Monitor (46")	\$2,604.00	\$3,981.60	\$8,265.60
1	Enhanced Console Design, L' Shape, (Four Workstations)	\$13,564.37	\$18,938.22	\$5,373.85

Note: The first two items originally offered were discontinued by the manufacturer and staff decided to upgrade the equipment. The Dell monitors will be bought directly by LYNX at a price lower than \$311.55. A price analysis was also done on the Samsung monitors. The Samsung 46" monitor could have been directly purchased for \$400.00 less per monitor. The Contract provides for a 5 year parts and labor warranty. Staff determined it is in our best interests to have the Contractor furnish this item due to criticality and the warranty offered under the Contract. The third item was upgraded from a three person workstation to a four person workstation.

Optional Equipment

Qty	Description	Cost	Total Cost
6	Winsted Console Task Lighting	\$176.40	\$1,058.40
3	Winsted Dual Monitor Mounting Arms	\$403.76	\$1,211.28
1	Intransa Video Storage System	\$33,757.00	\$33,757.00

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

A DBE commitment of 17% was made at the award of this contract to The BRS Group a certified DBE firm. LYNX' procurement policies require contractors to make a good faith effort to subcontract portions of their work to DBE firms.

FISCAL IMPACT:

The contract amount is \$333,343. The original budget for the project was \$317,909. The total amount of the DHS grant was \$747,280 which included other project related expenses. The difference of \$75,831 will be reallocated within the funds available in the DHS grant.

Action Agenda Item #7.A

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
William Zielonka
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Authorization to Award a Contract to Diamond Investigations and Security, Inc. for Security Guard Services

Date: 5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a Contract to Diamond Investigations and Security, Inc. for Security Guard Services in the amount not to exceed \$1,165,233. The initial term of the Contract is July 1, 2011 through September 30, 2013, with two (2) one (1) year options.

BACKGROUND:

At the January 27, 2011 Board of Directors meeting, staff received authorization to release a Request for Proposal (RFP) for Security Guard services rather than exercise the first option year under the current Contract. An Invitation for Bid was issued since the scope of work was clear and defined the level of service to be provided.

The BID was issued on Monday, March 7, 2011 with sealed bids due at 2:00 P.M. on Tuesday, April 12, 2011. Fifteen (15) bids were received, publicly opened and recorded on the bid tabulation sheet. Diamond Investigations and Security, Inc. submitted the lowest responsive and responsible bid.

LYNX Board Agenda

The Contract amount of \$1,165,233 is broken down as follows:

- July 1, 2011 through September 30, 2011 is \$129,471.
- October 1, 2011 through September 30, 2012 is \$517,881.
- October 1, 2012 through September 30, 2013 is \$517,881.

Based upon the new bid, LYNX anticipates saving \$41,000 for the last quarter of FY2011.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

DBE participation was not determined as no federal dollars is to be expended to pay for the cost of the services to be provided.

FISCAL IMPACT:

LYNX staff has included \$1,157,403 in the FY2012 Preliminary Operating Budget to support anticipated security services in FY2012.

Action Agenda Item #7.B

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Authorization to Accept the Ranking of the Source Evaluation Committee (SEC) and Negotiate a Formal Contract with MV Transportation, Inc., for Paratransit Core Services

Date: 5/26/2011

ACTION REQUESTED:

Subject to staff negotiating a formal contract acceptable to the Chief Executive Officer (CEO), staff is requesting the Board of Directors to accept the ranking of the Source Evaluation Committee (SEC) with respect to Request for Proposal (RFP) #11-R02 for Core Services (Monday to Saturday, 4:00 a.m. to 6:00 p.m.). That ranking is as follows:

<u>SEC Ordinal Ranking</u>	<u>Proposer</u>
1	MV Transportation
2	First Transit
3	Transportation America

Staff is requesting further authorization to negotiate a contract with the Number 1 ranking proposer and, if an acceptable contract cannot be negotiated as determined by the CEO, then to move on to the Number 2 proposer, etc. Further, authorization is requested by the Board for the CEO or his designee to execute a contract with the parties in the order referenced above subject to reaching an acceptable contract on the terms described in this submittal. To the extent the negotiated contract contains any terms which materially and adversely deviate from the terms set forth in the proposal evaluated by the SEC, staff shall seek the approval of the Chairman of the Board for his authorization as to those changes. Staff is requesting authorization to negotiate with the proposers in the order of ranking as this is a very complex RFP, the proposals were complex, the contract will be complex, and further refinement or negotiation is needed to reach an acceptable contract.

As set forth above, the action in this submittal is for what is referred to as Core Paratransit Services only. A separate proposal is being submitted to the Board for Non-Core services.

BACKGROUND:

A. Background with Current Paratransit Provider—MV Transportation

MV Transportation, Inc., has been the provider of paratransit and stretcher service for LYNX since March 2002. The current Paratransit Services and Stretcher Services Contract expires on September 30, 2011.

B. Current RFP for Paratransit Services

For the 2006 RFP for Paratransit Services (the current contract with MV Transportation which expires on September 30, 2011), one of the LYNX management consulting agencies assisted in the development of the RFP. The purpose of this was to ensure that the proposals included best practices available within the transit industry at that time. For the current RFP, LYNX management modified the 2006 Scope of Work to incorporate any policy changes and lessons learned during the term of the current contract, and current service goals.

Staff split the RFP into two Scopes of Work – Core Services (Monday to Saturday, 4:00 a.m. to 6:00 p.m.) and Non-Core Services (Nights, 6:00 p.m. to 4:00 a.m., and Sundays). Core services are to be reimbursed on a fixed cost, plus variable revenue hour cost as currently done; Non-Core Services are to be reimbursed on a cost per one-way customer trip. Because Non-Core Services are operated at a considerably lower productivity level (trips per revenue hour) than the Core Services, staff believed a cost savings could be realized by breaking these services out separately and paying on a per-trip basis for Non-Core services.

Some of the major changes to the current RFP relate to facilities and other services that LYNX will now provide at its expense, as opposed to the provider providing these facilities. For example:

- The current paratransit provider utilizes its own facilities and those costs are charged to LYNX. Under the current RFP, LYNX will provide at its expense (and at no cost to the provider) the South Street facility, including the payment by LYNX of expenses relating to the operation of this facility such as utilities, etc. LYNX has for the most part moved out of the South Street Facility.
- LYNX further retains the option to purchase at its expense and provide to the provider fuel to be used by the provider in its vehicles. This will further make available to LYNX the recovery of various motor vehicle fuel taxes. Historically, the provider would buy its own fuel and those costs would be passed to LYNX. In the last year, LYNX has modified the MV Contract to provide that LYNX would provide the fuel.
- Finally, LYNX is retaining the option to provide to the provider vehicles which are purchased by LYNX. Historically, the paratransit provider would acquire its own vehicles and that cost would be billed to LYNX. In the last year, LYNX has acquired vehicles and made those available to MV, resulting in a reduction in cost to LYNX.

LYNX anticipates at this time that it will provide approximately 40 percent of the required vehicles in year one, with plans to provide 100 percent by year three.

The foregoing arrangements will all be covered by separate agreements with the provider, but LYNX believes that these arrangements will not only result in a reduction of cost to LYNX, but also provide LYNX with the assurance that should the contract for whatever reason be terminated, LYNX will be in a better position to address that situation with a new provider or for providing those services itself.

LYNX released a Request for Proposal for Core Paratransit Services in March 2011. The following four services are included under this RFP:

- ADA Complementary Paratransit Service (as required by the Americans with Disabilities Act of 1990)
- Transportation Disadvantaged (TD) Services
- Medicaid Non-Emergency Medical Transportation
- Medicaid Non-Emergency Stretcher Transportation

Three responses were received. The proposers are:

First Transit
600 Vine Street, Suite 1600
Cincinnati, Ohio 45202

Transportation America
2766 NW 62nd Street
Miami, Florida 33147

MV Transportation, Inc.
4620 Westamerica Drive
Fairfield, California 94534

Proposers were asked to submit responses according to a specified outline. The RFP included a set of required forms as well as information about the scoring criteria that would be used to evaluate proposals. The RFP also included a detailed set of performance incentives and disincentives, aimed at improving overall service quality while managing costs. It also included specific requirements related to managing/minimizing employee turnover. In order to attract and retain a high quality work force, proposers were asked to develop appropriate wage rates and benefits packages for all employees, particularly for drivers and other hourly employees. Additionally, the designated Project Manager is required to remain in that position for three years, unless LYNX mutually agrees that the person may be reassigned to another project.

The RFP required development of a cost proposal for fixed costs, vehicle capital costs, and variable costs per revenue hour reimbursement. By asking the proposers to break the costs down, LYNX has the ability to remove individual cost components if LYNX is able to supply a cost component at a lower cost, as was done in the current contract with the fuel component and some vehicles. Further, with variable cost paid separately, LYNX will not pay additional fixed cost if trip volume increases. The selected firm will be paid in accordance with this cost structure.

Under the new RFP, the contractor will be monitored monthly in multiple areas, with some areas having the ability to receive incentives and/or disincentives on a monthly or per incident basis. For more information on the new service standards, please reference Attachment 1 of this document.

EVALUATION PROCESS:

This recommendation is the result of a rigorous evaluation process undertaken by the Paratransit Services Source Evaluation Committee (SEC), which included the following five voting members and three non-voting members:

Voting Members

Lisa Darnall, Chief Operating Officer, LYNX

Blanche Sherman, Director of Finance, LYNX

Eric Hill, Director, System Management and Operation, MetroPlan Orlando

Paul Simmons, Director, Polk County Transit Services

Tiffany Homler, Multi-Modal Planner, Osceola County

Non-Voting Members

Mark Forsyth, Senior Contract Administrator, LYNX

Richard Bannon, Manager of Procurement and Contracts, LYNX

Bill Hearndon, Manager of Paratransit, LYNX

Scoring Criteria

The following criteria were used for scoring the proposals.

Experience (including staffing and compensation plans) – 35%

Cost – 30%

Safety and Training Programs – 20%

Maintenance Program and Procedures, Vehicles and Equipment – 15%

Experience

This category includes: experience in similar work, previous contracting with governmental entities, staffing and compensation plans, and references. Prior experience with other public transit agencies of equal or larger size than LYNX is highly desirable.

Cost

Costs were detailed over the five year period based on an annual amount for fixed costs, vehicle capital costs, and variable costs per revenue hour.

Fixed Costs include the following items:

*Facility lease and renovation

*Facility furnishings and office equipment

LYNX Board Agenda

- *Utilities and facility upkeep and maintenance
- *Facility insurance
- *Facility taxes, permits, licenses
- Telephone system and services
- Computer hardware and maintenance
- Software installation and training
- Management staff labor (including project manager, assistant project manager, call center supervisor, dispatch supervisor, maintenance supervisor, IT and data supervisor, safety supervisor, and others)
- Management staff fringe benefits
- Other

*Capital Costs for Vehicles

Variable Costs include the following items:

- Direct labor (reservationists, schedulers, dispatchers, dispatch assistance, office/clerical, mechanics, trainers, road supervisors, drivers, and others)
- Fringe benefits
- Office supplies
- Uniforms and driver equipment
- Training materials
- Maintenance, parts, tires
- Insurance
- *Fuel and lubricants
- Management fees, profit, overhead
- Other

*These items are subject to LYNX exercising an option to provide some or all of these items at its expense.

Safety and Training

Detail of safety and training programs.

Maintenance Program and Procedures, along with Vehicles and Equipment

Detail responsibilities and procedures pertaining to contractor's maintenance program and their ongoing procedures that will be implemented for LYNX.

Evaluation

The SEC met two times to discuss the proposals:

May 6, 2011 – Initial proposal review

May 12, 2011 – Interviews with the three firms and final scoring

May 6, 2011

The first meeting on May 6th included a discussion of perceived strengths and weaknesses for each proposal.

Based on the information provided in the proposals and the perceived strengths and weaknesses of the three proposers, First Transit, MV Transportation, and Transportation America were asked to move forward in the selection process. The firms were told that additional questions would be sent to them for response in preparation for oral discussions at the second meeting of the SEC.

May 12, 2011

The second meeting on May 12th included discussions with all three firms (First Transit, MV Transportation, Inc., and Transportation America).

Each proposer was sent a set of questions prior to the meeting. At the meeting, additional questions were asked by the SEC to clarify points made during the discussion, as needed. The official scoring of proposals by voting members of the SEC took place and a summary is included in the table below.

Evaluators	First Transit	MV Transportation	Transportation America
Lisa Darnall	87	91	84
Blanche Sherman	93	92	95
Eric Hill	72	77	60
Paul Simmons	93	96	89
Tiffany Homler	79	82	80
Total Score	424	438	408
Ordinal Ranking	2	1	3

A summary table detailing these costs and comparing the proposers is attached. As set forth above, while staff is recommending MV Transportation, that recommendation is subject to reaching an acceptable contract through further negotiations. If an acceptable contract cannot be reached with MV Transportation, staff would then negotiate with the next ranked proposer, First Transit, to see if an acceptable contract could be reached, etc. Negotiations would include clarifying various matters in a party's proposal, which may include refining various items that would further result in a cost reduction to LYNX. For example, in these negotiations, the scope of services and facilities to be provided by LYNX (e.g., vehicles, fuel, etc.) would be refined and agreed upon. Staff is recommending this process, as the proposals and the contract are complex. Once an acceptable contract is reached, the CEO or designee would then execute the contract, assuming the contract is not more materially adverse to LYNX than what is set forth in that particular proposal's bid. Any such material adverse changes would need further approval of the LYNX Chairman.

The SEC is recommending the proposal of MV Transportation, Inc. (MV), based on the ranking set forth above. In addition, the SEC believes MV meets the requirements of the RFP, their proven ability to provide quality service for LYNX, and represents the best of the three proposals. Specifically, MV has already established themselves with LYNX and in the Central

Florida area. Although MV was not the lowest cost proposer, MV was \$11M lower than the second ordinal ranked firm over the five-year life of the contract, and MV did outscore the other proposers as set forth above.

The MV proposal is for a term of five years with annual amounts for fixed costs, vehicle capital costs, and variable costs per revenue hour. The total costs have been proposed as follows: \$13,680,575 for year one, \$13,518,620 for year two, \$13,697,814 for year three, \$13,848,717 for year four, and \$14,182,893 for year five. Annual increases were based on anticipated revenue hours of 346,147 for year one, 356,532 for year two, 367,228 for year three, 378,245 for year four, and 389,593 for year five, as projected by LYNX staff.

PROPOSAL STRENGTHS AND WEAKNESSES:

The strengths of the MV proposal include a Project Manager who has been in place for five (5) years and has good knowledge of Florida and LYNX, a driver compensation plan that is strong, a customer advocate position, training program, and the inherent advantages of an incumbent – trained staff in place and a vehicle fleet on-site and available.

Additional detailed information related to the three firms, specific to strengths and weaknesses, cost analysis, and fiscal impact are described below.

The strengths of First Transit included nationwide experience, training program, vehicles, and staffing plan.

The strengths of Transportation America included experience in Florida, an emergency preparedness plan, training program, and an onboard SEON camera system. Transportation America did not have the overall experience of the other proposers and limited to experience in the Miami area.

A summary of the strengths and weaknesses for the three firms as identified by the SEC members is shown in Attachment 2.

COST ANALYSIS:

Below is a cost comparison of all three proposers:

**Fixed, Capital and Variable Pricing
Bid Totals**

Company	Year One	Year Two	Year Three	Year Four	Year Five	Contract Total
First Transit	\$15,490,555	\$15,494,297	\$15,711,377	\$16,268,119	\$16,936,393	\$79,900,741

MV Transportation	\$13,680,575	\$13,518,620	\$13,697,814	\$13,848,717	\$14,182,893	\$68,928,619
Transportation America	\$13,258,045	\$12,182,336	\$12,294,412	\$12,354,915	\$12,591,547	\$62,681,255

**Fixed, Capital, and Variable Pricing
Overall Revenue Hour Rates**

Company	Year One	Year Two	Year Three	Year Four	Year Five	Contract Total
First Transit	\$44.75	\$43.46	\$42.78	\$43.01	\$43.47	\$43.48
MV Transportation	\$39.52	\$37.92	\$37.30	\$36.61	\$36.40	\$37.51
Transportation America	\$38.30	\$34.17	\$33.48	\$32.66	\$32.32	\$34.11

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX has established an approved annual DBE goal of 14%, which was used in this Request for Proposal for Paratransit Services. MV Transportation, Inc., has stated and agreed it will meet the established goal. The DBE Officer will work with MV Transportation, Inc., to ensure full contract compliance.

