




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 January 7, 2010 Board of Directors Meeting Pg. 1

3. Recognition

- Doris Williams, Operator of the Year Award
- Recognition for Agapito Flores
- Service Awards 25-30 years: John Polk, Transportation Supervisor 30 years, Melinda Demers, Operator 25 years. Service Awards 20 Years: Nelson Roma, Operator; Caesar Dantes, Operator; Ken Austin, Inventory Control Technician; Rey Quinones, Transportation Supervisor; Angel Ayala, Operator; Matthew Kaminski, Operator; Hortense Rosado, Operator; David Shields, Maintenance Supervisor; Rafael Rosado, Operator, and Manuel Viruet, Operator.
- 2010 Local and State Rodeo winners - Hemo Harnanan, Chris Balroop, Harry Mootoo and Pablo Perez



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)

- i.  Authorization to Issue an Invitation For Bid (IFB) for 87 Octane Unleaded Gasoline Pg. 12
- ii.  Authorization to Release a Request for Proposal (RFP) for Auditing Services Pg. 13
- iii.  Authorization to Issue an Invitation For Bid (IFB) for Ultra Low Sulfur Diesel Fuel Pg. 15








B. Award Contracts

- i.  Authorization to Award a Contract to Tolar Manufacturing Company, Inc. for Bus Shelters Pg. 16
- ii.  Authorization to Award a Contract to Seon Design Inc. for Surveillance System Upgrade in Revenue Buses Pg. 20
- iii.  Authorization to Award a Contract to Integrated Claims Solutions for Third Party Claims Administration Pg. 24
- iv.  Authorization to Award a Contract to Costa DeVault for Consulting Services for Communications and Public Relations Pg. 27




C. Extension of Contracts

- i.  Authorization to Exercise Option Year One on Contract #07-022 with Pride Enterprises for the Printing of Public Schedule Books, Schedule Maps and Single Schedules. Pg. 30




D. Miscellaneous

- i.  Authorization to Write-off Assets as of June 30, 2009 Physical Inventory Count and Reconciliation Pg. 31
- ii.  Authorization to Implement Service Changes for April 25, 2010 Pg. 36
- iii.  Authorization to Transfer Surplus Bicycles to City of Orlando Pg. 39
- iv.  Authorization to Issue a Purchase Order to First Class Coach Sales Under the Florida Department of Transportation's Florida Vehicle Procurement Program's (FVPP) State Contract #FVPP-08-SC-FCC for the Procurement of Eight (8) Paratransit Replacement Vehicles which are Funded by the American Recovery and Reinvestment Act (ARRA) Pg. 41
- v.  Authorization to Adopt the Amended Human Resource Anti-Drug and Alcohol Misuse Prevention Program Pg. 44
- vi.  Authorization to Release an Invitation for Bid for the Repair and Refurbishment of the Colonial Plaza Florida Mall, Park Promenade, Sanford Wal-Mart, Rosemont, Washington Shores, West Oaks Mall, University of Central Florida (UCF), Apopka, Destination Parkway and Osceola Square Mall Pg. 67
- vii.  Authorization for the Director of Safety, Security and Risk Management to Execute Mutual Aid Agreements (or CEO's designee) for Emergency Evacuation Needs and Manager of ACCESS LYNX (or CEO's designee) to Execute Transportation Disadvantage Coordination Agreements Pg. 69

7. Action Agenda

- A.  Acceptance of the Annual Financial Audit and Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ending September 30, 2009 Pg. 94
-Attachments 
- B.  FY2011 Federal Discretionary Appropriations Pg. 166

8. Work Session

- A.  LYNX Five Year Strategic Service Plan Pg. 173
-Attachments 
- B.  Overview of Fiscal Year 2011 Preliminary Operating Budget Pg. 189

9. Information Items (For Review Purposes Only - No action required)

- A.  Government Relations Report Pg. 192

10. Other Business

11. Monthly Reports (For Review Purposes Only - No action required)

- A. Monthly Financial Reports - December 31,2009 Pg. 194

			
	-Attachments		
B.		Monthly Financial Reports - November 30, 2009	Pg. 199
	-Attachments		
C.		Monthly Financial Reports - October 31, 2009	Pg. 204
	-Attachments		
D.		LYNX American Recovery and Reinvestment Act Project Status Report for December 2009, January & February 2010	Pg. 209
E.		Ridership Reports For November/December 2009 and January/February 2010	Pg. 215
F.		Planning & Development Report - January & February 2010	Pg. 231
G.		Communications Report - January & February 2010	Pg. 235
H.		Monthly Employee Travel Report - March 2010	Pg. 243
I.		Monthly Employee Travel Report - February 2010	Pg. 244
J.		Employee Travel Report - January 2010	Pg. 245

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: **January 7, 2010**

TIME: **2:20 p.m.**

Members in Attendance:

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

Members Absent:

1. Call to Order and Pledge of Allegiance

The Chairman, Commissioner Carlton Henley, called the meeting to order at 2:20 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 September 24, 2009 Board of Directors meeting. The motion passed unanimously.

3. Recognition

The Chairman recognized Edward Johnson, Chief Administrative Officer, to recognize LYNX' Marketing Division for receiving four 1st place "Awards of Excellence" presented at the 2009 Annual Awards Program of the Florida Public Transportation Association (FPTA).

Marketing Division: John Patuso
 Matt Friedman
 Bill Fay

The Chairman recognized Lisa Darnall, Chief Operating Officer, to recognize Road Ranger, Mike Cocomazzo, and present a Good Samaritan Award.

Ms. Darnall relayed that on November 15th, a LYNX bus was disabled on I-4 and a tow truck called to assist. Mr. Cocomazzo noticed that the bus was disabled and blocking traffic. When he stopped to provide assistance, Mr. Cocomazzo heard the two driver yelling because he was pinned between the bus and the curb. By using his hydraulic jack, Mike was able to free the driver.

Lisa Darnall then asked for Bill Zielonka and Steve Robinson to come forward.

Ms. Darnall reported that in September 2007, LYNX submitted a grant to the Federal Transit Administration (FTA) to participate in Environmental Management Systems training. An environmental Management System (EMS) is a structured process used to manage, revise, correct and improve the approach businesses take on environmental considerations in the day-to-day operations. LYNX along with an additional nine transit properties was selected.

The grant provided training and travel for a four member team to Virginia Tech COTA training institute in Roanoke, VA. Bill Zielonka, , Director of Safety, Security and Risk Management, Steve Robinson, , Manager of Facility Maintenance, Janell Thomas, Administrative Assistant, Safety & Security, and Ms. Darnall attended the EMS training over an 18 month period. During the training period, the FTA held a number of conference calls that included Linda Watson.

Ms. Watson was presented a plaque for the successful completion of the EMS training program from the FTA's Environmental Management Systems Implementation Institute.

4. Public Comments

John Savey, Toni Short and Dick Batchelor addressed the Board concerning the cancellation of Request For Proposal (RFP) #09-R03 for Bus Shelter Advertising and asking for the approval of the RFP or postpone the vote to cancel the RFP until the next scheduled Board meeting and at the same time direct staff to participate in a workshop that includes existing private vendor partners to explore the availability of uniformity, additional revenues and services.

Malgo Wright addressed the Board asking for the scheduled connection of Link 6 and Link 313 to be reviewed for improved efficiency and service.

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

5. Chief Executive Officer's Report

The Chairman recognized Linda Watson, Chief Executive Officer, to report on the following items:

1. As of November 2009, LYNX reported that of the American Recovery & Reinvestment Act (ARRA) funding, \$17 million in projects were out to bid; \$11.3 million in projects under contract; and \$6.6 million in projects that are underway.
2. From the last Federal Reauthorization Bill, there remains \$150 million in federal discretionary bus money that will be awarded by the Department of Transportation (DOT)

under the “Livable Communities” program. Applications are due February 10, 2010. The focus for the funding is to be on projects that can help integrate transit into a community through neighborhood improvements and enhancements. Staff has been contacting our funding partners to discuss potential projects that we could partner together to apply for some of the funding.