FISCAL IMPACT:

The proposed contract cost is within the FY2012 preliminary budget for Purchased Transportation Services. It is LYNX' intent to negotiate a formal contract with MV Transportation.

Attachment 1
Summary of Service Standards

Standard	Request for Proposal Standards
Complaints	Must be responded to within 5 business days. Goal of less than 3 valid complaints for every 1,000 one-way customer trips provided.
Accidents and Incidents	Goal of less than 1 preventable accident for every 100,000 miles.
Trip Denial	100% of all ADA trip requests will be met.
Productivity	1.3 one-way customer trips per vehicle revenue hour, with a goal of 1.6. An incentive of 3% increase in the rate per vehicle revenue hour for every 0.1 increase in productivity above the 1.6 goal when rounded to the nearest tenth. A disincentive of 3% decrease in the rate per vehicle revenue hour shall be deducted for every 0.1 decrease in productivity below the 1.3 minimum when rounded to the nearest tenth.
On Time Performance	92% is required. \$2,000 monthly incentive for every whole percentage point above 92%.
Missed Trips	No more than 0.3% of all trips scheduled. Disincentive of \$50 per missed trip.
Ride Time	Fixed route time, plus 20-minutes. No more than 5% of all trips shall exceed the established ride time standard.
Telephone Service Performance	Averages of no more than two minutes hold time for any given hourly period, 95% of the time. A \$2,000 monthly incentive will be credited when this goal is met.
Vehicle Maintenance	All vehicles must be approved by LYNX and meet LYNX maintenance standards. Vehicles must be clean and free of dirt and litter.
Driver Uniform	Official uniform approved by LYNX.
Accident Reporting	Immediate notification to LYNX.
Subcontracting	Must meet all requirements as contractor.
DBE Goal	14%
Phone System	Must be able to report by call groups; must be able to integrate with IVR in the future. Must have call recording for all non-administrative lines.
Computer Software and Servers	Provided by LYNX.
Vehicles	Sedans, inaccessible vans, and raised roof vans shall be no more than 5 years in age or 150,000 miles. Body on chassis must not exceed 7 years in age or 200,000 miles. Stretcher vehicles must not exceed 7 years in age or 150,000 miles.

Attachment 2
Strengths and Weaknesses

Company/Bidder	Strengths	Weaknesses
First Transit	<ul style="list-style-type: none"> • Experience in Florida and Nationwide • Training Programs • Vehicles • Staffing Plan 	<ul style="list-style-type: none"> • Cost
MV Transportation	<ul style="list-style-type: none"> • Experience in Florida and Nationwide • Established Current Provider • Transition Plan • Maintenance Plan • Training Program • Vehicles 	<ul style="list-style-type: none"> • Cost
Transportation America	<ul style="list-style-type: none"> • Experience in Florida • Emergency Preparedness Plan • Training Program • Cost 	<ul style="list-style-type: none"> • Limited to experience in the Miami area • Safety & Training not as developed as other proposer

Action Agenda Item #7.C

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Authorization to Award a Contract to Transportation America for Paratransit Non-Core Services

Date: 5/26/2011

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a contract with Transportation America for Non-Core (Nights and Sundays) Paratransit Services, as a result of Request For Proposal (RFP), #11-R08. This contract is for a term of five years with a per one-way customer trip reimbursement. The total costs have been proposed as follows: \$1,617,982 for year one, \$1,404,416 for year two, \$1,436,979 for year three, \$1,469,712 for year four, and \$1,503,651 for year five. Annual increases are based on anticipated trips of 47,476 for year one, 48,900 for year two, 50,567 for year three, 51,878 for year four, and 53,435 for year five, as projected by LYNX staff. A summary table detailing these costs and comparing the proposers is attached.

BACKGROUND:

MV Transportation has been the provider of paratransit and stretcher service for LYNX since March 2002.

For the 2006 RFP for Paratransit Services, one of the LYNX management consulting agencies assisted in the development of the RFP. The purpose of this was to ensure that the proposals included best practices available within the transit industry.

LYNX management staff modified the 2006 Scope of Work to incorporate any policy changes, lessons learned during the term of the current contract, and current service goals. Staff then split the document into two Scopes of Work – Core Services (Monday to Saturday, 4:00 a.m. to 6:00 p.m.) and Non-Core Services (Nights, 6:00 p.m. to 4:00 a.m., and Sundays). Core services are to be reimbursed on a fixed cost, plus variable revenue hour cost; Non-Core Services are to be reimbursed on a cost per one-way customer trip. Because Non-Core services are operated at a considerably lower productivity level (trips per revenue hour) than the Core services, staff

believed a cost savings could be realized by breaking these services out separately and paying on a per-trip basis for the Non-Core.

Unlike the Core Services provider, LYNX will not provide the facility, vehicles, or fuel for the Non-Core provider.

LYNX released a Request for Proposal for Non-Core Paratransit Services in March 2011. The following four services are included under this RFP:

- ADA Complementary Paratransit Service (as required by the Americans with Disabilities Act of 1990)
- Transportation Disadvantaged (TD) Services
- Medicaid Non-Emergency Medical Transportation
- Medicaid Non-Emergency Stretcher Transportation

Four responses were received. The proposers are:

American Logistics Company, LLC
520 West Dyer Road
Santa Ana, California 92707

MV Transportation, Inc.
4620 Westamerica Drive
Fairfield, California 94534

Kinsman Transportation, Inc.
3718A Silver Star Road
Orlando, Florida 32808

Transportation America
2766 NW 62nd Street
Miami, Florida 33147

Proposers were asked to submit responses according to a specified outline. The RFP included a set of required forms as well as information about the scoring criteria that would be used to evaluate proposals. It also included specific requirements related to managing/minimizing employee turnover. In order to attract and retain a high quality work force, proposers were asked to develop appropriate wage rates and benefits packages for all employees, particularly for drivers and other hourly employees.

The RFP required development of a cost proposal for a per customer one-way trip reimbursement. The contractor will be monitored monthly in multiple areas, with some areas having the ability to receive incentives and/or disincentives on a monthly or per incident basis. For more information on the new service standards, please reference Attachment 1 of this document.

EVALUATION PROCESS

This recommendation is the result of a rigorous evaluation process undertaken by the Paratransit Services Source Evaluation Committee (SEC), which included the following five voting members and three non-voting members:

Voting Members

Lisa Darnall, Chief Operating Officer, LYNX

Blanche Sherman, Director of Finance, LYNX

Eric Hill, Director, System Management and Operation, MetroPlan Orlando

Paul Simmons, Director, Polk County Transit Services

Tiffany Homler, Multi-Modal Planner, Osceola County

Non-Voting Members

Mark Forsyth, Senior Contract Administrator, LYNX

Richard Bannon, Manager of Procurement and Contracts, LYNX

Bill Hearndon, Manager of Paratransit, LYNX

Scoring Criteria

The following criteria were used for scoring the proposals.

Experience (including staffing and compensation plans) – 35%

Cost – 30%

Safety and Training Programs – 20%

Maintenance Program and Procedures, Vehicles and Equipment – 15%

Experience

This category includes: experience in similar work, previous contracting with governmental entities, staffing and compensation plans, and references. Prior experience with other public transit agencies of equal or large size than LYNX is highly desirable.

Cost

Costs were detailed over the five year period based on a per customer one-way trip reimbursement.

Safety and Training

Detail of safety and training programs.

Maintenance Program and Procedures, along with Vehicles and Equipment

Detail responsibilities and procedures pertaining to contractor's maintenance program and their ongoing procedures that will be implemented for LYNX.

Evaluation

The SEC met two times to discuss the proposals:

May 6, 2011 – Initial proposal review and short-listed to two firms

May 12, 2011 – Interviews with the two firms short-listed and final scoring

May 6, 2011

The first meeting on May 6th included a discussion of perceived strengths and weaknesses for each proposal. SEC voting members were asked to initially rank the proposals based on the scoring criteria described above. The resulting scores and ordinal rankings were as follows:

Evaluators	American Logistics	Kinsman Transportation	MV Transportation	Transportation America
Lisa Darnall	78	71	88	89
Blanche Sherman	61	67	88	90
Eric Hill	60.5	68	73	60
Paul Simmons	70	61.5	85	79.5
Tiffany Homler	52	52	70	57
Total Score	321.5	319.5	404	375.5
Ordinal Ranking	4	3	1	2

Based on the information provided in the proposals and the perceived strengths and weaknesses of the four proposers, MV Transportation and Transportation America were asked to move forward in the selection process. These two firms were sent additional questions from the SEC and were asked to respond prior to the second meeting of the SEC.

May 12, 2011

The second meeting on May 12th included discussions with both firms (MV Transportation and Transportation America).

Each proposer was sent a set of questions prior to the meeting that the SEC needed for clarification. At the meetings, additional questions were asked by the SEC to clarify points made during the discussion, as needed. The official scoring of proposals by voting members of the SEC took place and a summary is included in the table below.

Evaluators	MV Transportation	Transportation America
Lisa Darnall	87	88
Blanche Sherman	91	93
Eric Hill	73	60
Paul Simmons	91	84
Tiffany Homler	78	80
Total Score	420	405
Ordinal Ranking	2	1

The SEC is recommending the proposal of Transportation America because the SEC believes Transportation America meets the requirements of the RFP and provides a cost structure that will reduce LYNX' expense to provide these non-core services.

Additional detailed information related to the two firms short-listed, specific to strengths and weaknesses, cost analysis, and fiscal impact are described below.

PROPOSAL STRENGTHS AND WEAKNESSES:

The strengths of Transportation America’s proposal as identified by the SEC members include: extensive experience in the Miami area, extensive emergency preparedness plan, experience with Trapeze, and overall cost proposal.

A summary of the strengths and weaknesses for the two firms is shown in Attachment 2.

COST ANALYSIS:

Below is a cost comparison of all four proposers:

Weighted Trip Costs

Bidder	Year One	Year Two	Year Three	Year Four	Year Five	Contract Average
American Logistics Company	\$38.00	\$38.38	\$38.76	\$39.15	\$39.54	\$38.77
Kinsman Transportation*	\$33.63	\$33.63	\$33.63	\$34.63	\$34.63	\$34.03
MV Transportation	\$36.85	\$37.20	\$37.19	\$41.14	\$40.57	\$38.59
Transportation America	\$34.08	\$28.72	\$28.53	\$28.33	\$28.14	\$29.56

*Kinsman bid individual rates for ambulatory, wheelchair and stretcher. Rates shown are weighted averages.

Annual Costs

Bidder	Year One	Year Two	Year Three	Year Four	Year Five	Contract Total
American Logistics Company	\$1,804,088	\$1,876,793	\$1,952,236	\$2,031,036	\$2,112,806	\$9,776,959
Kinsman Transportation	\$1,596,566	\$1,644,463	\$1,693,797	\$1,796,462	\$1,850,356	\$8,581,644
MV Transportation	\$1,749,491	\$1,819,090	\$1,873,159	\$2,134,274	\$2,167,844	\$9,743,858
Transportation America	\$1,617,982	\$1,404,416	\$1,436,979	\$1,469,712	\$1,503,651	\$7,432,741

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX has established an approved annual DBE goal of 14%, which was used in this Request for Proposal for Paratransit Services. Transportation America has stated and agreed it will meet the established goal. The DBE Officer will work with Transportation America to ensure full contract compliance.

FISCAL IMPACT:

LYNX Board Agenda

The cost of the LYNX Non-Core Paratransit Services contract is estimated at \$1,617,982 for year one. The FY2012 Adopted Operating Budgeted will reflect the actual contracted amount for the core services.

Attachment 1
Summary of Service Standards

Standard	Request for Proposal Standards
Complaints	Must be responded to within 5 business days. Goal of less than 3 valid complaints for every 1,000 one-way customer trips provided.
Accidents and Incidents	Goal of less than 1 preventable accident for every 100,000 miles.
On Time Performance	92% is required. \$2,000 monthly incentive for every whole percentage point above 92%.
Missed Trips	No more than 0.3% of all trips scheduled. Disincentive of \$50 per missed trip.
Ride Time	Fixed route time, plus 20-minutes.
Telephone Service Performance	Averages of no more than two minutes hold time for any given hourly period, 95% of the time.
Vehicle Maintenance	All vehicles must be approved by LYNX and meet LYNX maintenance standards. Vehicles must be clean and free of dirt and litter.
Driver Uniform	Official uniform approved by LYNX.
Accident Reporting	Immediate notification to LYNX.
Subcontracting	Must meet all requirements as contractor.
DBE Goal	14%
Phone System	Must be able to report by call groups. Must have call recording for all non-administrative lines.
Computer Software and Servers	Provided by LYNX.
Vehicles	Sedans, inaccessible vans, and raised roof vans shall be no more than 5 years in age or 150,000 miles. Body on chassis must not exceed 7 years in age or 200,000 miles. Stretcher vehicles must not exceed 7 years in age or 150,000 miles.

Attachment 2
Strengths and Weaknesses

Company/Bidder	Strengths	Weaknesses
MV Transportation	<ul style="list-style-type: none"> • Experience in Florida and Nationwide • Established Current Provider • Transition Plan • Maintenance Plan • Training Program • Vehicles 	<ul style="list-style-type: none"> • Cost
Transportation America	<ul style="list-style-type: none"> • Experience in Florida • Emergency Preparedness Plan • Training Program • Cost 	<ul style="list-style-type: none"> • Limited to experience in the Miami area • Safety & Training Program not as developed as other proposer

Information Item A: Medicaid Reform Update

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Medicaid Reform Update

Date: 5/26/2011

Among the major initiatives passed by the Florida Legislature, was the overhaul of the state's \$22-billion Medicaid program. From the onset, discussions were largely focused on a shift towards managed care. LYNX worked to explain the importance of the existing statewide coordinated transportation network.

Ultimately, we were successful with obtaining a carve out for transportation within the House Bill, but not the Senate Bill. The carve out would take Medicaid Non-Emergency Transportation (NET) services out of the managed care system and keep NET services the way they are today. Currently, this type of service accounts for 45% of LYNX' paratransit trips.

Even with the passage of the Senate's Medicaid Reform Bill, much uncertainty remains given that Federal approval is needed for many of the changes sought. The deadline for the state Agency for Health Care Administration (ACHA) to submit proposals to the federal government is August 1. Before the proposal is submitted, AHCA will have to hold public meetings in 11 regions of the state and allow additional time for public comments to be submitted. If approved, this would be effective July 1, 2012.

Even with the proposed reform, effective July 1, 2011, LYNX' monthly allocation will be reduced by 7%, or \$33,663. LYNX' current monthly allocation is \$480,900. This reduction affects our funding partners because Medicaid trips cannot be denied for lack of funding.

Over the coming months, LYNX will need to reevaluate how we provide all paratransit services and discuss our options with the Board. Our biggest concern is Medicaid customers shifting to ADA or TD programs and thus increasing the cost to our funding partners.

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: Financial Reports
Monthly Financial Reports - April 30, 2011

Date: 5/26/2011

Please find attached the monthly financial report for the seven months ending April 30, 2011. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the seven months ending April 30, 2011 reflect total revenue earned in the amount of \$65,456,536 and total expenses incurred in the amount of \$62,309,365 resulting in a net operating profit of \$3,147,171.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$4,843,244 for the first seven months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(1,696,073) for the first seven months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are higher than the budget at 107%. Customer fares are at 117% of the budgeted amount year-to-date, and are 22% above the budget amount for the month of April. LYNX ridership continues to increase into the new fiscal year. Ridership is up by 11.26% year-over-year for the month. If this trend continues, LYNX ridership will reflect a greater increase for the 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 April 2011 for advertising on buses, shelters, and in-kind (trade) transactions are \$301,927, \$31,450, 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.