3. The newest fixed route, Link 434, which was funded last year by Seminole County, has been very successful. The ridership is approaching 10,000 per month. The Cities of Winter Springs and Oviedo in partnership with LYNX have agreed to provide maintenance and trash pick-up service at 15 shelters along the route.
4. The 2009 fiscal year end, ridership numbers have been finalized and indicate that ridership is down by 9.5%. For the second time in the past 25 years the ridership did not break the record from the previous year. However, over the past two years bus service has been reduced by 12%, fares have been raised 14% and unemployment has been at approximately 11.5% in Central Florida. LYMMO ridership has increased 7.4% over the previous year. Ridership on Access LYNX is up 8.7% over the previous year. The increase is caused in part by the growth in that population but also by riders that are able to utilize fixed route but qualify for paratransit service. These riders seem to be switching to paratransit service because of the cuts in fixed route service.
5. The Transportation Research Board (TRB) will be holding its Board meeting in Washington, DC next week and Ms. Watson reported that she would be attending as her last. She noted that she had been active on their Board for seven years and that in the eight years prior, she served on the oversight committee that assigned research to transit projects. All total, Ms. Watson has served 15 years in a leadership policy capacity with the TRB.
6. The federal transportation appropriations bill has been passed out of the house and senate conference committee. The bill includes the request of Senator Mel Martinez of \$1.5 million for LYNX’ purchase of buses and supported up by Senator George LeMieux. The bill also includes the request of Congressman Alan Grayson of \$550,000 for LYNX’ Central Station improvements including additional parking on FDOT’s lot at the corner of Amelia and Garland. It is expected that both requests will remain in the bill on final passage.
7. In November 2009, LYNX hosted the Rutgers University, National Transit Institute, Management of Transit Construction Projects training class. There was no charge to LYNX or the 30 attendees. Eight LYNX staff members and two City of Orlando, Transportation Planning Division staff members attended.
8. The Federal Transit Administration (FTA) conducted a review of the statewide bus procurement contract in November 2009. LYNX had the lead role in developing a contract that can be used by transit systems throughout Florida. Transit systems across the country have had buses assigned to them through this contract. Due to the size of the contract, FTA’s review included that it met the requirements for the purchase of rolling stock. The review concluded the contract is in compliance.
9. Staff of the Orange County Comptroller, Martha Haynie, is currently completing a routine audit of our funding agreement.
10. For the record, Ms. Watson congratulated Mayor Buddy Dyer for his significant contribution to the passage of the bill that allows for SunRail and advances high-speed rail. This legislation will not only transform Central Florida but the State of Florida. Ms. Watson was privileged to be with the Mayor in Tallahassee when the Bill was passed and will work hard going forward to ensure that LYNX provides the critical connectivity that ensures this project is successful.

6. Consent Agenda

A. Release Requests for Proposal (RFP)

- i.** Authorization to Release a Request for Proposal (RFP) for Website Hosting and Design Services
- ii.** Authorization to Release a Request for Proposal (RFP) for Van Pool Services
- iii.** Authorization to Release a Request for Proposal (RFP) for Bus Stop Inventory, including Amenities, Accessibility, Sidewalk Analysis and Database Development and Population
- iv.** Authorization to Release Request for Proposals (RFP's) for ITS Project management

B. Award Contracts

- i.** Authorization to Award a Contract to Tindale Oliver & Associates, Inc., to Develop a Long Range Transit and Financial Plan (2010-2030)
- ii.** Authorization to Award a Contract to MV Transportation, Inc. for Flex Services
- iii.** Authorization to Award a Contract to Trapeze for the Migration to Trapeze OPS from Midas BD
- iv.** Authorization to Award a Contract to Electronic Data Magnet (EDM) and Cancel the Contract to magnetic Ticket & Label for Printing and Encoding Fare Cards
- v.** Authorization to Award a Contract for Consulting Services for marketing and Public Relations

C. Extension of Contracts

- i.** Authorization to Exercise First Option Year of Contract IFB 07-006 with Goodyear Tire and Rubber Company
- ii.** Authorization to Exercise Second Option Year of Contract #05-002 with AECOM Technical Services, Inc., for General Contracting Services
- iii.** Authorization to Extend Contract #04-016 with Quest, Inc. for Paratransit Functional Assessment and Travel Training
- iv.** Authorization to Exercise Second Option Year of Contract #07-001 with Barracuda Building Corporation, for Installation of Passenger Amenities

D. Miscellaneous

- i.** Authorization to File Grant Applications with the Florida Department of Transportation (FDOT) for FY2011 Rural Transportation Services and JARC/NFP Projects
- ii.** Authorization to Amend Contract #07-009 with Mentor Engineering for CAD/MDT
- iii.** Authorization to File Grant Application with the Federal Transit Administration for FT2009 and FY2010 Capital Investment Program Funds for Bus Acquisitions
- iv.** Authorization to Ratify the Agreement with METROPLAN ORLANDO for FY2009/2010 Transit Planning Activities
- v.** Adoption of the LYNX Investment Policy
- vi.** Authorization to Amend Contract #BDL-96 with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program

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

7. Action Agenda

The Chairman announced a “Blue Sheet” Action Agenda item will be added to the Agenda and taken up first as Action Agenda Item 7.A.

A. **BLUE SHEET ITEM: Authorization to Amend Contract #08-C14, General Counsel Services with Akerman Senterfitt**

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

Staff is requesting the Board of Director’s authorization for the Chief Executive Officer (CEO) or designee to amend Contract #08-C14 General Counsel Services with Akerman Senterfitt and its subcontractor Baker-Hostetler to ensure efficient and effective monitoring of the contract and cover unexpected expenses the second year of the agreement.

Mr. Johnson reported that effective May 1, 2008 a contract was entered into with Akerman-Senterfitt for general counsel services and its subcontractor Baker-Hostetler for employment/labor law. The initial term of the agreement was for three years ending April 30, 2011 with an option to extend the agreement for two one-year terms. Additionally, the initial three-year term included a maximum contract amount not to exceed \$750,000 with each contract year being capped at \$250,000.

LYNX has experienced unexpected activities that required staff to engage legal counsel to either represent or provide additional legal counsel which has resulted in additional costs.

Staff is recommending:

1. To amend the agreement term to begin October 1 rather than May 1 to provide better tracking and monitoring of the expenditures by fiscal year;
2. To separate the contract into two agreements. One agreement for Akerman-Senterfitt’s general counsel services and one for Baker-Hostetler’s employment law matters;
3. To increase the third year of the general counsel contract by an additional \$50,000 per year increasing the maximum amount to \$300,000.

The fiscal impact of the recommended amendments will increase the value of the contract by \$327,600 over the remainder of the contract.

Motion was made and seconded to authorize the Chief Executive Officer (CEO) or designee to amend Contract #08-C14 General Counsel Services with Akerman Senterfitt. The Motion passed unanimously.

B. Authorization to Initiate the Public Participation and Implementation Process for the Proposed Service Changes and Service Efficiencies Effective April 11, 2010

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

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer or designee to initiate the public participation process for consideration of proposed service efficiency changes. Authorization is requested for this process to begin immediately for the April 11, 2010 service changes.

Staff has identified the following proposed service efficiencies and additions under review for the April 11, 2010 service changes:

Osceola County

Link 26 – terminate at Poinciana Wal-Mart

Link 426 – restructure the route to become the Poinciana (circulator)

PickUp Lines 601 & 602 to be merged into one PickUp Line

Orange County

Link 50 – reroute from I-4 to Palm Parkway between Central Florida Parkway & SR 435

Link 443 – extend route to VA Hospital

New Service – add the PickUp Line 641 to the Williamsburg community south of 528 and east of I-4

Link 442 – route restructure, TBD

Later evening service on selected Orange County routes

3D Route extensions to Hilton Parc Soleil & Bonnet Creek (pending Hilton funding agreement)

Motion was made and seconded to authorize the Chief Executive Officer (CEO) or designee to initiate the public participation process for proposed service efficiency changes to begin immediately for the April 11, 2010 service changes. The Motion passed unanimously.

C. Authorization to Award Contract to PB Americas for a LYMMO Expansion Alternatives Analysis Study

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

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a contract to PB Americas for the LYMMO Expansion Alternatives Analysis Study. The term of the contract is for 15 months from date of award and detailed task orders will be negotiated and issued for the work to be performed for a not-to-exceed amount of \$1.5 million.

The City of Orlando conducted a Downtown Transit System Plan. The Plan included potential circulator routes that would connect with the planned commuter rail stations. The circulator service would run at 5-10 minute headways and connect major destinations and attractions with commuter rail, connect remote parking garages to the downtown core, and provide convenient circulation throughout downtown.

The Downtown Transit Circulator Expansion Study recommended that three components be advanced in an Alternatives Analysis study. The three components are:

- 1) East-West Circulator – Central Boulevard westbound from Eola Drive to Parramore Street, Parramore Street south to Church Street, eastbound to Eola Drive, and north back to Central Boulevard
- 2) Downtown-Uptown Loop – from Orlando Health to Florida Hospital
- 3) Alternative Corridors – extension of proposed routes for special events shuttle between the proposed Creative Village on the existing Centroplex City-owned property and the new downtown venues.

LYNX' FY2010 capital budget includes a total of \$926,000 of federal (\$740,800) and local (\$185,200) funds for the LYMMO Expansion Alternatives Analysis Study. LYNX and the City of Orlando executed an interlocal agreement on June 8, 2009 which included a total local match by the City of Orlando in the amount of \$574,000.

The Board asked if all five members of the Source Evaluation Committee (SEC) scored PB Americas first in ranking. Staff provided that 4 of the 5 members did score PB Americas first in ranking.

Motion was made and seconded to authorize the Chief Executive Officer (CEO) or designee to award a contract to PB Americas for the LYMMO Expansion Alternatives Analysis Study. The Motion passed unanimously.

D. Authorization to Cancel a Request for Proposal (RFP) #09-R02 for Bus Shelter Advertising

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

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to cancel the Request for Proposal (RFP) for the City of Orlando Bus Shelter Program.

Staff released RFP #09-R03 on January 15, 2009 with proposals due March 5, 2009. A total of 3 responses were received. One proposer, Signal Outdoor Advertising, submitted a responsive proposal.

During the time the responses were being assessed, LYNX was made aware of the receipt of \$30 million under the American Recovery & Reinvestment Act (ARRA). This funding allows LYNX to allocate \$7 million to purchase and install shelters throughout the service area.

The major funding and community partners that have a vested interest in shelters and/or shelter advertising have shown support for a LYNX in-house bus shelter advertising program.

An in-house program will allow LYNX to develop a unified shelter program throughout the service area which gives LYNX control of the fragmented shelter advertising contracts that currently exist, has the potential for providing additional revenue for the system and allows LYNX to spend ARRA funding in the local community.

Ms. Watson noted that an in-house program can provide significant revenue in addition to revenues that can cover the maintenance of the shelters. A staff analysis of the difference in funds available to LYNX if the program is brought in-house estimated a net return to LYNX of approximately \$468,450. The additional revenue can be utilized to expand the shelter program and/or other projects.

Given the estimated return to LYNX and the ability to use federal funding to procure and install shelters, staff is recommending that the City of Orlando advertising program be brought in-house under the unified shelter program.

LYNX will contract with the private sector for construction, installation, engineering and maintenance of the shelters.

Discussion ensued regarding a unified shelter program. It was reiterated that the action being requested at this time is limited to the City of Orlando and that the program will be phased in throughout the remainder of the service area as a result of differing dates of contract terminations.

Discussion ensued regarding the estimated revenue difference of an outsourced contract and an in-house program for shelter advertising. Ms. Watson provided that staff had performed a conservative analysis and the result estimated net revenue from the outsourced contract at \$172,408 and \$486,450 from an in-house program.

Motion was made and seconded to authorize the Chief Executive Officer (CEO) or designee to cancel the Request for Proposal (RFP) for the City of Orlando Bus Shelter Program. The Motion passed unanimously.

E. Election of the 2010 Board of Directors' Officers - Secretary

The Chairman noted that the Board of Directors held an election from its membership for a Chairman and Vice Chairman at the September 24, 2009 meeting. An election for a Secretary was not held.

Motion was made and seconded to elect City of Orlando Mayor, Buddy Dyer, as LYNX' Secretary. The Motion passed unanimously.

8. Work Session

A. Overview of Retirement and Pension Plan Benefits

The Chairman recognized Orange County Mayor, Richard Crotty, for comment.

Mayor Crotty read the following statement into the record:

As it relates to the Health-Care Benefits for Union Retirees, it is my position:

- The LYNX Retiree Plan is not in-line with the plans of the funding partners which is mostly county government.
- The costs to LYNX are not capped and grow with insurance premiums over time
- The costs are unpredictable and unsustainable
- Future liability grows as new employees enter the system
- The City of Orlando had a similar situation which was phased out in terms of retiree benefit plan 2007 due to the growing financial liability

It would be my suggestions that as we move into the future, LYNX should end its current Union-Retiree health insurance benefit with a new Union contract. If a new benefit is established in its place, it should be equivalent to those retiree health insurance benefits offered by the funding partners.

If LYNX chooses to continue offering the current benefit beyond the expiring Union contract, Orange County will ask that no part of its funding contributions be used for that purpose.

As it relates to Non-Union Retirement Contributions, it is my position:

- LYNX non-union retirement contribution rate of 12% exceeds what county governments pay for regular employee retirement
- The regular employee FRS contribution rate that county governments pay hovers around 9% or approximately 3% less than the LYNX rate
- If LYNX' retirement contribution rate was in-line with FRS last year, the funding partners would have saved more than \$200,000

It would be my suggestion that LYNX should develop a plan to bring the retirement contribution rates offered to all LYNX employees in-line with those offered by the funding partners to their regular employees.

Staff should bring forward a plan that will accomplish this by the start of the upcoming budget year (October 2, 2010).

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

On October 12, 2009, staff received a letter from Orange County Mayor, Richard Crotty, regarding retirement health insurance benefits for bargaining unit employees as well as the current retirement cost for non-bargaining unit employees.

Post Retirement Health Insurance Benefits for Union Employees

- Per Union Contract, LYNX provides post retirement contributions based on years of service to an employee at the age of 62:
 - 10 years of service 60% of premiums
 - 15 years of service 75% of premiums
 - 20 years of service 100% of premiums
- Benefit stops at age 65 or when eligible for Medicare.
- Currently monthly cost based on employee only HMO rate (currently \$208/per pay period of \$5,200 annually for 3 years)

FY2008 = 18 individuals eligible for an annual premium of \$79,000

FY2009 = 11 individuals for at annualized cost of \$56,00

FY2010 = about 23 additional individuals will be eligible

FY2011 = about 22 additional individuals will be eligible

- Trend is low turnover; employees working longer
- LYNX is currently in union negotiations for FY2010 and beyond

Discussion ensued regarding discussion of post retirement health benefits for new Union employees hired after October 1, 2010 as a part of the contract negotiations.