Although LYNX is experiencing increases in the price of fuel, we are slightly above the budget as of April 30, 2011 due to less consumption than anticipated. In the month of April, LYNX

paid an average net price of \$3.33 (net) per gallon for diesel fuel and \$3.43 (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 April 2011 was \$3.74 (net), which is an indication of continued increases in the price of fuel for LYNX throughout the year. We are currently \$752,984 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 April 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 April 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 April 30, 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 \$3.20 (net) per gallon. The national unleaded fuel price for the month of April 2011 was \$3.56 (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 1.39 trips per hour. An analysis follows:

ACCESS LYNX			
FY2011	Trips (Year-to-Date)	Blended Trip Rate	Costs
Actual (with est.)	351,095	\$32.21	\$11,307,815
Budget (rounding)	354,277	\$28.70	\$10,166,385
Excess Trips/Costs	(3,182)	\$ 3.51	\$ 1,141,430

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

	<u>2011</u>	<u>2010</u>
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 28,123,912	\$ 23,389,952
Receivables:		
Local, trade and operating assistance	2,940,621	5,277,737
Federal grants	9,351,303	8,374,227
State grants	6,761,991	6,631,314
Inventory	1,488,951	1,941,485
Prepaid expenses and other assets	376,824	471,040
Restricted cash and cash equivalents	<u>1,327,261</u>	<u>1,376,992</u>
Total current assets	<u>50,370,863</u>	<u>47,462,747</u>
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	<u>4,195,063</u>	<u>4,300,368</u>
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	83,767,849	81,204,677
Revenue vehicles	110,220,883	98,933,346
Furniture, Fixtures & Equipment	21,677,016	21,521,836
Leasehold improvements	-	-
Total property and equipment	<u>224,237,213</u>	<u>210,231,324</u>
Less: accumulated depreciation	(96,844,462)	(85,518,189)
Construction in progress	<u>11,074,009</u>	<u>6,170,136</u>
Net property and equipment	<u>138,466,760</u>	<u>130,883,271</u>
Other assets	<u>-</u>	<u>-</u>
Total noncurrent assets	<u>142,661,823</u>	<u>135,183,639</u>
TOTAL ASSETS	<u>\$ 193,032,686</u>	<u>\$ 182,646,386</u>

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

	<u>2010</u>	<u>2010</u>
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 5,078,365	\$ 4,520,918
Accrued salaries and related taxes	2,398,408	2,098,815
Accrued compensated absences	3,668,816	3,628,910
Accrued self-insurance liability, current	1,565,304	1,182,254
Leases payable, current	1,108,601	1,065,977
SIB loans payable, current	736,565	2,356,814
Deferred operating revenue	5,287,859	7,044,716
Deferred capital	794,245	840,243
	<u>20,638,163</u>	<u>22,738,647</u>
Total current liabilities		
NONCURRENT LIABILITIES:		
Leases payable, long-term	2,969,336	4,077,937
Loans payable	8,164,797	7,473,077
Accrued self-insurance liability, long-term	3,073,730	3,093,050
	<u>14,207,863</u>	<u>14,644,064</u>
Total noncurrent liabilities		
Total liabilities	<u>34,846,026</u>	<u>37,382,711</u>
NET ASSETS:		
Invested in capital assets, net of related debt	129,510,617	120,459,799
Restricted	536,750	536,750
Unrestricted	28,139,293	24,267,126
	<u>158,186,660</u>	<u>145,263,675</u>
Total net assets		
TOTAL LIABILITIES AND NET ASSETS	<u>\$ 193,032,686</u>	<u>\$ 182,646,386</u>

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

	Year to Date			Month of April		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
OPERATING REVENUES						
Customer Fares	\$ 12,473,475	\$ 14,627,574	117%	\$ 1,781,925	\$ 2,173,641	122%
Contract Services:						
Local Financial Assistance	4,903,934	5,016,152	102%	700,562	711,819	102%
Other Contractual Services	6,287,553	5,794,581	92%	898,222	836,514	93%
Advertising	1,023,750	333,377	33%	146,250	25,213	17%
Other Operating Income	196,504	263,842	134%	28,072	53,605	191%
Total Operating Revenues	<u>24,885,216</u>	<u>26,035,526</u>	105%	<u>3,555,031</u>	<u>3,800,792</u>	107%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	437,500	437,500	100%	62,500	62,500	100%
State of Florida	4,848,683	4,948,176	102%	692,669	706,079	102%
Local	21,703,416	21,703,409	100%	3,100,488	3,100,487	100%
Planning and other assistance grants:						
Federal - Other	12,589,752	10,356,565	82%	1,798,536	1,492,183	83%
State of Florida - Other	1,362,571	1,877,516	138%	194,653	192,281	99%
Interest Income	87,500	56,807	65%	12,500	7,361	59%
Gain / (Loss) on Sale of Assets	-	41,037	N/A	-	35,092	N/A
Total Nonoperating Revenues	<u>41,029,422</u>	<u>39,421,010</u>	96%	<u>5,861,346</u>	<u>5,595,983</u>	95%
Total Revenues	<u>65,914,638</u>	<u>65,456,536</u>	99%	<u>9,416,377</u>	<u>9,396,775</u>	100%
OPERATING EXPENSES						
Salaries and Wages	23,016,931	21,946,194	95%	3,288,133	3,092,618	94%
Fringe Benefits	12,718,790	11,587,195	91%	1,816,970	1,569,181	86%
Purchased Transportation Services	11,160,016	11,949,933	107%	1,594,288	1,982,047	124%
Fuel	7,082,439	8,100,269	114%	1,011,777	1,529,495	151%
Other Materials and Supplies	3,323,865	3,157,148	95%	474,838	557,909	117%
Professional Services	2,678,354	1,018,022	38%	382,622	148,917	39%
Other Services	2,933,203	2,101,285	72%	419,029	273,218	65%
Lease and Miscellaneous Expenses	485,429	361,135	74%	69,347	57,019	82%
Casualty and Liability Insurance	1,209,404	804,430	67%	172,772	168,189	97%
Utilities	758,674	803,571	106%	108,382	119,711	110%
Taxes and Licenses	267,736	301,869	113%	38,248	51,812	135%
Interest Expense	279,797	178,314	64%	39,971	24,714	62%
Total Operating Expenses	<u>65,914,638</u>	<u>62,309,365</u>	95%	<u>9,416,377</u>	<u>9,574,830</u>	102%
OPERATING GAIN / (LOSS)	<u>\$ -</u>	<u>\$ 3,147,171</u>	N/A	<u>\$ -</u>	<u>\$ (178,055)</u>	N/A

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF APRIL 2011 AND THE SEVEN MONTHS ENDED APRIL 30, 2011
(UNAUDITED)

	Year to Date			Month of April		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 11,786,936	\$ 13,799,735	117%	\$ 1,683,848	\$ 2,046,154	122%
Contract Services:						
Local Financial Assistance	4,903,934	5,016,152	102%	700,562	711,819	102%
Other Contractual Services	1,338,700	1,246,112	93%	191,243	188,584	99%
Advertising	1,023,750	333,377	33%	146,250	25,213	17%
Other Operating Income	196,504	263,842	134%	28,072	53,605	191%
Total Operating Revenues	<u>19,249,824</u>	<u>20,659,218</u>	107%	<u>2,749,975</u>	<u>3,025,375</u>	110%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	437,500	437,500	100%	62,500	62,500	100%
State of Florida	4,848,683	4,948,176	102%	692,669	706,079	102%
Local	17,230,661	17,230,654	100%	2,461,523	2,461,522	100%
Planning and other assistance grants:						
Federal - Other	10,552,017	8,777,759	83%	1,507,431	1,216,803	81%
State of Florida - Other	1,362,571	1,877,516	138%	194,653	192,281	99%
Interest Income	87,500	56,807	65%	12,500	7,361	59%
Gain / (Loss) on the Sale of Assets	-	41,037	N/A	-	35,092	N/A
Total Nonoperating Revenues	<u>34,518,932</u>	<u>33,369,449</u>	97%	<u>4,931,276</u>	<u>4,681,638</u>	95%
Total Revenues	<u>53,768,756</u>	<u>54,028,667</u>	100%	<u>7,681,251</u>	<u>7,707,013</u>	100%
OPERATING EXPENSES						
Salaries and Wages	22,818,348	21,751,918	95%	3,259,764	3,066,609	94%
Fringe Benefits	12,595,457	11,475,634	91%	1,799,351	1,553,277	86%
Purchased Transportation Services	735,798	657,659	89%	105,114	100,921	96%
Fuel	6,081,670	6,834,654	112%	868,810	1,291,865	149%
Other Materials and Supplies	3,287,696	3,150,276	96%	469,671	556,434	118%
Professional Services	2,482,648	951,924	38%	354,664	135,878	38%
Other Services	2,839,382	1,975,646	70%	405,626	273,218	67%
Lease and Miscellaneous Expenses	476,287	360,021	76%	68,041	56,686	83%
Casualty and Liability Insurance	1,209,404	804,430	67%	172,772	168,189	97%
Utilities	723,387	774,759	107%	103,341	115,135	111%
Taxes and Licenses	238,882	270,188	113%	34,126	44,791	131%
Interest Expense	279,797	178,314	64%	39,971	24,714	62%
Total Operating Expenses	<u>53,768,756</u>	<u>49,185,423</u>	91%	<u>7,681,251</u>	<u>7,387,717</u>	96%
OPERATING GAIN / (LOSS)	<u>\$ -</u>	<u>\$ 4,843,244</u>	N/A	<u>\$ -</u>	<u>\$ 319,296</u>	N/A

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

	Year to Date			Month of April		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 686,539	\$ 827,839	121%	\$ 98,077	\$ 127,487	130%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	4,948,853	4,548,469	92%	706,979	647,930	92%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>5,635,392</u>	<u>5,376,308</u>	95%	<u>805,056</u>	<u>775,417</u>	96%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	4,472,755	4,472,755	100%	638,965	638,965	100%
Planning and other assistance grants:						
Federal - Other	2,037,735	1,578,806	77%	291,105	275,380	95%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>6,510,490</u>	<u>6,051,561</u>	93%	<u>930,070</u>	<u>914,345</u>	98%
Total Revenues	<u>12,145,882</u>	<u>11,427,869</u>	94%	<u>1,735,126</u>	<u>1,689,762</u>	97%
OPERATING EXPENSES						
Salaries and Wages	198,583	194,276	98%	28,369	26,009	92%
Fringe Benefits	123,333	111,561	90%	17,619	15,904	90%
Purchased Transportation Services	10,424,218	11,292,274	108%	1,489,174	1,881,126	126%
Fuel	1,000,769	1,265,615	126%	142,967	237,630	166%
Other Materials and Supplies	36,169	6,872	19%	5,167	1,475	29%
Professional Services	195,706	66,098	34%	27,958	13,039	47%
Other Services	93,821	125,639	134%	13,403	-	N/A
Lease and Miscellaneous Expenses	9,142	1,114	12%	1,306	333	25%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	35,287	28,812	82%	5,041	4,576	91%
Taxes and Licenses	28,854	31,681	110%	4,122	7,021	170%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>12,145,882</u>	<u>13,123,942</u>	108%	<u>1,735,126</u>	<u>2,187,113</u>	126%
OPERATING GAIN / (LOSS)	<u>\$ -</u>	<u>\$ (1,696,073)</u>	N/A	<u>\$ -</u>	<u>\$ (497,351)</u>	N/A

Monthly Report B: 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: Financial Reports
Monthly Financial Reports - March 31, 2011

Date: 5/26/2011

Please find attached the monthly financial report for the six months ending March 31, 2011. LYNX' Balance Sheet and Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the six months ending March 31, 2011 reflect total revenue earned in the amount of \$56,059,761 and total expenses incurred in the amount of \$52,734,535 resulting in a net operating profit of \$3,325,226.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$4,523,948 for the first six months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(1,198,722) for the first six months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are higher than the budget at 107%. Customer fares are at 116% of the budgeted amount year-to-date, and are 23% above the budget amount for the month of March. LYNX ridership continues to increase into the new fiscal year. Ridership is up by 8.3% year-over-year for the month. If this trend continues, LYNX ridership will reflect a greater increase for the 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 March 2011 for advertising on buses, shelters, and in-kind (trade) transactions are \$281,189, \$26,975, 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.

Although LYNX is experiencing increases in the price of fuel, we are slightly above the budget as of March 31, 2011 due to less consumption than anticipated. In the month of March, LYNX paid an average net price of \$3.18 (net) per gallon for diesel fuel and \$3.33 (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 March 2011 was \$3.58 (net), which is an indication of continued increases in the price of fuel for LYNX throughout the year. We are currently \$329,929 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 March 31, 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 March 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 March 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 \$2.94 (net) per gallon. The national unleaded fuel price for the month of March 2011 was \$3.32 (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 1.28 trips per hour. The FY2011 budget reflects 1.39 trips per hour. An analysis follows:

ACCESS LYNX			
FY2011	Trips (Year-to-Date)	Blended Trip Rate	Costs
Actual (with est.)	290,448	\$32.46	\$9,426,691
Budget (rounding)	303,666	\$28.70	\$8,714,044
Excess Trips/Costs	(13,218)	\$ 3.76	\$ 712,647

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
MARCH 31, 2011 AND 2010
(UNAUDITED)

	<u>2011</u>	<u>2010</u>
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 29,613,568	\$ 24,146,641
Receivables:		
Local, trade and operating assistance	4,358,038	7,988,084
Federal grants	8,049,709	7,533,983
State grants	6,003,827	5,643,384
Inventory	1,544,815	1,885,259
Prepaid expenses and other assets	427,028	509,244
Restricted cash and cash equivalents	<u>1,247,236</u>	<u>1,293,235</u>
Total current assets	<u>51,244,221</u>	<u>48,999,830</u>
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	<u>4,195,063</u>	<u>4,300,368</u>
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	83,813,389	81,200,153
Revenue vehicles	109,426,717	98,933,346
Furniture, Fixtures & Equipment	<u>21,760,605</u>	<u>21,477,000</u>
Total property and equipment	223,572,176	210,181,964
Less: accumulated depreciation	(95,475,919)	(84,140,053)
Construction in progress	<u>10,466,099</u>	<u>5,999,742</u>
Net property and equipment	<u>138,562,356</u>	<u>132,041,653</u>
Other assets	<u>-</u>	<u>-</u>
Total noncurrent assets	<u>142,757,419</u>	<u>136,342,021</u>
TOTAL ASSETS	<u>\$ 194,001,640</u>	<u>\$ 185,341,851</u>

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
MARCH 31, 2011 AND 2010
(UNAUDITED)

	<u>2011</u>	<u>2010</u>
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 5,569,962	\$ 6,495,198
Accrued salaries and related taxes	2,156,996	1,828,231
Accrued compensated absences	3,668,816	3,628,910
Accrued self-insurance liability, current	1,565,304	1,182,254
Leases payable, current	1,108,601	1,065,977
SIB loans payable, current	736,565	2,356,814
Deferred operating revenue	5,743,901	7,559,372
Deferred capital	<u>710,487</u>	<u>756,485</u>
Total current liabilities	<u>21,260,632</u>	<u>24,873,241</u>
NONCURRENT LIABILITIES:		
Leases payable, long-term	2,969,336	4,077,937
Loans payable	8,164,797	7,473,077
Accrued self-insurance liability, long-term	<u>3,073,730</u>	<u>3,093,050</u>
Total noncurrent liabilities	<u>14,207,863</u>	<u>14,644,064</u>
Total liabilities	<u>35,468,495</u>	<u>39,517,305</u>
NET ASSETS:		
Invested in capital assets, net of related debt	129,679,047	121,539,269
Restricted	536,750	536,750
Unrestricted	<u>28,317,348</u>	<u>23,748,527</u>
Total net assets	<u>158,533,145</u>	<u>145,824,546</u>
TOTAL LIABILITIES AND NET ASSETS	<u>\$ 194,001,640</u>	<u>\$ 185,341,851</u>

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF MARCH 2011 AND THE SIX MONTHS ENDED MARCH 31, 2011
(UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 10,691,550	\$ 12,453,933	116%	\$ 1,781,925	\$ 2,201,156	124%
Contract Services:						
Local Financial Assistance	4,203,372	4,304,333	102%	700,562	709,802	101%
Other Contractual Services	5,389,331	4,958,067	92%	898,222	845,575	94%
Advertising	877,500	308,164	35%	146,250	68,036	47%
Other Operating Income	168,432	210,237	125%	28,072	80,252	286%
Total Operating Revenues	<u>21,330,185</u>	<u>22,234,734</u>	104%	<u>3,555,031</u>	<u>3,904,821</u>	110%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	375,000	375,000	100%	62,500	62,500	100%
State of Florida	4,156,014	4,242,097	102%	692,669	706,079	102%
Local	18,602,928	18,602,922	100%	3,100,488	3,100,487	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	10,791,216	8,864,382	82%	1,798,536	1,620,174	90%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,167,918	1,685,235	144%	194,653	190,263	98%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	75,000	49,446	66%	12,500	8,407	67%
Gain / (Loss) on Sale of Assets	-	5,945	N/A	-	1,979	N/A
Total Nonoperating Revenues	<u>35,168,076</u>	<u>33,825,027</u>	96%	<u>5,861,346</u>	<u>5,689,889</u>	97%
Total Revenues	<u>56,498,261</u>	<u>56,059,761</u>	99%	<u>9,416,377</u>	<u>9,594,710</u>	102%
OPERATING EXPENSES						
Salaries and Wages	19,728,798	18,853,576	96%	3,288,133	3,232,525	98%
Fringe Benefits	10,901,820	10,018,014	92%	1,816,970	1,490,512	82%
Purchased Transportation Services	9,565,728	9,967,886	104%	1,594,288	1,713,512	107%
Fuel	6,070,662	6,570,774	108%	1,011,777	1,350,532	133%
Other Materials and Supplies	2,849,027	2,599,239	91%	474,838	430,623	91%
Professional Services	2,295,732	869,105	38%	382,622	296,000	77%
Other Services	2,514,174	1,828,067	73%	419,029	313,557	75%
Lease and Miscellaneous Expenses	416,082	304,116	73%	69,347	70,587	102%
Casualty and Liability Insurance	1,036,632	636,241	61%	172,772	168,146	97%
Utilities	650,292	683,860	105%	108,382	114,465	106%
Taxes and Licenses	229,488	250,057	109%	38,248	37,207	97%
Interest Expense	239,826	153,600	64%	39,971	24,714	62%
Total Operating Expenses	<u>56,498,261</u>	<u>52,734,535</u>	93%	<u>9,416,377</u>	<u>9,242,380</u>	98%
OPERATING GAIN / (LOSS)	<u>\$ -</u>	<u>\$ 3,325,226</u>	N/A	<u>\$ -</u>	<u>\$ 352,330</u>	N/A