Staff was directed to take to the Union contract negotiations that post retirement health benefits be eliminated for new employees hired after October 1, 2010.

LYNX Non-Bargaining Unit Retirement Contributions

- LYNX opted out of Florida Retirement System (FRS) in 1994
 - Employees were given an option to stay in FRS
 - Six Employees remain in FRS
 - LYNX employees hired after that time, were a part of the defined contribution retirement plan
 - Current contribution rate is 12%
 - Employees cannot make contributions to plan
 - Contributions are self-directed into assets with Hartford
 - FRS has defined benefit and defined contribution plan; requires 9.85% contribution rate
 - Annual contribution amount LYNX incurred in FY2009 was \$1,127,835
 - Annual contribution amount LYNX would have incurred in FY2009 as a member of FRS would have been \$925,678
-
- Employee Benefits of LYNX Defined Contribution Plan
 - 5 year vesting (no vesting schedule)
 - No contribution required from employees
 - Contributions are self-directed by employee
 - Plan is “portable” to employee

- LYNX' Benefit of Defined Contribution Plan
 - Forfeited contributions can be utilized to offset future contributions
 - In 2008, forfeited contributions totaled \$66,008
 - When netted against annualized amounts, net contribution rate was 11.31% for FY2008

LYNX has surveyed some counties, cities and peer agencies. The survey showed that most are members of FRS. Area transit agencies, Hillsborough Area Regional Transit (HART) in Tampa and Pinellas Suncoast Transit Authority (PSTA), are FRS members. Palm Tran in Palm Beach, has a defined benefit plan with a contribution rate over 13% and the employee can contribute up to 3%. The City of Orlando, has a defined contribution plan for new employees hired after January, 1998. The City currently contributes 7% and will match employee contribution up to an additional 3%.

Discussion ensued regarding FRS' investments, historical rates and that fact that FRS has passed bad years on to the users.

Mr. Francis recommended that staff would bring further discussion to the Board as the budget process proceeds.

9. Information Items

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

10. Other Business

The Chairman recognized City of Orlando Mayor, Buddy Dyer for comment.

On behalf of the Board, Mr. Dyer recognized the Birthday of Chairman Henley.

11. Monthly Reports

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

Meeting adjourned at 3:35 p.m.

Consent Agenda Item #6.A. i

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Release Requests for Proposal (RFP)
Authorization to Issue an Invitation For Bid (IFB) for 87 Octane Unleaded Gasoline

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release an Invitation For Bid (IFB) for 87 octane unleaded gasoline. The term of the contract will be for one (1) year. In accordance with Administrative Rule 4.4.9 Fuel Contracts, the CEO is authorized to award and execute the contracts for fuel and shall report to the Governing Board at its next scheduled meeting as a discussion item.

BACKGROUND:

The current contract with SSI Petroleum expires on June 30, 2009. The gasoline purchased under this contract is primarily provided to MV Transportation for the Access LYNX service. The cost is based upon the daily average from the Oil Price Information Service (OPIS).

FISCAL IMPACT:

LYNX staff has included \$2,043,385 in the FY2010 annual operating budget to support unleaded fuel purchases during the year.

Consent Agenda Item #6.A. ii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

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

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue a Request for Proposal (RFP) for auditing services. The contract term will be for an initial three (3) year period with two (2) one year options.

BACKGROUND:

The Single Audit Act Amendments of 1996 require state or local governments that expend \$500,000 or more in a year in Federal Financial Assistance to have an audit conducted for that year in accordance with the Office of Management and Budget (OMB) Circular A-133. In addition, the State of Florida enacted similar legislation, the Florida Single Audit Act, related to the audits of State Financial Assistance. Pursuant to these Acts, LYNX is requesting a statement of qualifications and proposals from firms interested in and capable of providing auditing services.

On July 15, 2005, a Request for Proposal (RFP) was issued for auditing services in an effort to acquire a firm that would provide quality services at a competitive rate. Twelve firms were mailed copies of the RFP. Two (2) proposals were received and evaluated by the committee.

In August 2005, the Board authorized LYNX staff to award the contract to the firm of Cherry, Bekaert, & Holland L.L.P. to perform the services as outlined in the LYNX Request for Proposal (RFP) #05-043, "Auditing Services" for three years with two (2) one year options, subject to annual funding availability. On July 1, 2008, the Board authorized the execution of the first option year of the contract in the amount of \$110,000 which was included in the FY2009 operating budget. LYNX continued its auditing services and extended the second option year of the current auditing services contract with Cherry, Bekaert & Holland, L.L.P on May 28, 2009.

Prior expenditures for these services through Cherry Bekaert are as follows:

Auditing Services	Annual Fee
FY2005 Annual Audit	\$ 88,500
FY2006 Annual Audit	\$ 92,500
FY2007 Annual Audit	\$ 97,000
FY2008 Annual Audit - Option Year 1	\$110,000
FY2009 Annual Audit - Option Year 2	\$115,000

In accordance with the contract, the annual fees increased approximately 5% each year including all out of pocket expenses. The first option year fee reflects an additional 8% increase to include the effect of the new auditing standards at a discounted rate for approximately 175 hours of additional field work. Based on the significant amount of new requirements over the last two years, LYNX staff believes that the fees proposed were reasonable and competitive.

FISCAL IMPACT:

The FY2010 operating budget includes \$115,000 for auditing services related to the year end closing activities for FY2009. LYNX staff will include an appropriate amount for auditing services in future annual budgets based on the results of this RFP process.

Consent Agenda Item #6.A. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Release Requests for Proposal (RFP)
Authorization to Issue an Invitation For Bid (IFB) for Ultra Low Sulfur Diesel Fuel

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release an Invitation for Bid (IFB) for the purchase and delivery of ultra low sulfur diesel fuel. The term of the contract will be for one (1) year with a one (1) year option. In accordance with Administrative Rule 4.4.9 Fuel Contracts, the CEO is authorized to award and execute the contracts for fuel and shall report to the Governing Board at its next scheduled meeting as a discussion item.

BACKGROUND:

The current contract with RKA Petroleum provides ultra low sulfur diesel fuel based upon daily average price from the Oil Price Information Service (OPIS). This contract expires on September 30, 2010.

FISCAL IMPACT:

The FY2010 operating budget includes \$9,911,338 for fuel purchases during the year. LYNX staff will include an appropriate amount for fuel purchases in the FY2011 preliminary operating budget. The FY2011 adopted operating budget will be adjusted as necessary based on the results of the IFB.

Consent Agenda Item #6.B. i

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Award Contracts
Authorization to Award a Contract to Tolar Manufacturing Company, Inc.
for Bus Shelters

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a two year supplier contract to Tolar Manufacturing Company, Inc. for bus shelters to be purchased on an as needed basis.

BACKGROUND:

At the September 24, 2009 LYNX Board of Directors meeting, staff received authorization to release a Request for Proposal (RFP) for the acquisition of bus shelters. The RFP was released on Wednesday, January 20, 2010 and proposals were due to LYNX by 2:00 p.m. EST on Wednesday, February 10, 2010.

Five responses were received from the following firms:

- Brasco International, Inc.
- Kemco Industries, LLC
- LNI Custom Manufacturing Inc.
- Stawniak Welding Services, LLC *
- Tolar Manufacturing Company, Inc.

* The proposal received by Stawniak Welding Services, LLC was rejected as non-responsive.