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF MARCH 2011 AND THE SIX MONTHS ENDED MARCH 31, 2011
(UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 10,103,088	\$ 11,753,581	116%	\$ 1,683,848	\$ 2,069,235	123%
Contract Services:						
Local Financial Assistance	4,203,372	4,304,333	102%	700,562	709,802	101%
Other Contractual Services	1,147,457	1,057,528	92%	191,243	202,456	106%
Advertising	877,500	308,164	35%	146,250	68,036	47%
Other Operating Income	168,432	210,237	125%	28,072	80,252	286%
Total Operating Revenues	<u>16,499,849</u>	<u>17,633,843</u>	107%	<u>2,749,975</u>	<u>3,129,781</u>	114%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	375,000	375,000	100%	62,500	62,500	100%
State of Florida	4,156,014	4,242,097	102%	692,669	706,079	102%
Local	14,769,138	14,769,132	100%	2,461,523	2,461,522	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	9,044,586	7,560,956	84%	1,507,431	1,122,569	74%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,167,918	1,685,235	144%	194,653	190,263	98%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	75,000	49,446	66%	12,500	8,407	67%
Gain / (Loss) on the Sale of Assets	-	5,945	N/A	-	1,979	N/A
Total Nonoperating Revenues	<u>29,587,656</u>	<u>28,687,811</u>	97%	<u>4,931,276</u>	<u>4,553,319</u>	92%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>46,087,505</u>	<u>46,321,654</u>	101%	<u>7,681,251</u>	<u>7,683,100</u>	100%
OPERATING EXPENSES						
Salaries and Wages	19,558,584	18,685,309	96%	3,259,764	3,199,291	98%
Fringe Benefits	10,796,106	9,922,357	92%	1,799,351	1,476,666	82%
Purchased Transportation Services	630,684	556,738	88%	105,114	131,051	125%
Fuel	5,212,860	5,542,789	106%	868,810	1,116,618	129%
Other Materials and Supplies	2,818,025	2,593,842	92%	469,671	430,618	92%
Professional Services	2,127,984	816,046	38%	354,664	286,207	81%
Other Services	2,433,756	1,702,428	70%	405,626	313,557	77%
Lease and Miscellaneous Expenses	408,246	303,335	74%	68,041	69,981	103%
Casualty and Liability Insurance	1,036,632	636,241	61%	172,772	168,146	97%
Utilities	620,046	659,624	106%	103,341	106,800	103%
Taxes and Licenses	204,756	225,397	110%	34,126	32,258	95%
Interest Expense	239,826	153,600	64%	39,971	24,714	62%
Total Operating Expenses	<u>46,087,505</u>	<u>41,797,706</u>	91%	<u>7,681,251</u>	<u>7,355,907</u>	96%
OPERATING GAIN / (LOSS)	<u>\$ 0</u>	<u>\$ 4,523,948</u>	N/A	<u>\$ 0</u>	<u>\$ 327,193</u>	N/A

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PARATRANSIT SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF MARCH 2011 AND THE SIX MONTHS ENDED MARCH 31, 2011
(UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 588,462	\$ 700,352	119%	\$ 98,077	\$ 131,921	135%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	4,241,874	3,900,539	92%	706,979	643,119	91%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>4,830,336</u>	<u>4,600,891</u>	95%	<u>805,056</u>	<u>775,040</u>	96%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	3,833,790	3,833,790	100%	638,965	638,965	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	1,746,630	1,303,426	75%	291,105	497,605	171%
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>5,580,420</u>	<u>5,137,216</u>	92%	<u>930,070</u>	<u>1,136,570</u>	122%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>10,410,756</u>	<u>9,738,107</u>	94%	<u>1,735,126</u>	<u>1,911,610</u>	110%
OPERATING EXPENSES						
Salaries and Wages	170,214	168,267	99%	28,369	33,234	117%
Fringe Benefits	105,714	95,657	90%	17,619	13,846	79%
Purchased Transportation Services	8,935,044	9,411,148	105%	1,489,174	1,582,461	106%
Fuel	857,802	1,027,985	120%	142,967	233,914	164%
Other Materials and Supplies	31,002	5,397	17%	5,167	5	0%
Professional Services	167,748	53,059	32%	27,958	9,793	35%
Other Services	80,418	125,639	156%	13,403	-	N/A
Lease and Miscellaneous Expenses	7,836	781	10%	1,306	606	46%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	30,246	24,236	80%	5,041	7,665	152%
Taxes and Licenses	24,732	24,660	100%	4,122	4,949	120%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>10,410,756</u>	<u>10,936,829</u>	105%	<u>1,735,126</u>	<u>1,886,473</u>	109%
OPERATING GAIN / (LOSS)	<u>\$ 0</u>	<u>\$ (1,198,722)</u>	N/A	<u>\$ 0</u>	<u>\$ 25,137</u>	N/A

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

To: LYNX Board Of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
Rudolph Walter
(Technical Contact)

Phone: 407.841.2279 ext: 6058

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

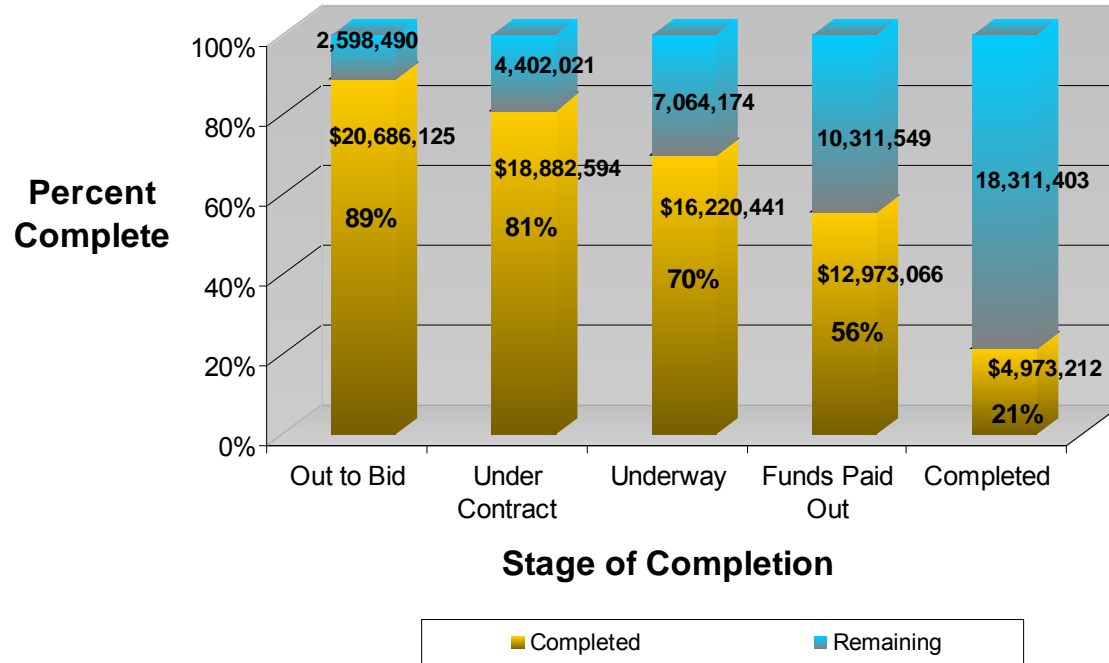
Date: 5/26/2011

Work being completed as part of the American Recovery and Reinvestment Act (ARRA) is well underway. As of April 30, 2011, LYNX has encumbered \$19,763,767 million, or 62.6% of the \$31.5 million awarded. A total of \$18,447,413 million, or 58.5%, of the work has been completed and paid out. Individual projects funded by ARRA include adding shelters throughout the service area, procuring hybrid buses for the LYMMO service and new Paratransit vehicles, along with upgrading our facilities to include brake testing, generators and a new paint booth at the LYNX Operations Center (LOC), among others.

The LOC Emergency Generators/Paint Booth/Building Upgrades project continues to progress well and remains ahead of schedule. Paint Booth panels and the Generators were delivered and are being installed. Bids for the upgrade of energy-efficient lighting project at LCS were received and the contract has been awarded. Bus passenger shelters are continuously being manufactured and installed. A complete list of projects and their individual status can be found on the Table below.

The table and chart below show, on a cumulative basis, the status and stage of completion of each specific ARRA project as of April 30, 2011. The stages of completion being reported include Out-to-Bid, Under Contract, Underway and Completed. Also included is the amount of ARRA funds paid out to date, number of jobs created/retained and the associated hours worked and payroll (see Table of LYNX' Project Status).

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





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



PROJECT	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Paid Out	Number of Projects Pul Out to BIM	Funds Associated with Projects Pul Out to BIM	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	373,792	44,026	1	872,770	1	437,132	1	437,132	-	-	40	2,400	33,824
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	63,340	48,356	1	225,523	1	384,670	1	384,670	-	-	-	-	-
Parking Lot Improvements - LOC	400,000	492,347	164,579	1	400,000	1	435,512	1	435,512	-	-	33	978	36,097
Elect/Mech Improvements	259,764	333,849	327,835	1	259,764	1	6,014	1	6,014	-	-	53	4,027	64,549
Bus Shelters (Counties & City)	7,857,651	5,400,768	4,199,992	1	7,857,650	1	7,857,621	1	5,400,768	-	-	470	35,878	887,043
Fare Payment System Upgrade	937,710	-	-	-	-	-	-	-	-	-	-	-	-	-
Bus Surveillance/Cameras	1,545,340	1,246,083	-	1	1,545,340	1	1,246,083	1	1,246,083	-	-	7	420	8,200
Kissimmee Transfer Ctr Design	200,000	-	-	1	200,000	1	200,000	-	-	-	-	-	-	-
Rosement Transfer Center	416,083	8,327	4,377	1	8,327	1	8,327	1	8,327	-	-	7	75	2,448
West Oaks Transfer Center	416,083	15,987	9,946	1	15,987	1	15,987	1	15,987	-	-	-	-	-
Sanford Transfer Center	416,083	12,156	5,299	1	12,156	1	12,156	1	12,156	-	-	-	-	-
Integrate CCTV System	449,000	-	-	-	-	-	-	-	-	-	-	-	-	-
LYMMO Buses	5,000,000	4,608,617	4,590,437	1	5,000,000	1	4,613,917	1	4,608,617	1	4,608,617	4	8,000	520,496
Circulator Vehicles	451,608	-	-	1	451,608	-	-	-	-	-	-	-	-	-
Paratransit Vehicles	3,220,000	3,286,208	3,213,175	1	3,220,000	1	3,286,208	1	3,286,208	-	-	58	32,160	459,800
Energy Eff Lighting Upgrade	125,000	10,272	448	1	125,000	1	10,272	1	10,272	-	-	10	36	1,683
Energy Eff/Sec Window Film	192,000	151,711	147,612	1	192,000	1	151,711	1	151,711	1	147,612	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	16,220,441	12,973,067	17	20,686,125	16	18,882,594	15	16,220,441	4	4,973,212	687	84,589	2,041,584
Urban Preventative Maint	4,890,000	2,852,500	2,852,500	1	4,890,000	1	2,852,500	1	2,852,500	-	-	118	155,359	3,346,919
Urban Cap Cost of Contracting	1,000,000	444,444	444,444	1	1,000,000	1	444,444	1	444,444	-	-	-	-	-
Project Administration	400,000	246,382	226,132	1	400,000	1	246,382	1	246,382	-	-	5	6,799	225,036
SUBTOTAL Urban Grant	29,574,615	19,763,767	16,496,143	20	26,976,125	19	22,425,919	18	19,763,767	4	4,973,212	810	246,748	5,613,539
*Rural Preventative Maint	534,468	-	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	-	-	-	-	-	-	-	-	55	91,946	1,951,270
TOTALS	31,525,885	19,763,767	18,447,413	20	26,976,125	19	22,425,919	18	19,763,767	4	4,973,212	865	338,694	7,564,809

Monthly Report D: Ridership Report

To: LYNX Board Of Directors

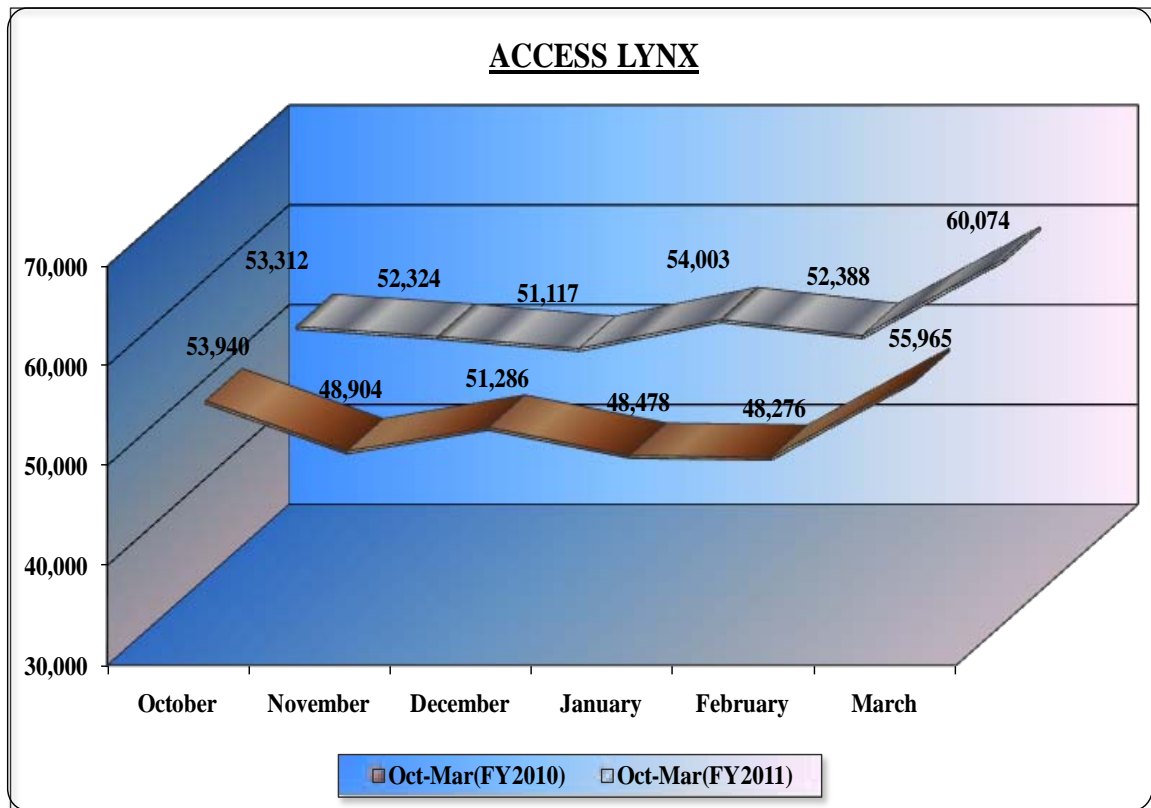
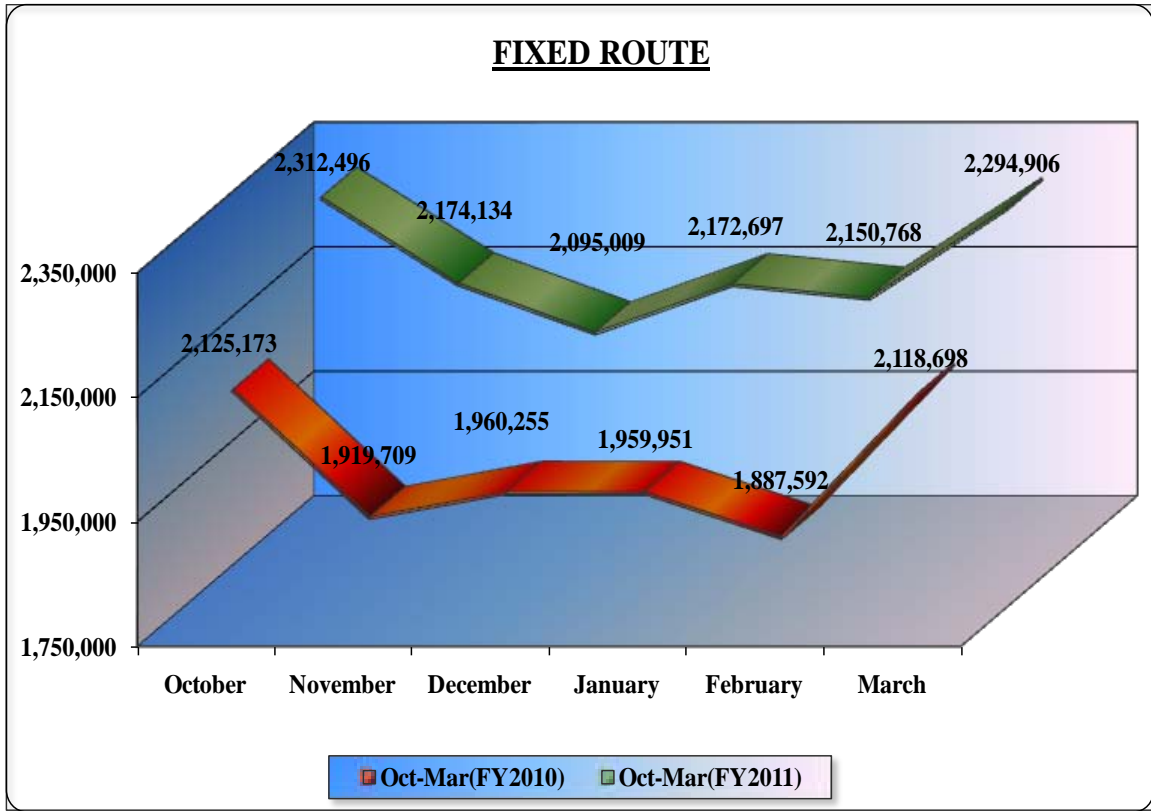
From: Edward Johnson
 CHIEF ADMINISTRATIVE OFFICER
 Rudolph Walter
 (Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Ridership Report for March & April 2011