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

- Jeff Reine, Project Manager, Strategic Planning, LYNX
- Doug Jamison, Manager of Strategic Planning, LYNX
- Steve Robinson, Manager of Facilities Maintenance, LYNX

- Jim Ward, Chief of Urban Design, Orange County
- Christine Kefauver, Transportation Manager, City of Orlando

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

- I. Functionality (40)
 1. Shelter Design
 2. Size
 3. Colors as Specified
 4. Solar Specifications
 5. Ad Panel Specifications (the one included with the shelter and the freestanding solar)
 6. Warranty
 7. Durability of Materials, Paint and Finish
 8. Assembly Time
 9. Sample of Engineered Drawing

- II. Cost (30)
Based upon the single unit price and excluding delivery
- III. Experience (25)
The following areas will be evaluated as to the experience of the Manufacturer providing shelters in a similar outdoor environment to Florida to include:
 1. Wind Load
 2. Climate
- IV. Delivery (5)
Number of Days to Manufacture and Delivery after Receipt of a Purchase Order Packaging (How the shelters are packaged for shipment, maximum number to be shipped on a single truck)

The SEC met on Monday, February 22, 2010 to discuss the five responses. The meeting was publicly noticed and each firm was notified of the date and time of the meeting.

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

Vendor	Score	Ordinal
Brasco International, Inc.	402	2
Kemco Industries, LLC	241	4
LNI Custom Manufacturing Inc.	392	3
Tolar Manufacturing Company, Inc	430	1

Following the discussion on February 22, 2010 the SEC unanimously recommended the award be made to Tolar Manufacturing Company, Inc.

The minimum number of shelters and accessories LYNX is obligated to purchase under this Contract follows. In addition, a contract maximum quantity has been provided. It is the intent to use primarily American Recovery and Reinvestment Act (ARRA) funding

for this. As this design will be the shelter of choice for both Orange County and the City of Orlando, FY dollars may be used where and when appropriate.

<u>Description</u>	<u>Min</u>	<u>Max</u>
Type "A" and "B" Shelters with LED Solar Lighted Advertising Kiosk	50	300
Type "A" and "B" Shelters with no Kiosk	20	200
Free Standing LED Solar Lighted Ad Kiosk	10	300
Type "A" and "B" Benches	70	500
Trash Receptacle 32 Gallon	70	500

CONTRACT PRICING SCHEDULE

DESCRIPTION	YEAR ONE	YEAR TWO
Type A Shelter with Advertising Kiosk (With LED Solar) Nominally 12'7" x 5' 8"n	8,902	9,169
Type B Shelter with Advertising. Kiosk (With LED Solar) Nominally 8' 7" x 5' 8"	8,602	8,860
Type A Shelter without Advertising. Kiosk (With LED Solar) Nominally 12'7" x 5' 8"	6,402	6,594
Type B Shelter without Advertising Kiosk (With LED Solar) Nominally 8' 7" x 5' 8"	6,102	6,285
LED Solar Kit for Type A Shelter with Kiosk	3,425	3,597
LED Solar Kit for Type A Shelter without Kiosk	1,395	1,465
LED Solar Kit for Type B Shelter with Kiosk	3,425	3,597
LED Solar Kit for Type B Shelter without Kiosk	1,395	1,465
Type A Bench – nominally 8' L x 15" W with arm rests	550	570
Type B Bench – nominally 4' L x 15" W with arm rests	300	310
Trash Receptacle 32 Gallon	1,125	1,162
Free Standing Advertising Kiosk – LED Solar	4,425	4,250
Optional 1/8" Aluminum Roof Panel for Type A Shelter	375	390
Optional 1/8" Aluminum Roof Panel for Type B Shelter	250	265
Sixty (60) Additional Sets of Signed and Sealed Drawings and Calculations.	1,500	N/A
Additional Charge for Type B Shelter with Advertising. Kiosk (With LED Solar) – nominally 8' 7" x 5' 8" Painted in Hapco Green	275	275

SPARE PARTS PRICING SCHEDULE

DESCRIPTION	YEAR ONE	YEAR TWO
13' Shelter Roof Only with Lexan Roof Panels (Each)	2,870	3,015
End Leg Set and Shoe (Each)	650	683
Advertising Kiosk and Shoes (Each)	2,460	2,585
Rear Perforated Screen for 13' Shelters (Per Screen)	750	790
9' Shelter Roof Only with Lexan Roof Panels (Each)	2,720	2,890
End Leg Set and Shoe (Each)	650	683
Advertising Kiosk and Shoes (Each)	2,460	2,585
Rear Perforated Screen for 9' Shelters (Per Screen)	850	895

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

There is no Disadvantaged Business Enterprise (DBE) goal for this project. LYNX' procurement policies require contractors to use their best efforts to subcontract a portion of their work to DBE firms. LYNX' overall goal is 9%.

FISCAL IMPACT:

It is anticipated that LYNX will purchase approximately 200 shelters under this contract over the next two years as part of the ARRA program. These will be a mix of advertising and non-advertising shelters (depending on the jurisdiction). Most of the shelters will be installed within Orange County and the City of Orlando. The funding for this will primarily be through ARRA grants. At no time will LYNX exceed the associated budget line item for shelters without prior authorization of the Board.

Consent Agenda Item #6.B. ii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Award Contracts
Authorization to Award a Contract to Seon Design Inc. for Surveillance System Upgrade in Revenue Buses

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to enter into a Contract with Seon Design, Inc. for the installation of an upgraded surveillance system in revenue buses.

BACKGROUND:

At the September 2009 Board meeting, staff received Board authorization to award specific ARRA projects, one of which was the surveillance system upgrade. Due to the time lapse since the September Board meeting, this award is being brought back to the Board for approval.

Initially at the February 26, 2009 LYNX Board of Directors meeting, staff received authorization to release a Request for Proposal (RFP) for the bus surveillance system upgrade in transit revenue buses. This upgrade will be purchased utilizing American Recovery and Reinvestment Act (ARRA) funds.

The RFP was released on Tuesday, August 4, 2009 and proposals were due to LYNX by 2:00 p.m. EST on Thursday, September 23, 2009.

Eight proposals were received from the following firms;

- Apollo Video Technology
- Camtronics Communications
- Diebold Enterprise Security System
- Digital Recorders
- Henry Bros Electronics
- North American Video (NAV)
- Radio Engineering Industries (REI)
- Seon Design, Inc.

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

- Bill Zielonka, Director of Safety and Security and Risk Management
- Greg Barowski, Manager of Maintenance
- Ray Quinones, Superintendent of Transportation
- Linda Connell, Risk Manager
- Tomas Sjostrom, Network Engineer

Ricky Sonny, Fleet Maintenance Analysis provided technical assistance to the SEC members.

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

1. Equipment meets the minimum technical requirements.(45)
2. Past experience with installation of a similar like system and completed on time and within the original contract amount. (35)
3. Cost (20)

The SEC met on Wednesday, October 14, 2009 to discuss the eight responses. The meeting was publicly noticed and each firm was notified of the date and time of the meeting. After review and discussion and scoring of the initial proposals received by the firms, the SEC made no recommendation for award.

Vendor	Score
Apollo Video Technology	382
Camtronics Communications	351
Diebold Enterprise Security Sys.	292
Digital Recorders	352
Henry Bros Electronics	310
North American Video (NAV)	290
Radio Engineering Industries (REI)	365
Seon Design, Inc.	407

After the initial SEC meeting, Ricky Sonny reviewed each proposal to ensure they met the technical requirements of the RFP. On November 23, 2009, Ricky Sonny provided to

Procurement his comments on the technical merits of each proposal. Procurement forwarded his comments to each member of the SEC and a subsequent SEC meeting was scheduled.

The SEC met on Thursday, December 3, 2009, to discuss the proposals. The meeting was publicly noticed and each firm was notified of the date and time of the meeting. After discussion of the proposals by the members, the SEC short listed the firms of Seon Design, Inc. and Radio Engineering Industry (REI).