Year to date (October - March) Final

<i>Service Mode</i>	<i>Oct-Mar(FY2010)</i>	<i>Oct-Mar(FY2011)</i>	<i>% Change</i>
LYMMO	571,494	525,174	-8.11%
Fixed Route	11,341,030	12,604,292	11.14%
Pick Up Line	58,854	70,544	19.86%
SUBTOTAL - FIXED ROUTE	11,971,378	13,200,010	10.26%
Special Shuttles	36,634	37,127	1.35%
ACCESS LYNX	306,849	323,218	5.33%
Van Pool	92,975	98,327	5.76%
SUBTOTAL - OTHER SERVICES	436,458	458,672	5.09%
TOTAL ALL SERVICES	12,407,836	13,658,682	10.08%



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>March-10</i>	<i>March-11</i>	<i>% Change</i>
LYMMO	Weekday	3,985	3,201	-19.67%
	Saturday	2,524	1,289	-48.92%
	Sunday	1,710	908	-46.94%
All Other Links	Weekday	73,038	79,646	9.05%
	Saturday	51,766	58,127	12.29%
	Sunday	27,668	33,712	21.84%
Total Fixed Route	Weekday	77,023	82,847	7.56%
	Saturday	54,290	59,416	9.44%
	Sunday	29,379	34,619	17.84%
ACCESS LYNX	Weekday	2,683	2,888	7.63%
	Saturday	1,172	1,240	5.80%
	Sunday	338	390	15.23%
Pick Up Line	Weekday	479	512	6.81%
	Saturday	270	276	2.41%
Van Pool	Weekday	721	773	7.19%
	Saturday	88	96	8.52%
	Sunday	96	91	-5.47%
TOTAL LYNX SERVICES	Weekday	80,907	87,021	7.56%
	Saturday	55,819	61,028	9.33%
	Sunday	29,813	35,100	17.73%

The following new links began service in April 2010:

Link 641 – Williamsburg PickUpLine

The following new links began service in December 2010:

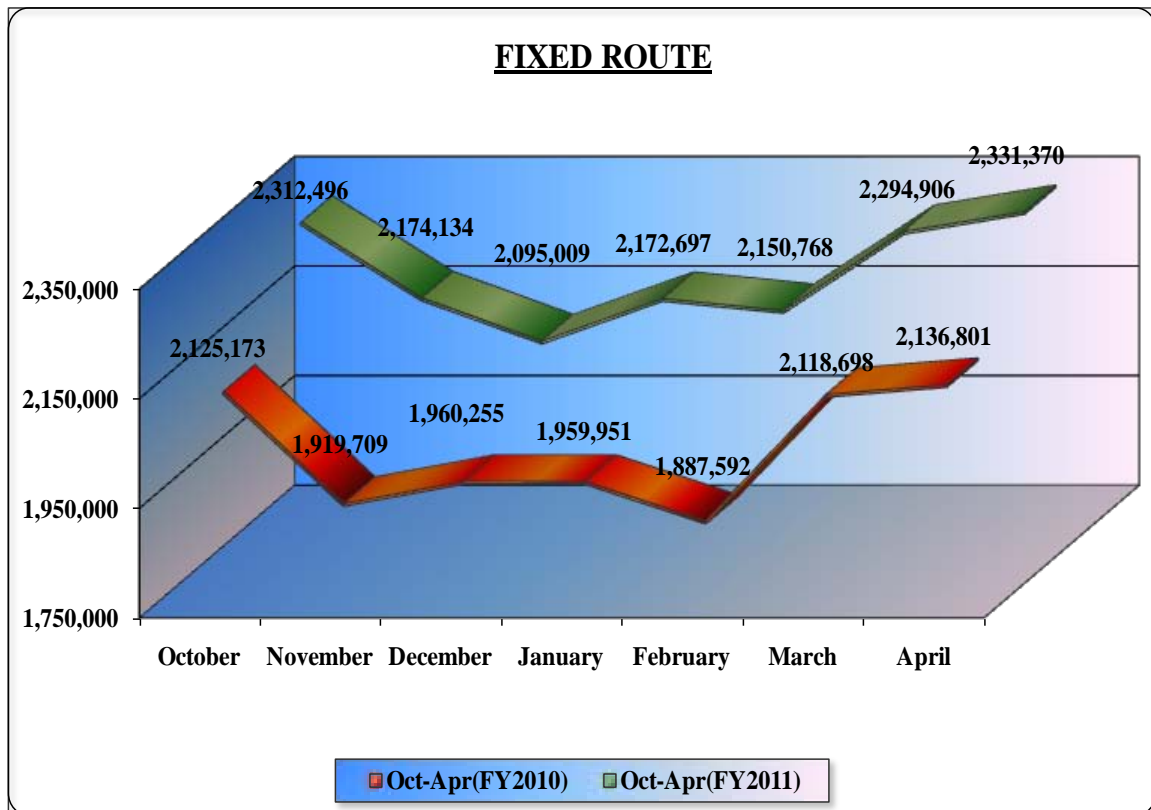
Link 613 – Pine Hills Pick Up Line

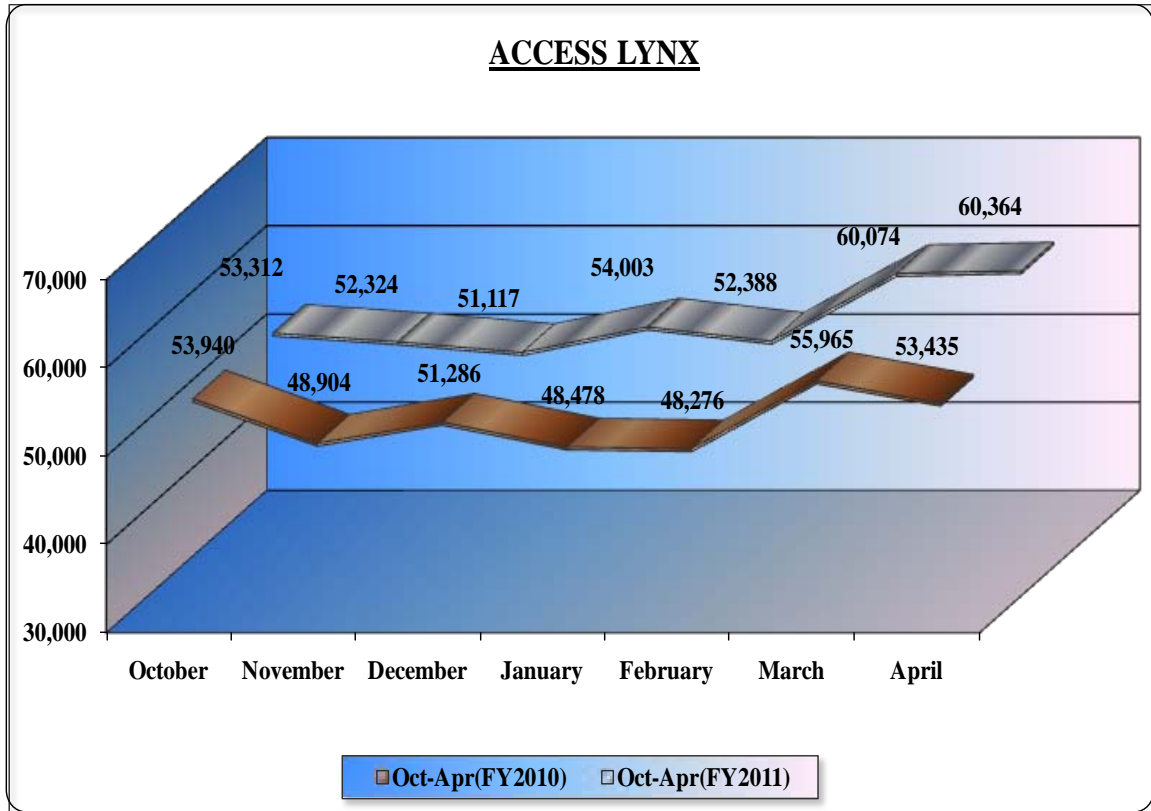
LYNX Monthly Ridership

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							525,174
Fixed Route	2,198,468	2,060,142	1,998,905	2,081,077	2,066,081	2,199,619							12,604,292
Pick Up Line	11,631	10,852	11,329	11,811	12,045	12,876							70,544
SUBTOTAL - FIXED ROUTE	2,312,496	2,174,134	2,095,009	2,172,697	2,150,768	2,294,906							13,200,010
Special Shuttles	13	7,370	8,696	21,048	-	-							37,127
ACCESS LYNX	53,312	52,324	51,117	54,003	52,388	60,074							323,218
Van Pool	16,444	15,598	14,658	17,138	15,906	18,583							98,327
SUBTOTAL - OTHER SERVICES	69,769	75,292	74,471	92,189	68,294	78,657							458,672
TOTAL ALL SERVICES	2,382,265	2,249,426	2,169,480	2,264,886	2,219,062	2,373,563							13,658,682
% 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%							-8.1%
Fixed Route	9.3%	12.9%	7.4%	12.4%	15.1%	10.1%							11.1%
Pick Up Line	30.9%	39.2%	20.3%	15.2%	15.8%	6.4%							19.9%
SUBTOTAL - FIXED ROUTE	8.8%	13.3%	6.9%	10.9%	13.9%	8.3%							10.3%
Special Shuttles	-80.0%	12.7%	4.8%	-2.7%	-100.0%	-100.0%							1.3%
ACCESS LYNX	-1.2%	7.0%	-0.3%	11.4%	8.5%	7.3%							5.3%
Van Pool	5.5%	8.3%	0.3%	9.4%	3.4%	7.3%							5.8%
SUBTOTAL - OTHER SERVICES	0.3%	7.8%	0.4%	7.5%	7.1%	7.3%							5.1%
TOTAL ALL SERVICES	8.5%	13.1%	6.6%	10.7%	13.7%	8.3%							10.1%
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	2,010,325	1,955,101	2,000,241	2,046,035	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	2,125,178	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	55,963	53,433	51,483	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 - April) Final

<i>Service Mode</i>	<i>Oct-Apr(FY2010)</i>	<i>Oct-Apr(FY2011)</i>	<i>% Change</i>
LYMMO	685,978	607,268	-11.47%
Fixed Route	13,351,356	14,840,982	11.16%
Pick Up Line	70,845	83,130	17.34%
SUBTOTAL - FIXED ROUTE	14,108,179	15,531,380	10.09%
Special Shuttles	36,676	37,178	1.37%
ACCESS LYNX	360,284	383,582	6.47%
Van Pool	109,100	115,493	5.86%
SUBTOTAL - OTHER SERVICES	506,060	536,253	5.97%
TOTAL ALL SERVICES	14,614,239	16,067,633	9.95%





Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>April-10</i>	<i>April-11</i>	<i>% Change</i>
LYMMO	Weekday	4,515	3,412	-24.43%
	Saturday	2,416	1,311	-45.71%
	Sunday	1,374	972	-29.24%
All Other Links	Weekday	76,528	85,633	11.90%
	Saturday	52,525	60,163	14.54%
	Sunday	29,152	34,396	17.99%
Total Fixed Route	Weekday	81,043	89,045	9.87%
	Saturday	54,941	61,474	11.89%
	Sunday	30,526	35,368	15.86%
ACCESS LYNX	Weekday	2,667	2,892	8.42%
	Saturday	1,215	1,251	2.94%
	Sunday	348	452	29.74%
Pick Up Line	Weekday	490	547	11.61%
	Saturday	320	331	3.52%
Van Pool	Weekday	700	774	10.62%
	Saturday	92	114	24.59%
	Sunday	90	98	8.94%
TOTAL LYNX SERVICES	Weekday	84,899	93,257	9.84%
	Saturday	56,567	63,170	11.67%
	Sunday	30,964	35,917	16.00%

The following new links began service in April 2010:

Link 641 – Williamsburg PickUpLine

The following new links began service in December 2010:

Link 613 – Pine Hills Pick Up Line

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						607,268
Fixed Route	2,198,468	2,060,142	1,998,905	2,081,077	2,066,081	2,199,619	2,236,690						14,840,982
Pick Up Line	11,631	10,852	11,329	11,811	12,045	12,876	12,586						83,130
SUBTOTAL - FIXED ROUTE	2,312,496	2,174,134	2,095,009	2,172,697	2,150,768	2,294,906	2,331,370						15,531,380
Special Shuttles	13	7,370	8,696	21,048	-	-	51						37,178
ACCESS LYNX	53,312	52,324	51,117	54,003	52,388	60,074	60,364						383,582
Van Pool	16,444	15,598	14,658	17,138	15,906	18,527	17,222						115,493
SUBTOTAL - OTHER SERVICES	69,769	75,292	74,471	92,189	68,294	78,601	77,637						536,253
TOTAL ALL SERVICES	2,382,265	2,249,426	2,169,480	2,264,886	2,219,062	2,373,507	2,409,007						16,067,633
% 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%						-11.5%
Fixed Route	9.3%	12.9%	7.4%	12.4%	15.1%	10.1%	11.3%						11.2%
Pick Up Line	30.9%	39.2%	20.3%	15.2%	15.8%	6.4%	5.0%						17.3%
SUBTOTAL - FIXED ROUTE	8.8%	13.3%	6.9%	10.9%	13.9%	8.3%	9.1%						10.1%
Special Shuttles	-80.0%	12.7%	4.8%	-2.7%	-100.0%	-100.0%	21.4%						1.4%
ACCESS LYNX	-1.2%	7.0%	-0.3%	11.4%	8.5%	7.3%	13.0%						6.5%
Van Pool	5.5%	8.3%	0.3%	9.4%	3.4%	6.9%	6.8%						5.9%
SUBTOTAL - OTHER SERVICES	0.3%	7.8%	0.4%	7.5%	7.1%	7.2%	11.5%						6.0%
TOTAL ALL SERVICES	8.5%	13.1%	6.6%	10.7%	13.7%	8.3%	9.2%						9.9%
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 E: Planning and Development Report

To: LYNX Board Of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
Rudolph Walter
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Planning and Development Report

Intelligent Transportation Systems (ITS)

Work is underway to document the current state of ITS at LYNX and to begin to set the five, ten, fifteen, and twenty year goals for ITS investments. The plan will include planning for new investments and plans for updating or replacing existing technology at the end of its useful life.

MORETMCC

LYNX has completed system testing and is working with the vendor on issues that have been identified. These minor program issues are being resolved and will undergo final acceptance testing. A group of test customers have been identified from existing customers who have utilized the electronic trip request form on the LYNX website. These customers will be requested to volunteer to try the new internet reservation software and given step-by-step user manuals. Their experience will assist staff in designing the full roll-out to all ACCESSLYNX customers.

Shelters

LYNX continues the installation of shelters under both the Fiscal Year and ARRA funded budgets.

By the end of May approximately 130 City of Orlando ARRA shelters will be constructed with the remaining 20 shelters either in permitting or under construction. An additional 50 fiscal year funded shelters are targeted to be completed by September 2011.

The construction of the 50 ARRA funded shelters in Orange County is underway initially on the two major corridors of Hiawassee and OBT.

In Seminole County, ARRA funded shelters are in the process of design, permitting and construction along US 17-92, Airport Blvd, SR 434 in Longwood. Fiscal year funded shelters are in the process of installation in Winter Springs.

ARRA funded shelter installations are complete in Osceola County. Design is beginning for improvements to the Poinciana Wal-Mart facility to ensure that there are adequate facilities for transfers between fixed route and pick-up line service.

Roadway Review

LYNX staff has been working closely with FDOT and local jurisdictions regarding various planned roadway projects. The following projects are currently being reviewed and/or involving LYNX coordination:

US 192/SR 500 widening from 4 lanes to 6 lanes - St. Cloud - Final plans impact Link 10 along Grape Avenue which serves the Osceola County Health Department. After construction, Link 10 will be unable to make left hand turns from Grape Avenue to east bound US 192. Service Planning staff will be coordinating route changes with FDOT when construction is moved forward.

SR 50/East Colonial widening from 4 lanes to 6 lanes - from Old Cheney Highway to Alafaya Trail - Orange County - LYNX staff provided proposed bus stop locations and consolidation where appropriate to provide for improved pedestrian accessibility and mobility. LYNX also recommended that street lighting be considered for this section of the roadway since there have been a high number of bike and pedestrian crashes along this section of SR 50.

SR 500/US 441 Orange Blossom Trail from Land Street to Oak Ridge Blvd - Orange County - LYNX staff met with FDOT project managers and Orange County Traffic Engineering to discuss this roadway safety project which will replace center bi-directional turn lanes with landscaped and concrete medians. LYNX provided the developer of the proposed WalMart site located between Oak Ridge and Wakula on OBT with dimensions for a bus pull out bay to support the WalMart. LYNX requested a bus bay that could accommodate a 60' articulated bus. Other issues addressed the location of LYNX shelters and any potential bus stop relocation needs.

SR 15 (US 17/92) from Shepard Rd. To Lake Mary Blvd – LYNX staff reviewed road widening plans and provided comments addressing revised bus stop locations and ADA accessible bus stop pads at LYNX stops within the corridor.

OBT/US 441, Osceola County - PD&E Study - LYNX staff attended a public hearing on May 10 at the Kissimmee Civic Center regarding proposed improvements to OBT/US 441 in from US 192 to Country Boulevard. LYNX has been coordinating with FDOT' consultants regarding the potential for bus pull out bays and queue jump lanes to improve transit efficiency along the corridor.

SR 600/US 17/92 (John Young Parkway) - Public Information Meeting - Osceola County - LYNX staff will be attending a public information meeting for planned widening of John Young Parkway from Portage Street to Vine Street from 4 lanes to 6 lanes.

Geography Network

Information about bicycle and pedestrian facilities for Orlando metro area was added to LYNX Map and LYNX Map for Planners applications. Data was provided by Orlando METROPLAN and FDOT District 7 and will be hosted as GIS service at LYNX' GIS web server. DOT and METROPLAN staff will be responsible for periodical data updates and the mapping applications will be added to their public websites.

GIS

LYNX GIS staff presented on two projects – *“Implementation of Transit Boarding Estimation and Simulation Tool”* and the expansion of the pilot program for *“Structures Layers Data Stewardship”* at ESRI's South-East Regional Users group.

Studies

Long Range Strategic Master Plan - 2030 Paw Print Study - LYNX and Tindale Oliver & Associates are finalizing mode recommendations for the transit corridors identified in the Study. Several public meetings as well as meetings with local jurisdictions and METROPLAN Orlando are planned for May and June to discuss the findings of the study and determine final recommendations regarding the 2030 Paw Print (Long Range Strategic Master Plan).

LYMMO Expansion AA Study & TIGER II Parramore BRT Projects - LYNX staff along with the City of Orlando and their consultant team PB America recently completed the East/West LYMMO Corridor AA Report for transmittal to FTA. Coordination continues between LYNX, the City and FTA regarding the TIGER II Parramore BRT Project. Completion of the overall system wide AA for the LYMMO Study North and South alternatives is expected in September 2011.

LYNX & Osceola County AA Project – LYNX and Osceola County were successful in securing an \$800,000 grant to conduct an Alternatives Analysis along the US 192 Corridor. LYNX and County Staff are negotiating an interlocal agreement that identifies the project management and financial commitments to conduct the study. This agreement should come back to the LYNX Board in July for ratification.

Monthly Report F: Communications Report

To: LYNX Board Of Directors

From: **Edward Johnson**
CHIEF ADMINISTRATIVE OFFICER
Maria Colon
(Technical Contact)
William Fay
(Technical Contact)
Matthew Friedman
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Communications Report

Date: 5/26/2011

March – April 2011

March 3...Orlando Business Journal inquiry on the Kissimmee Intermodal Center.

March 3...WFTV-TV/Channel 9 called about Rep. Mica Miami Intermodal Center event.

March 6...Orlando Sentinel editorial mention on dedicated funding option.

March 7...WESH-TV/Channel 2 ride with Road Rangers providing gas as prices rise.

March 8...Orlando Sentinel interview with John Lewis on story how a federal funding cut would impact LYNX.

March 10...Orlando Sentinel mention on women hit by car running for bus.

March 15...Sent release on LYMMO study.

March 18...Sent local Roadeo press release.

March 22...Orlando Sentinel blurb on public service bus.

March 23...Central Florida News 13-TV took video of VIPR event.

March 24...Sent press release for Osceola Satellite Facility grand opening.

March 29...Sent press release for March/April time change.

March 30...Sent press release for Osceola County ID processing.

March 31...Orlando Business Journal Executive Profile interview with John Lewis.

April 4...Sent press release for Public Service Bus unveiling.

April 6...WESH-TV/Channel 2 and WOFL-TV/FOX 35 interview with John Lewis about preliminary 2012 budget.

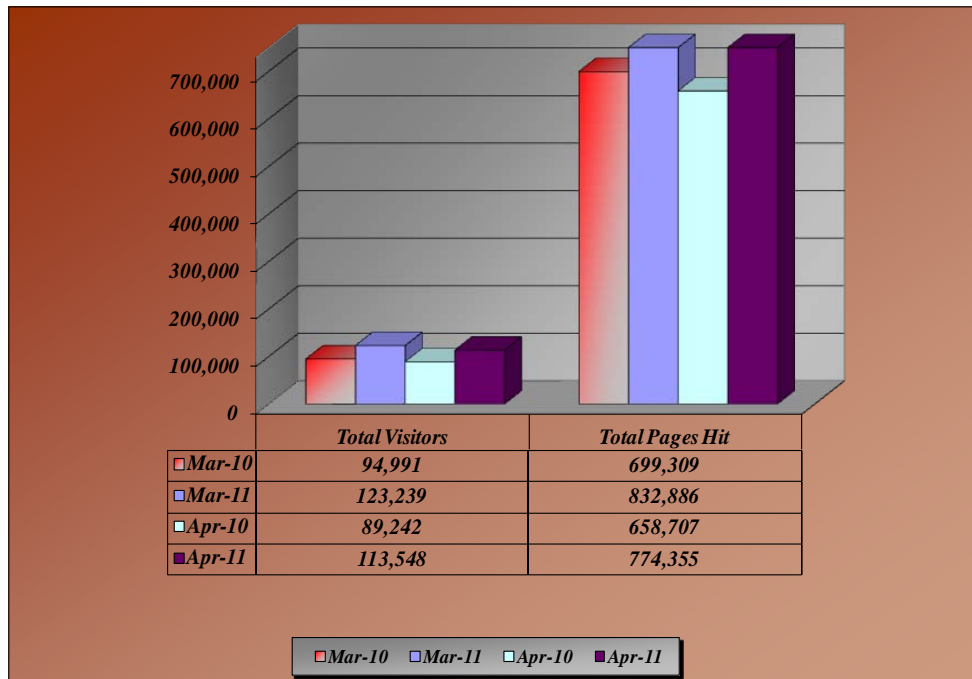
April 6...WFTV-TV/Channel 9 called requesting information on the preliminary budget discussion for the Board of Directors Meeting.

April 7... WKMG-TV/Channel 6 and WOFL-TV/FOX 35 interview with John Lewis about preliminary 2012 budget.

April 7...Central Florida News 13 story on preliminary budget.

April 7... WESH-TV/Channel 2 story on LYNX ID policy.

- April 7...Sent press release for April service efficiencies.
- April 7...Sent press release for Seminole County ID processing.
- April 8...Orlando Business Journal mention on April service efficiencies.
- April 10...Orlando Sentinel mention on Osceola Satellite Facility opening.
- April 12...Orlando Business Journal interviewed John Lewis for story on Parramore BRT.
- April 17...Orlando Sentinel Letter to the Editor mention of LYMMO study.
- April 18...Sent press release for winning maintenance winning the 2011 State Roadeo.
- April 18...Orlando Sentinel, WESH-TV/Channel 2, WFTV-TV/Channel 9, Central Florida News 13 and WOFL-TV/FOX 35 called regarding Link 26 accident (not our fault).
- April 22...Orlando Business Journal Executive Profile on John Lewis.
- April 22...Orlando Business Journal story on LYMMO expansion project.
- April 28...Orlando Sentinel call regarding planning/communications contract.
- April 29...Sent press release about May BOD meeting time change.



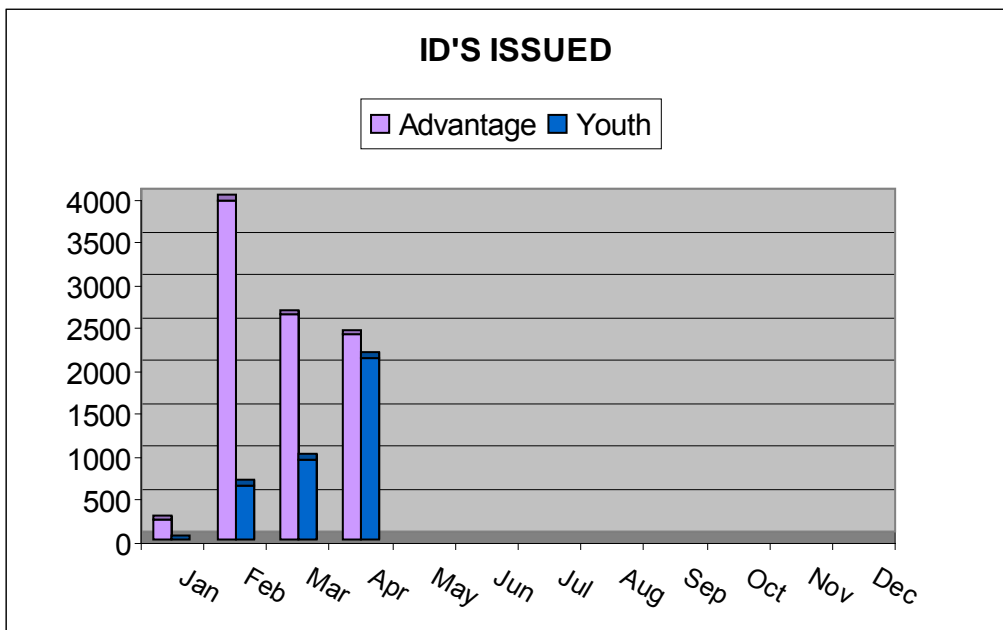
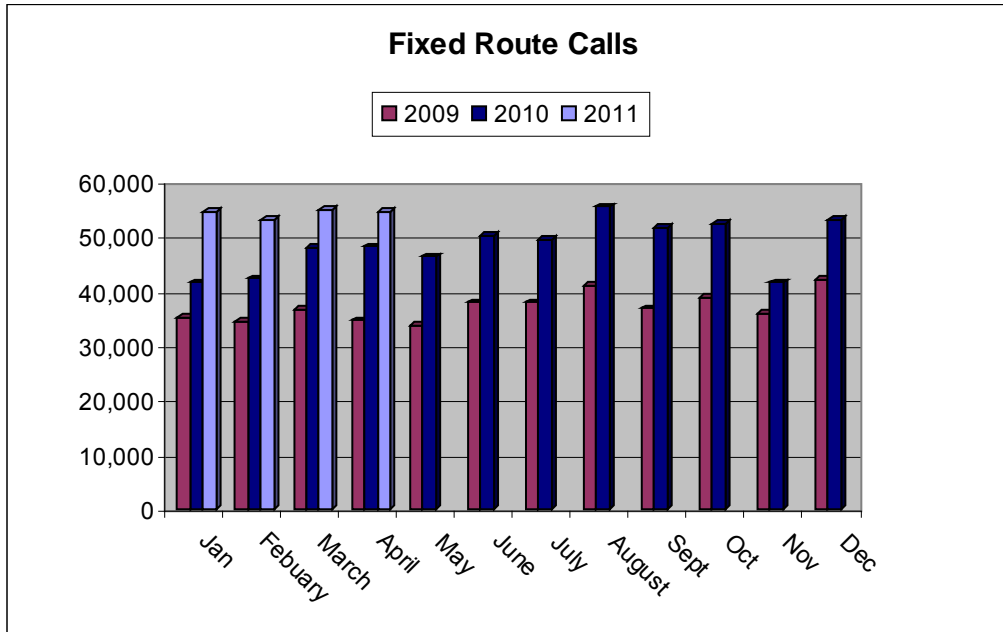
The number of visitors to the website in March jumped 29.7 percent over 2010 and pages hit that month went up 19.1 percent. A similar increase happened in April when 27.2 percent more visitors came to the site than in 2010, requesting 17.5 percent more pages.

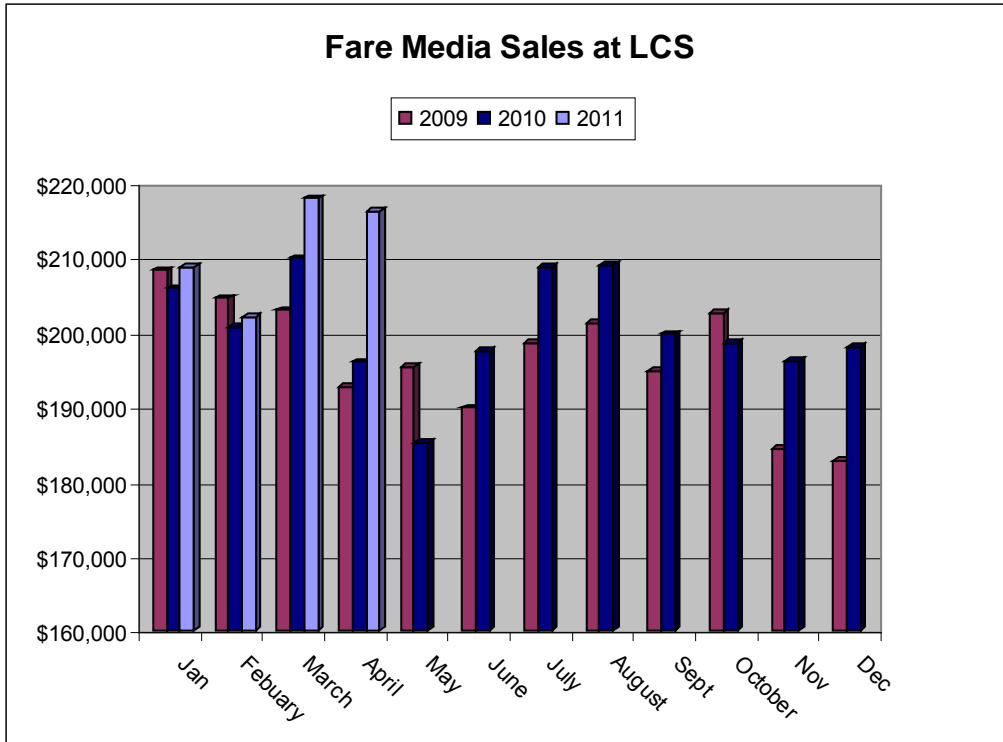
VANPOOL PROGRAM

LYNX Vanpool Program had a total of 512 participants for February and 513 for March. The agency had 67 vans in service in February and 66 vans in service in March.