Vendor	Score
Seon Design, Inc.	436
Radio Engineering Industries (REI)	402
Apollo Video Technology	345
Camtronics Communications	300
Digital Recorders	298
North American Video (NAV)	261
Diebold Enterprise Security Sys.	260
Henry Bros Electronics	260

The short listed firms were contacted to provide LYNX with locations within the state of Florida where they have their equipment installed in order for LYNX staff to schedule site visits. Staff was able to see the Seon system in use at StarMetro in Tallahassee and the REI system at Lakeland Area Transit. A statement of findings dated February 1, 2010, was sent to Procurement which in turn was forwarded to each member of the SEC.

The SEC met on Tuesday, February 23, 2010, to discuss the findings of the site visits and to re-evaluate the proposals from Seon Design, Inc. and REI. The meeting was publicly noticed and each firm was notified of the date and time of the meeting. The SEC discussed the statement of findings in which REI was determined to be non-compliant with the technical requirements since they do not offer a wireless capability to download video. The SEC then recommended a contract be awarded to Seon Design, Inc.

Vendor	Score
Seon Design, Inc.	457
Radio Engineering Industries (REI)	334

All revenue buses are currently equipped with a four (4) camera digital surveillance system with older technology that requires a manual retrieval of the system's hard drive, in the event of an incident. The retrieval process of the hard drive requires a Transportation Supervisor to manually remove the hard drive and reinstall a replacement hard drive when the bus is in service or at the operations base. This process creates additional problems that can lead to premature hard drive failure. The upgrades to the existing surveillance system will eliminate these issues and provide the following:

1. Automatic, wireless video/audio clip downloads without any manual retrieval of the hard drives. The length of video along with the recording start time is entered into the surveillance back office system software. When the bus returns to the operations base, the

required video/audio will be automatically downloaded. Once the download is complete, the video/audio is ready for review.

2. Four (4) additional camera positions for a total of eight (8) camera positions that are recorded simultaneously. This will assist Risk Management, Safety & Security and Transportation divisions in reviewing incidents and collisions by providing a greater view of areas on or outside the bus.
3. Safety & Security and Transportation divisions, along with law enforcement officers, will be able to view activities inside a moving bus without the manual connection of wires for video/audio review.
4. Replace the Digital Video Recorder (DVR) system with the latest technology.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

There is no Disadvantaged Business Enterprise (DBE) goal for this project. LYNX' procurement policies require prime contractors to use their best efforts to subcontract a portion of their work to DBE firms. LYNX' overall goal is 9%.

FISCAL IMPACT:

The cost of upgrading the existing surveillance systems on all revenue buses is \$1,545,340 and covers all on-board equipment, additional cameras, training, back office software and the LYNX access points/infrastructure. The cost for this update is included in LYNX' FY2010 capital budget and is funded 100% through the ARRA program

Consent Agenda Item #6.B. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Award Contracts
Authorization to Award a Contract to Integrated Claims Solutions for
Third Party Claims Administration

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a three (3) year contract with two (2) one (1) option years to Integrated Claim Solutions for third party claims administration for workers' compensation and tort and public liability

BACKGROUND:

At the July 23, 2009 Board of Directors meeting, staff received authorization to release a Request for Proposal (RFP) for third party claims administration services for workers' compensation, tort and public liability.

The RFP was released on Friday, February 12, 2010 and proposals were due to LYNX by 2:00 p.m. EST on Thursday, March 4, 2010.

Five responses were received from the following firms:

- Integrated Claim Solutions
- Johns Eastern Company
- North American Risk Services
- PMA Management Group
- Preferred Government Claims Solution

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

Bill Zielonka, Director of Safety, Security, Risk Management

Linda Connell, Risk Manager

Desna Hunte, Manager of Compliance

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

1. Team/Firm Experience and Expertise
Experience in a similar TPA Contract (Workers' Compensation and/or Tort and Public Liability) program.
Knowledge of applicable rules and regulations, including state, federal and local rules and regulations within the LYNX service area.
2. Work/Project Management Plan
Understanding the program requirements
Plan meeting all program requirements
3. Cost Proposal
Evaluation proposed cost to the Authority
4. Creative Approach
Additional benefit(s) to LYNX, and/or the LYNX customers.

The SEC met on Tuesday, March 09, 2010 to discuss the five 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 based on a total possible score of 300 points based upon the evaluation criteria and the ordinal ranking of each firm.

Vendor	Score	Ordinal
Integrated Claims Solutions	260	1
Preferred Government Claims Solution	255	2
Johns Eastern Company	247	3
North American Risk Services	225	4
PMA Management Group	222	5

Following the discussion on March 9, 2010 the SEC unanimously recommended the award be made to Integrated Claim Solutions.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

There is no Disadvantaged Business Enterprise goal (DBE) for this project. LYNX' procurement policies require prime contractors to use their best efforts to subcontract portions of the work to DBE firms. LYNX' overall goal is 9%.

FISCAL IMPACT:

LYNX annual impact per year for the first (3) years of this contract will be \$163,875 which is included in the FY2010 operating budget.

Consent Agenda Item #6.B. iv

To: LYNX Board of Directors

**From: Edward Johnson
Chief Administrative Officer
William Fay
(Technical Contact)**

Phone: 407.254.6058

**Item Name: Award Contracts
Authorization to Award a Contract to Costa DeVault for Consulting
Services for Communications and Public Relations**

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' ratification of the Chairman's authorization for the Chief Executive Officer (CEO) to award a three (3) year contract with two (2) one (1) option years to Costa DeVault for consultant services for Communications and Public Relations.

BACKGROUND:

At the May 28, 2009 Board of Directors meeting, staff received authorization to release a Request for Proposal (RFP) for Consultant Services for Communications and Public Relations. The RFP was released on December 18, 2009 and proposals were due to LYNX by 2:00 p.m. EST on January 26, 2010.

Fifteen responses were received from the following firms:

- Beloved Experiential
- Costa DeVault
- Cuellar + Sachse Inc.
- Dalton Agency, Inc.
- EVOK Advertising, Inc
- FliteHaus Inc
- Global-5, Inc.
- Kidd + Company Inc. d/b/a Kidd Group
- L Squared, Inc.
- Off the Grid Public Relations
- Patterson/Bach Communications, Inc.
- Quest Corporation of America, Inc.

- Technetium, LLC
- Thumbprint marketing
- Tucker / Hall

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

Linda Watson, Chief Executive Officer
 Lisa Darnall, Chief Operating Officer
 J Marsh McLawhorn, Chief Government Affairs Officer

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

1. Professional Qualifications (40 points)
2. Key Personnel (30 points)
3. Recommended Creative Concept (20 points)
4. Ability to Perform / Methodology (10 points)

The SEC met on Wednesday, February 10, 2010 to discuss the fifteen 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 noted below. The scoring was based on a total possible score of 300 points out of the evaluation criteria and the ordinal ranking of each firm.

Vendor	Score	Ordinal
Quest Corporation of America, Inc.	271	1
Kidd + Company Inc, d/b/a Kidd Group	273	2
Global-5, Inc.	270	3
EVOK Advertising	265	4.5
Technetium, LLC	262	4.5
Costa DeVault	260	6
Dalton Agency, Inc.	245	7
Cuellar + Sachse	245	8
L Squared, Inc.	246	9
Beloved Experiential	229	10
Off the Grid Public Relations	223	11
thumbprint marketing	228	12
Patterson/Bach Communications, Inc.	208	13
Tucker / Hall	214	14
FliteHaus, Inc.	210	15

Following the discussion on February 10, 2010 the SEC unanimously recommended the top six firms come in for oral presentations.