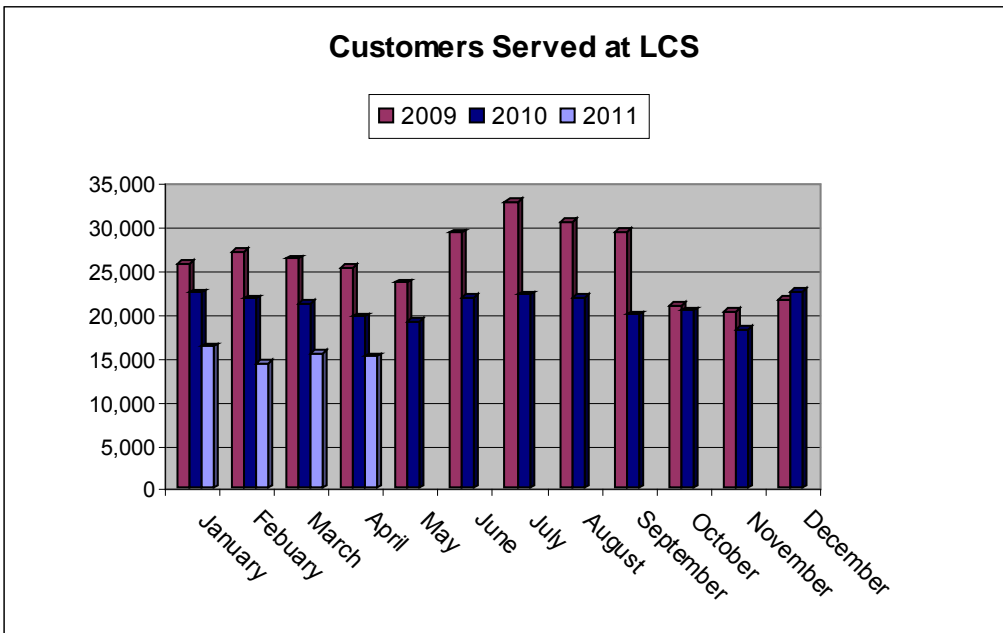
There are 3 agencies with pending vanpool interest. Those include the Veterans Affairs; FCC Coleman and NAVAIR.

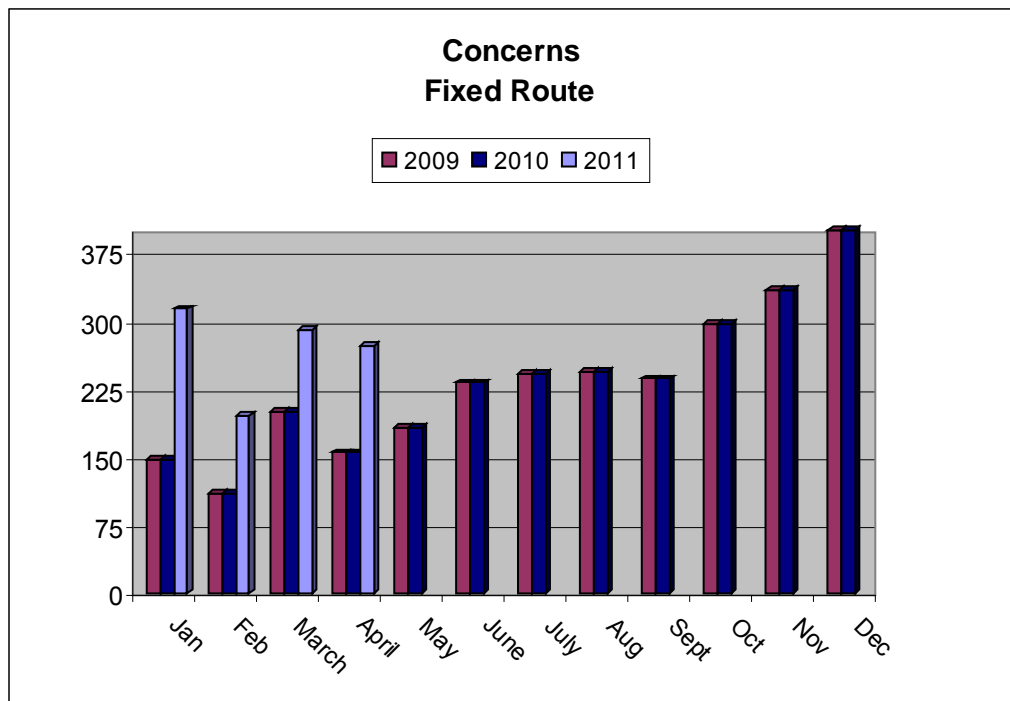
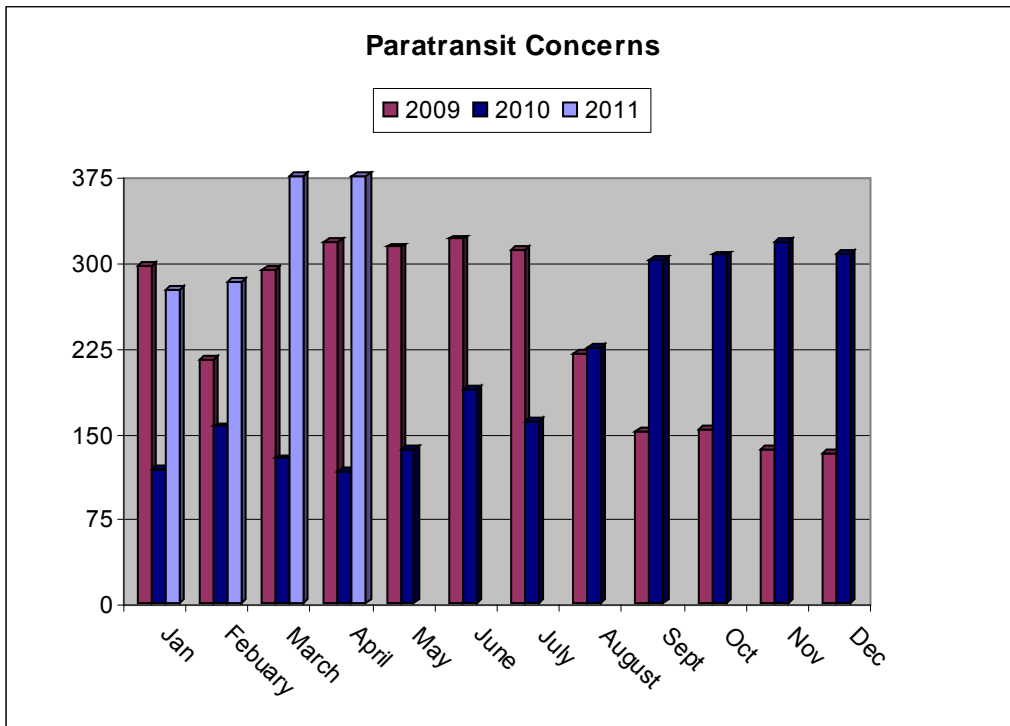
Customer Service

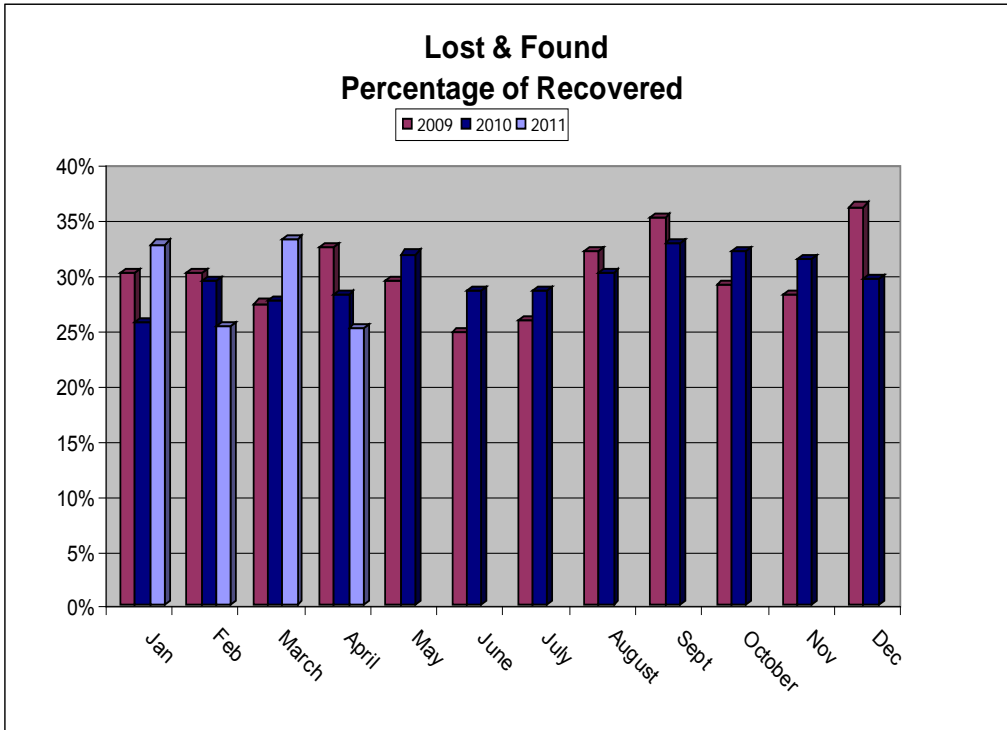




- In January Advantage 30-Day Pass sales was double that of Regular 30-Day Pass.
- In April pass sales for Advantage and Regular are equal.







Monthly Report G: Government Relations Report

To:	LYNX Board Of Directors
From:	James McLawhorn CHIEF GOVT AFFAIRS OFFICER James McLawhorn (Technical Contact)
Phone:	407.841.2279 ext: 6064
Item Name:	Government Relations Report
Date:	5/26/2011

STATE

Transportation Trust Funds should not be used for general revenue purposes.

Oppose all diversions of state transportation tax dollars to general revenue that finance other government functions. Diverting these transportation tax dollars away from the established State Transportation Trust Fund represents a breaking of the political and business and substantially reduces the monies allocated for all transportation uses.

In what was the most difficult budget year in recent Florida history, the legislature passed a nearly-\$70 Billion general appropriations act with a mandate to not raise a single tax or fee. Without the aid of federal stimulus dollars that have propped-up the budget for the last 3 fiscal years, the House and Senate budget writers had little choice but to continue to unfortunate practice of sweeping trust funds.

As has become the norm in recent years, the House initially proposed sweeping nearly \$500 Million from the State Transportation Trust Fund (STTF) while the Senate proposed sweeping very little in their initial budget. When the two chambers finally came to an agreement on allocations and the members convened for the Budget Conference, our team worked diligently with the staff and members of the Transportation and Economic Development budget conference (Senator Don Gaetz and Representative Mike Horner) and the overall budget chairs (Representative Denise Grimsley and Senator JD Alexander) along with the Speaker and the President to minimize the impact of the STTF sweep. The final amount of the sweep, roughly \$150 million, is \$150 million too much considering the critical importance of the trust fund. But it is a far cry from the amount initially proposed by the House.

Unfortunately, this fight looks to be an annual occurrence until the economy rebounds in such a way that trust fund sweeps are no longer seen as a necessity from our legislature to avoid the raising of taxes and/or fees.

Oppose changing the Non-Emergency Transportation (NET) in Medicaid Reform

Removing Medicaid trips, which total over 275,000 trips annually, from the coordinated contract will result in an additional annual operating cost of \$8,224,360. This additional cost would be a direct result of the federally mandated ADA required trips, which cost an average of \$30.00, not being offset by the revenue produced by Medicaid trips.

Such changes may reduce the State budget, but would increase locally funded costs.

Among the major priorities passed by the Florida Legislature, none was bigger than the overhaul of the State's \$22 billion Medicaid program (almost one-third of the overall state budget).

From the outset of the reform discussions (largely focused on a shift towards managed care) LYNX team worked with both the House and Senate to explain the importance of "carving out" the use of the existing statewide coordinated transportation network for non-emergency Medicaid transportation. We argued that the Commission for the Transportation Disadvantaged (CTD) has been practicing managed care successfully for many years. Even providing data that the CTD has consistently survived budget cuts and annually serves more riders with less money; exactly the type of model that the State should be trying to emulate, not get rid of.

Ultimately as the House and Senate each released their reform proposals, we were successful with obtaining a carve-out for the CTD within the House bill, but not the Senate bill. From there, we focused our efforts on partnering with the lead House negotiator on the measure, Representative Rob Schenck. Early on, he committed to us that he believed in our message and was committed to keeping it in the final bill if at all possible. However, he was forthright in saying that he "wouldn't kill the whole bill" over our language, but that he, "was persuaded by the facts and figures" that we shared.

Negotiations went on throughout session, and because an official conference committee was not called on the matter, the vast majority of the negotiating meetings took place behind closed doors with the final "deal" being released only on the second-to-last day of session. Unfortunately, when that final deal was released it did not include the CTD language. Immediately upon seeing that it had been taken out, we met with Representative Schenck who indicated that the Senate "held the line" on their intention to have no carve-outs in the reform package.

Even with the passage of the Medicaid reform bill, much uncertainty remains given that federal approval is needed for many of the changes sought. So, it is safe to assume that there will be some glitch-fixes needed in the 2012 session. Our best advice is that we should consider redoubling our efforts during the interim period to make our case to the Senate about the importance of operating NET through a single statewide coordinated system (under the CTD) with the hope making the legislative fix next session.

Higher Education Student Transportation Fees

Supports legislation that would authorize community college Board of Trustees to establish a transportation access fee. Currently only Universities may access a transportation fee for enrolled students. Revenue from the transportation access fee could be used only for the provision or improvement of transportation access to the community college for enrolled students.

Senator Steve Oelrich (R-Gainesville) filed legislation at the start of the 2011 session which would have allowed any community college board of trustees to institute a “transportation access fee” not to exceed \$6 per credit hour. The fee would be subject to student referendum initially and then again every 5 years for reauthorization. LYNX strongly supported this version of the bill and worked with the sponsor and the membership of the Senate to keep it in this form.

Unfortunately, at the first committee stop, after receiving some pushback from committee members and leadership, Senator Oelrich amended the bill to only apply to Santa Fe Community College in Alachua County as a pilot program. The bill passed through three of its four committee references in the Senate, but this version died during the Budget.

However, the Santa Fe-specific language did resurrect at the last in the Higher Education conforming bill (SB 2150) which passed the House and Senate in the early morning hours on Saturday.

Assuming the fee is successfully implemented, it sets a good precedent for efforts next session to expand it to either all community colleges, or to those specifically within the LYNX service area.

Support a new \$2 Local Option Rental Car Surtax for Transit programs.

Support an additional \$2 Local Option Rental Car Surtax which would remain within the county of origin and that would be approved by majority vote of governing body to fund local roads, bike and transportation projects. The surcharge may only be applied to the first 30 days of any lease or rental and would not apply to the lease or rental of a motor vehicle by a person who owns a vehicle in need of maintenance or repair.

As a result of the 2010 general election, Tallahassee currently consists of veto-proof Republican supermajorities in both the House and Senate,

In the first session following the election, and considering the anti-tax/anti-fee rhetoric on which many ran their campaigns, the raising of either was highly unlikely from the outset. If a measure looked like or appeared to be a tax or fee increase, it was dead on arrival in both chambers of the legislature.

The \$2 Local Option Rental Car Surcharge, while discussed generally, never got off the ground in 2011 and is probably a long-shot in 2012. However, assuming Sunrail is given the final necessary approval by Governor Scott in the near future, and the clock begins to tick on the 7-

year operating agreement with the FDOT, this discussion of a dedicated funding source for transportation priorities for local governments will have to occur.

Include RTA's in the definition of Critical Infrastructure Facilities

Support placing multi-jurisdictional RTA's into the definition of Critical infrastructure - in keeping with TSA "see something, say something".

Currently, Electrical Grids, Oil and Gas Production and Storage, Water Supply, First Response Emergency Services, Banking, and Finance, Telecommunication systems, and Government Services are included in the definition that allows certified class "G" licensed security officers that carry firearms to stop intruders, respond to acts of violence or perimeter breaches to temporarily detain and determine the identity of persons under suspicious circumstances on the property of a critical infrastructure facility.

This LYNX priority was a small part of the overall critical infrastructure effort so to have a "stand alone" bill was not a feasible strategy. It was decided that at an appropriate time we would amend our language on to another moving bill.

We were successful with this in the Senate, but the House bill was never heard in committee. Rep. Rouson from St. Pete is a good member, but his status as a member of the minority party made passage of his bill a challenge.

Efforts were made to amend our language onto SB 1916 but because the Dept of Agriculture was resisting ALL amendments, senator Latvala chose at the last minute not to seek the amendment.

In the final day of the session, we had an amendment sponsor (Latvala), a bill sponsor willing to take the amendment (Detert), and a willing house companion sponsor (Crisafulli). In addition we had spoken to house leadership on both sides about the amendment (should it come over in messages) to avoid the raising of a "point of order." However, as the clock ticked down and bills began to die it became evident that the Department was going to fight any amendment to their package and reluctantly Senator Latvala withdrew his amendment in order to keep from killing the bill.

FEDERAL

Congress was not in session for the last two weeks of April.

Prior to adjourning, Congress completed the FY2011 appropriations process and the House began working on the FY2012 budget. The House and Senate reconvened on May 2. Both chambers are working on completing the FY2012 budget resolution and beginning to work on the FY2012 appropriations bills this month.

The House Transportation and Infrastructure Committee will also be working on drafting the surface transportation reauthorization bill.

SAFETEA-LU Reauthorization Bill

On May 3, LYNX representatives met both with Congressman Mica's Transportation and Infrastructure Committee staff, and with the staff of Congressman Jeff Denham. Congressman Denham is the Chair of the Subcommittee on Economic Development, Public Buildings, and Emergency Management, one of the subcommittees of the House Transportation and Infrastructure Committee.

Chairman Mica plans to release his draft bill by the end of May. He wants the bill to be all the way through Congress and signed into law before the end of the fiscal year on September 30, 2011.

According to Congressman Denham's staff, the total cost of the bill will be in the range of \$200 billion. This is a significant reduction from the last bill. Chairman Mica has indicated that he wants the bill to run for five years. That means that there would be roughly \$40 billion a year to spend. Again, that is far less than the current highway and transit programs combined get.

Due to the lack of money, Chairman Mica and the whole committee will be receptive to new ideas and programs. Any suggestion of a program that will stretch dollars will be well received.

FY2011 Appropriations

In April, Congress completed the Fiscal Year 2011 budget. The FY2011 Department of Defense and Full-Year Continuing Appropriations Act provides funding for the entire federal government for the remainder of the fiscal year which ends September 30, 2011.

The House passed the FY2011 bill on April 14 by a vote of 260 to 167. Representatives Webster and Posey voted for the bill. Representatives Brown and Adams voted against the bill.

The Senate also passed the bill on April 14 by a vote of 81 to 19. Senator Nelson voted for the bill. Senator Rubio voted against the bill because he did not feel that the bill cut federal spending enough to adequately address the growing national debt. The President signed the bill into law on April 15 as Public Law 112-10.

Overall, the final FY2011 continuing resolution (CR) includes a total of \$1.049 trillion in funding, nearly \$40 billion reduction from last year's (fiscal year 2010) levels. This includes nearly \$28 billion in additional new spending cuts.

Highlighted below a number of provisions in the final FY2011 bill of interest to LYNX:

In general, the bill provides \$68 billion for Transportation Department programs, including \$13.8 billion in discretionary budget authority and \$54.2 billion in obligation limitations.

Of that amount, \$10 billion is appropriated for the Federal Transit Administration (FTA), \$710 million less than the FY2010 level and \$779 million less than requested by the Obama Administration for FY2011.

FTA Formula Grants: The bill appropriates \$8.34 billion for transit formula grants, which is the same level as FY2010.

FTA Capital Improvement Grants: The bill provides \$1.6 billion for FTA's Capital Improvement Grants program (New Starts and Small Starts). The bill provides FY2011 is \$1.6 billion, which is \$400 million less than FY2010.

TIGGER Grants: The bill provides \$50 million for FTA energy efficiency grants to help transit agencies test innovative ways to reduce their energy consumption and greenhouse gas emissions. The program was funded at \$75 million in FY2010.

High Speed Rail: The bill provides no funds for high speed rail projects, which received \$2.5 billion in FY2010. The Obama Administration had requested \$1 billion for high speed rail in FY2011.

In addition to the cut, the bill rescinds \$400 million of FY2010 funds. The \$400 million that is being rescinded for high speed rail will prevent the USDOT from being able to redistribute all the funds that Florida turned back from its high speed rail project. However, the Federal Rail Administration (FRA) still retains \$2.1 billion of FY2010 high speed rail funds to distribute.

The State of Illinois has been awarded \$186 million in federal high-speed rail funding that Florida turned down earlier this year. The money will go toward track and signal improvements on a 110-mph rail line between Chicago and St. Louis, said Gov. Pat Quinn and U.S. Sens. Dick Durbin (D) and Mark Kirk (R) of Illinois.

The U.S. Department of Transportation rejected two other Illinois projects for the money. One was an \$806.8 million application for new cars and locomotives and the other would have gone toward a new station.

The Transportation Department has so far awarded \$400 million of the \$2.4 billion turned down by Florida. Illinois has received more than \$1.4 billion in federal high-speed rail funding

TIGER Grants: The bill provides \$528 million in new funding for the Transportation Investment Generating Economic Recovery (TIGER) grant program. The total is \$72 million less than the FY2010 level. H.R. 1 would have eliminated all funding for the program and would have rescinded any unobligated balances from FY2010.

DHS Rail and Public Transportation Security Grant Program: The bill provides \$250 million for the Department of Homeland Security's Rail and Public Transportation Security Grant program. The program was funded at \$300 million in FY2010.

Highway Programs: There were also rescissions to federal highway programs. While the majority of programs funded by the Highway Trust Fund remain at FY2010 levels, the bill rescinds \$2.5 billion in unobligated balances of highway formula contract authority held by states and rescinds \$630 million in "orphan earmarks" -- highway earmarks from the 1998 TEA-21 transportation authorization law and earlier authorization laws for which at least 90 percent of the amount provided remains unspent.

Over the next several weeks all federal agencies, including USDOT and DHS, will be figuring out the spending levels for individual programs and will begin releasing information about specific program funding levels, formula grant distributions, and discretionary grant announcements. We will forward any relevant agency announcements to LYNX as they become available.

FY2012 Budget

In April, Congress also began working on the FY2012 budget process. On April 5, the House Budget Committee Chairman, Congressman Ryan from Wisconsin, released his budget blueprint for FY2012. Under his proposed budget resolution (H.Con.Res. 34), the federal government would cut spending by \$6.2 trillion over the next 10 years and would reduce the deficit by \$4.4 trillion.

In general, Chairman Ryan's budget proposal calls for significant and controversial changes to Medicare and Medicaid, overhauling the tax code, and reducing the overall size and scope of the federal government. The House budget resolution calls for substantial spending cuts and would reduce non-security discretionary spending to 2008 levels and freeze it there for five years.

The full House passed the FY2012 budget resolution on April 15 before adjourning for the two-week Easter recess. The resolution was passed largely along party lines by a vote of 235 to 193. All Democrats and four House Republicans voted against the House budget resolution.

The House budget resolution is not expected to pass the Senate.

The Senate will be proposing its own budget resolution in early May. Once both chambers have passed their versions of the budget resolution, they will try to reconcile the two versions.

The budget resolution sets the framework for Congress on spending and taxes for the fiscal year but does not have the force of law. By law, the Budget Resolution must be completed by April 15 each year. However there is no penalty if that deadline is missed – it often is and was again this year. Reaching a final deal on a budget resolution will be very difficult this year.

Below are a few highlights of the House-passed FY2012 budget resolution (H.Con.Res. 34) of interest to LYNX:

Transportation Programs: The budget resolution aims to return discretionary federal transportation spending to 2008 levels. Discretionary budget authority in FY2012 would be \$23.8 billion, with total outlays of \$80.2 billion. (For certain transportation programs, budget

authority is set through authorization acts and is considered mandatory, while the actual outlays of those funds is considered discretionary.)

The House Budget resolution would initially call for funding levels to decrease, then slightly increase over a 10-year period, reaching \$26.4 billion in discretionary budget authority and \$74.4 billion in outlays by FY2021.

New Starts/Small Starts Programs: The House Budget Resolution calls for terminating the New Starts and Small Starts Programs within the USDOT. The reasoning behind the termination of these programs is explained in the accompanying House Budget Committee report as follows: "The benefits of these mass transit projects are local, not national. They should be funded at the local level."

High Speed Rail: The House Republican Budget Resolution would eliminate federal subsidies for high speed rail projects. The House Budget Committee report states that "large, endless subsidies" for high speed rail projects and any new intercity rail projects is infeasible given the federal government's fiscal challenges and should be eliminated.

Surface Transportation Authorization Legislation: The House Republican Budget Resolution would restrict overall spending available to the House Transportation and Infrastructure committee for a surface transportation authorization bill. The bill assumes that a multi-year authorization bill would need to be funded with existing trust fund revenues or general revenue increases that would need to be offset by cuts in other domestic programs. The resolution does not provide the "reserve clause" included in prior year budget resolutions, which permitted authorization increases if Congress increased dedicated revenues to the Highway Trust Fund (e.g. revenues from a gas tax increase).

Earmarks: The House Republican Budget Resolution would continue the FY2011 earmark ban in FY2012.

Monthly Report H: Employee Travel Report

To: LYNX Board Of Directors

From: John Lewis
 CHIEF EXECUTIVE OFFICER
Deborah Henderson
 (Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Employee Travel Report
Monthly Employee Travel - May 2011

Date: 5/26/2011

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Mira Bourova Administration	Jacksonville, FL	ESRI Southeast Regional Users Group	05/01/11 - 05/04/11	0	0
Desna Hunte Administration	Atlanta, GA	Training Course - DBE	05/02/11 – 05/05/11	919	919
Lorna Hall Finance	Philadelphia, PA	To attend the 2011 Fundamentals of Grants Management Workshops	05/06/11 - 05/12/11	979	979
Danson Davidson Operations	Memphis, TN	To attend the APTA International Rodeo on the Florida Championship Team- expenses paid by FPTA	05/20/11 - 05/25/11	2,106	0
Bhupal Hariprashad Operations	Memphis, TN	To attend the APTA International Rodeo on the Florida Championship Team- expenses paid by FPTA	05/20/11 - 05/25/11	2,106	0
Harryram Mootoo Operations	Memphis, TN	To attend the APTA International Rodeo on the Florida Championship Team- expenses paid by FPTA	05/20/11 - 05/25/11	2,106	0

LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Glen Chowtee Operations	Memphis, TN	To attend the APTA International Roadeo coaching the Florida Championship Team-expenses paid by FPTA	05/20/11 - 05/25/11	1,926	0
Pablo Perez-Ortega Operations	Memphis, TN	To attend the APTA International Roadeo for Bus Operator Competition	05/20/11 - 05/25/11	2,186	2,186
Lisa Darnall Operations	Memphis, TN	To attend American Public Transportation Association (APTA) International Bus & Paratransit Conference	05/20/11 - 05/25/11	1,620	1,620
John Lewis Executive	Memphis, TN	To attend American Public Transportation Association (APTA) International Bus & Paratransit Conference	05/21/11 - 05/25/11	1,927	1,927
Jerry Bryan Adminstration	Memphis, TN	To attend American Public Transportation Association (APTA) International Bus & Paratransit Conference	05/23/11 – 05/25/11	1,577	1,577
TOTAL ESTIMATED COSTS and AGENCY COSTS				17,800	9,556

Monthly Report I: Employee Travel Report

To: LYNX Board Of Directors

From: **John Lewis**
CHIEF EXECUTIVE OFFICER
Deborah Henderson
(Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Employee Travel Report
Monthly Employee Travel - April 2011

Date: 5/26/2011

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
John Serrano Administration	Edgewater, FL	Driver Safety Training Seminar	03/23/11	0	0
Teodor Leka Operations	Edgewater, FL	Driver Safety Training Seminar	03/23/11	0	0
William Zielonka Finance	Washington, D.C.	Base Assessment Committee at APTA	04/05/11	0	0
Laura Minns Operations	Boston, MA	To attend National Planning Conference to maintain AICP certification	04/09/11 - 04/12/11	1,557	1,557
Raul Adames Operations	Tampa, FL	To attend 11 Trans Trainers Workshop and FDOT/FPTA/CUTR Professional Development Workshop	04/10/11 - 04/12/11	0	0
Reinaldo Quinones Operations	Tampa, FL	To attend 11 Trans Trainers Workshop and FDOT/FPTA/CUTR Professional Development Workshop	04/10/11 - 04/12/11	0	0
Keith Tillet Operations	Tampa, FL	To attend 11 Trans Trainers Workshop and FDOT/FPTA/CUTR	04/10/11 - 04/12/11	0	0

LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
		Professional Development Workshop			
James Mc Lawhorn Government Affaris	Tallahassee, FL	To attend legislative session and lobby for transportation funding	04/11/11 - 04/14/11	403	403
William Hearndon Operations	Tampa, FL	To attend FDOT/FPTA/CUTR Professional Development Workshop	04/11/11 - 04/12/11	199	199
David Burnett Operations	Tampa, FL	To attend FDOT/FPTA/CUTR Professional Development Workshop	04/12/11 - 04/12/11	0	0
Glen Chowtee Operations	Daytona Beach, FL	To attend FL Paratransit Roadeo	04/15/11 - 04/17/11	80	80
William Hearndon Operations	Daytona Beach, FL	To attend FL Paratransit Roadeo	04/15/11 - 04/17/11	90	90
Elvis Dovalés Operations	Daytona Beach, FL	To attend FL State Roadeo held at Votran sponsored by FDOT	04/15/11 - 04/17/11	30	30
Brian Ruppert Operations	Daytona Beach, FL	To attend FL State Roadeo held at Votran sponsored by FDOT	04/15/11 - 04/17/11	30	30
Pablo Perez-Ortega Operations	Daytona Beach, FL	To attend FL State Roadeo held at Votran	04/15/11 - 04/17/11	80	80
Harryram Mootoo Operations	Daytona Beach, FL	To attend FL State Roadeo held at Votran	04/15/11 - 04/17/11	80	80
Danson Davidson Operations	Daytona Beach, FL	To attend FL State Roadeo held at Votran	04/15/11 - 04/17/11	80	80
Bhupal Hariprashad Operations	Daytona Beach, FL	To attend FL State Roadeo held at Votran	04/15/11 - 04/17/11	80	80
Lisa Darnall Operations	Daytona Beach, FL	To attend FL State Roadeo held at Votran	04/15/11 - 04/17/11	80	80
Joe Cheney Operations	Daytona Beach, FL	To attend FL State Roadeo held at Votran	04/15/11 - 04/17/11	80	80

LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Gail Stewart Operations	Daytona Beach, FL	To attend FL State Rodeo held at Votran sponsored by FDOT	04/15/11 - 04/17/11	30	30
John Lewis Executive	Daytona Beach, FL	To attend Florida Bus and Transit Rodeo and Maintenance Competition in support of LYNX	04/16/11	236	236
Antonio Pimpinella Administration	Boca Raton, FL	To attend Trapeze Users Conference	04/17/11 - 04/20/11	108	108
Jerry Bryan Administration	Boca Raton, FL	To attend Trapeze Users Conference	04/17/11 - 04/20/11	1,279	1,279
Reinaldo Quinones Operations	Boca Raton, FL	To attend Trapeze Users Conference	04/17/11 - 04/20/11	510	510
David Burnett Operations	Boca Raton, FL	To attend Trapeze Users Conference	04/17/11 - 04/20/11	750	750
Patricia Bryant Administration	Chicago, IL	To attend FTA Financial Management Oversight Seminars to prepare grants	04/27/11 - 04/29/11	888	888
James Mc Lawhorn Government Affairs	Tampa, FL	To attend Central Florida and Tampa Bay Partnership 11 Regional Leadership Conference	04/28/11 - 04/29/11	269	269
John Lewis Executive	Tampa, FL	To attend Central Florida and Tampa Bay Partnership 11 Regional Leadership Conference	04/28/11 - 04/29/11	502	502
TOTAL ESTIMATED COSTS and AGENCY COSTS				7,818	7,818