On March 8th and 9th, 2010 the firms listed below made presentations to the SEC. As a result of the presentations and further evaluation, the top six firms were rescored and placed in an ordinal ranking as noted below:

Vendor	Score	Ordinal
Costa DeVault	279	1
Technetium, LLC	275	2
EVOK Advertising	268	3
Global-5, Inc.	265	4
Kidd + Company Inc, d/b/a Kidd Group	248	5
Quest Corporation of America, Inc.	219	6

Following the oral presentations on March 9, 2010 the SEC unanimously recommended an award be made to Costa DeVault.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

There was no Disadvantaged Business Enterprise (DBE) goal for this procurement. Costa DeVault is certified by the State of Florida as a Minority Business Enterprise.

FISCAL IMPACT:

LYNX' staff included \$200,000 in the FY2010 operating budget to support consulting services for marketing and public relations.

Consent Agenda Item #6.C. i

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

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

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to exercise option year one 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 ends expires on July 18, 2010.

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

FISCAL IMPACT:

These schedule books and single schedules are printed on an as needed basis, typically at bid changes. LYNX staff included \$160,000 in the FY2010 annual operating budget to support these services.

Consent Agenda Item #6.D. i

To: LYNX Board of Directors

From: Bert Francis
CHIEF FINANCIAL OFFICER
Blanche Sherman
(Technical Contact)
Starlin Rolle
(Technical Contact)
Ed Velez
(Technical Contact)

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
Authorization to Write-off Assets as of June 30, 2009 Physical Inventory
Count and Reconciliation

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to write-off tangible fixed assets with a net book value in the amount of \$0. As a result of the June 30, 2009 physical fixed asset inventory count and reconciliation, these assets include office and computer equipment, furniture and fixtures determined to be obsolete and no longer useful, garage and shop equipment that was broken and beyond repair, capital vehicle parts and other items considered as not found.

BACKGROUND

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

Capital Assets Description	Acquisition Value	Net Book Value
Telecomm Equipment	\$ 5,427	\$ -
Shelters	3,480	-
Capital Vehicle Parts	26,388	-
Office Furniture	1,166	-
Office Equipment	28,642	-
Leasehold Improvement	17,236	-
Garage and Shop	10,618	-
Computer Equipment	56,612	-
Communication Equipment	8,540	-
Comsys Telephone System	11,592	-
<i>Total</i>	\$169,701	\$ 0

The results of the June 30, 2009 physical inventory count are as indicated above.

FISCAL IMPACT

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

LYNX ASSETS
FY2009 Physical Inventory Recommended Disposals

Acquisition Date	Company Asset Number	Description	Acquisition Value	Current Accumulated Depreciation	Net Book Value
		Telecomm Equipment			
11/27/1996	96271SHT5192	FAX MACHINE FO3850,SN60101225	\$ 1,528	\$ 1,528	\$ -
10/30/1997	2046B	VOICE MAIL VX2 UPGRADE	3,899	3,899	-
		Subtotal	\$ 5,427	\$ 5,427	\$ -
		Shelters			
11/9/1995	95271STN3004	CONCRETE SLAB FL MALL	1,800	1,800	-
12/21/1995	95204STN3013	BUS SHELTER FL. MALL	1,680	1,680	-
		Subtotal	\$ 3,480	\$ 3,480	\$ -
		Revenue Vehicles			
2/16/1995	202C	RADIO	2,671	2,671	-
5/5/1994	414C	RADIO	1,747	1,747	-
2/16/1995	210C	RADIO	2,194	2,194	-
2/16/1995	212A	ENGINE - GILLIG	-	-	-
2/16/1995	212B	TRANSMISSION GILLIG	-	-	-
3/28/1996	261C	RADIO	2,970	2,970	-
2/16/1995	213	GILLIG - PHANTOM-40/96TBS-50	-	-	-
2/16/1995	213	GILLIG - PHANTOM-40/96TBS-50	-	-	-
2/16/1995	213A	ENGINE GILLIG	-	-	-
8/28/1997	324C	RADIO	2,535	2,535	-
5/19/1994	426C	RADIO	1,680	1,680	-
5/12/1994	418C	RADIO	2,092	2,092	-
8/28/1997	327C	RADIO	2,535	2,535	-
5/26/1994	432C	RADIO	1,680	1,680	-
8/28/1997	331C	RADIO	3,036	3,036	-
7/16/1998	351C	RADIO	3,248	3,248	-
		Subtotal	\$ 26,388	\$ 26,388	\$ -
		Office Furniture			
9/30/1998	2351	CHAIR	317	317	-
9/30/1998	1456	TV STORAGE UNIT	538	538	-
5/15/2002	3223	CHAIR - MID BACK OCEAN COLOR	311	311	-
		Subtotal	\$ 1,166	\$ 1,166	\$ -
		Office Equipment			
6/19/1997	97294STE5215	NETCLOCK/2 CLOCKS & ACCESS	3,697	3,697	-
7/10/1997	97294PTE5231	CLOCK, LARGE LED DISPLAY	1,180	1,180	-
8/17/1999	1756	NITESTAR 50 MILEAGE TRACKING SYSTEM	524	524	-
4/26/2001	2778	CASSETTE RECORDER	410	410	-

Acquisition Date	Company Asset Number	Description	Acquisition Value	Current Accumulated Depreciation	Net Book Value
8/8/1997	2040	DICTAPHONE-SENTINEL	5,448	5,448	-
9/25/1986	86028SHE5040	SHREDDER, PAPER	1,000	1,000	-
9/29/1995	95233LHE5435	COPIER, CAN8530, J5774,NCM03881	14,588	14,588	-
6/30/2003	3785	CAMCORDER - SONY MINI HANDYCAM	1,795	1,795	-
		Subtotal	\$ 28,642	\$ 28,642	\$ -
		Leasehold Improvement			
4/27/2000	2529	RECONFIGURE DATA VOICE CABLING AT ELC	481	481	-
9/30/1998	2487	PRINCETON FACILITY - SULLIVAN PROPERTIES	11,506	11,506	-
2/11/1999	1588	VALANCE FOR WINDOWS IN ROOM 801& 802(EGGPLANT)	3,312	3,312	-
9/12/2002	2979	DATA MONITOR – INSTALL	1,937	1,937	-
		Subtotal	\$ 17,236	\$ 17,236	\$ -
		Garage And Shop			
2/23/1998	1887	CLARKE BURNISHER, 1500 RPM, 1-1/2 H.P.	1,042	1,042	-
11/24/1998	1816	DATA TERMINAL	1,030	1,030	-
2/25/1975	2494	850 MOTOR OIL TANK	4,340	4,340	-
5/19/1983	83057STGA056	1 TINSLEY SCALES	400	400	-
7/21/1986	86057STG5099	FLOOR POLISHER	611	611	-
1/18/1991	2083	ZEP CARPET CLEANER 100-DW/12 WAND	1,310	1,310	-
3/3/1994	94204STG3208	VACCUM CLEANER, STAINLESS STEEL	1155	1155	-
8/14/2003	3857	SAW - QUICK CUT 14 GAS"	729	729	-
		Subtotal	\$ 10,617	\$ 10,617	\$ -
		Computer Equipment			
9/28/1998	2471	SERVER SWITCH, BLACK BOX	5,290	5,290	-
9/28/1998	2241	H/P SURESTORE DLT AUTO LOAD	5,710	5,710	-
11/24/1998	1509	LATITUDE 300 LAPTOP COMPUTER	3,837	3,837	-
9/9/1999	2290	6110 BASE COMPUTER	4,636	4,636	-
12/30/1999	1993	SERVER-DELL POWEREDGE 6300	15,601	15,601	-
1/13/2000	2283	6110 BASE COMPUTER	4,578	4,578	-
5/26/2000	2532	SOFTWARE-ACCIDENT INVESTIGATION	900	900	-
3/14/2003	3693	SERVER FRAME - POWEREDGE 4210	3,520	3,520	-
2/21/2002	2958	SFTWR - NATIVE FILE ACCESS 3 LIC	520	520	-
9/5/2002	2426G	SOFTWARE - GROUPWISE 6, LIC	3,989	3,989	-
12/13/2001	2941	SOFTWARE-PRIMAVERA UPGRADE 3.0	2,700	2,700	-
9/30/2003	3724	SOFTWARE - NOVELL MANAGEWISE 2.7	1,325	1,325	-
12/28/1995	95233SAT5749	MAT/LABOR CABLING - A+ LINK	1,840	1,840	-
6/26/1997	2433 F	SFTWR POWERPOINT 97 UPGRADE(OFFICE)	1,775	1,775	-
1/29/1998	2181A	32MB RAM KIT	207	207	-
1/29/1998	1753A	16MB RAM KIT	183	183	-
		Subtotal	\$ 56,611	\$ 56,611	\$ -
		Communication Equipment			
4/15/1999	1674	CHARGER-6 UNIT RAPID JEDI FOR PORTABLE RADIOS	540	540	-

Acquisition Date	Company Asset Number	Description	Acquisition Value	Current Accumulated Depreciation	Net Book Value
4/25/1991	91117STQ3033	INTERFACE ANTENA SYSTEM	8,000	8,000	-
		Subtotal	\$ 8,540	\$ 8,540	\$ -
		Comsys			
12/31/1995	95233SAT5773	COMSYS TELEPHONE SYSTEM	9,982	9,982	-
12/21/1995	95233SAC5559	COMSYS NOVELL V5.1 50 USERS	1,610	1,610	-
		Subtotal	\$ 11,592	\$ 11,592	\$ -
		Total	\$169,701	\$169,701	\$ -

Consent Agenda Item #6.D. ii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Miscellaneous
Authorization to Implement Service Changes for April 25, 2010

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to implement service changes effective April 25, 2010.

BACKGROUND:

Public Workshops

On January 7, 2010 staff received authorization from the Board of Directors' to initiate the Public Participation Process for consideration of proposed service changes for April 25, 2010. A total of eight public workshops were held between February 9, 2010 and February 23, 2010. Customers and staff were able to obtain input on the service changes through the following public workshop locations:

Tuesday February 9, 2010	LYNX Central Station, 2 nd Floor Meeting Room, Orlando
Wednesday February 10, 2010	Osceola Square Mall, Kissimmee
Thursday February 11, 2010	Poinciana Community Center, Poinciana
Tuesday February 16, 2010	Winter Garden City Hall, Winter Garden
Wednesday February 17, 2010	Winter Garden City Hall, Winter Garden
Thursday February 18, 2010	Poinciana Community Center, Poinciana
Tuesday February 23, 2010	Seminole State College, Sanford, Florida

A summary of the attendees were as follows:

Public Workshops	Number Of Attendees
Orlando 2/09/10	19
Kissimmee 2/10/10	8
Poinciana 2/11/10	10
Winter Garden 2/16/10	3
Winter Garden 2/17/10	2
Poinciana 2/18/10	13
Seminole State College 2/23/10	24
Total	79

Additionally, a total of 42 comment cards were received regarding the proposed changes, both at the workshops and through the LYNX website. The majority of comments received related to questions that were not about the proposed changes such as, how the PickUpLine service works, commuter rail, high speed rail, service improvements and new service area opportunities. Of those that commented on the proposed changes, no one voiced opposition after their questions or concerns were addressed by staff.

Public notices for the workshops were published in the Orlando Sentinel and El Sentinel for Orange, Seminole and Osceola Counties. Notices of the public workshops were posted on Bright House Networks Central Florida News 13's Community Calendar. The notices were also provided to Orange County Television and Access Osceola for inclusion in their Community Calendar segments. Notices were also placed on LYNX buses, at LYNX Central Station terminal lobby, LYNX Central Station reception lobby and in bus bays via a banner. As well, a press release was created and distributed to media outlets.

PROPOSED SERVICE CHANGES:

The following is a summary of all the proposed service changes for April 25, 2010:

New Service:

PUL 641 – Williamsburg Circulator (Orange)

Adjusted Services:

Link 20 – will terminate at the new College Park WalMart at Princeton Street & John Young Parkway (Orange)

Link 23 – Later evening service weekdays (Orange, Seminole)

Link 26 – Southern loop eliminated, route realigned to terminate at Poinciana WalMart via Doverplum (Osceola)

Link 37 – Increase frequency to 30-minute service on Saturdays (Orange)

Link 50 – Realign from I-4 to Palm Parkway between Central Florida Parkway & SR 535 (Orange)

Link 125 – Realign to serve the new College Park WalMart at Princeton Street & John Young Parkway (Orange)

Link 426 – Will become the Poinciana Circulator, extend southern loop to include Coyote Road, Gazelle Drive and Tiger Road (Osceola)

Link 434 – Move western terminus of route from Rosemont Super Stop north to Seminole State College Altamonte campus, other minor route adjustments (Orange, Seminole)

PUL 602 – Will be merged with PUL 601 (Osceola)

PUL 612 – Service will be extended to Winter Garden Village, along with minor adjustments of arrival and departure times at Winter Garden Shopping Center on selected trips. (Orange)

Discontinued Service:

Link 442 – Discontinued due to expired funding and local match commitment (Orange)

FISCAL IMPACT:

All proposed changes will be supported with funds included in the FY2010 operating budget.

Consent Agenda Item #6.D. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
Authorization to Transfer Surplus Bicycles to City of Orlando

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to transfer surplus bicycles to the City of Orlando.

BACKGROUND:

The City of Orlando has requested that LYNX provide bicycles for the City's award winning event "Got Bikes?...Ride'em!" for bike month in 2010. The bikes will be children-size and possibly adult-size bikes recovered by LYNX' lost and found program.

The event will be hosted by City Commissioner Daisy Lynum, District 6 and the City of Orlando's Transportation Planning Division to provide safe, efficient, and environmentally responsible bicycle information to the residents of the City of Orlando. This will be done in the form of a presentation to educate cyclists and motorists about history, safety, and benefits of bicycling. Please see attached letter from the City of Orlando for more details.

FISCAL IMPACT:

There is no fiscal impact to LYNX.



CITY OF ORLANDO

March 5, 2010

Edward Velez
LYNX Property Officer
455 N Garland Ave
Orlando FL 32801

Dear Mr. Velez:

This letter is to request Lynx's sponsorship for the City of Orlando's award winning "*Got Bikes?...Ride'em!*" events for Bike Month in 2010. The April event will be held April 13, 2010 at Callahan Neighborhood Center and will be hosted by City Commissioner Daisy Lynum, District 6 and the City of Orlando's Transportation Planning Division.

The purpose of this event is to provide safe, efficient, and environmentally responsible bicycle information to the residents of the City of Orlando. This will be done in the form of a presentation to educate cyclists and motorists about history, safety, and benefits of bicycling. We are requesting your help in donating children-size bicycles and possibly adult-size bikes to be given away in a drawing.

In the past, we have obtained bicycles from LYNX and were very satisfied with the quality of bicycles. We are requesting your assistance and would like to be given the opportunity to continue providing bicycles to children that are less fortunate.

If you have any questions or concerns, please don't hesitate to contact me at (407) 246-3347 or my colleague, Charles Brown at (407) 246-3325.

Thank you in advance,

Cristina Cruz,
Transportation Planner II
City of Orlando

Consent Agenda Item #6.D. iv

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
Authorization to Issue a Purchase Order to First Class Coach Sales Under the Florida Department of Transportation's Florida Vehicle Procurement Program's (FVPP) State Contract #FVPP-08-SC-FCC for the Procurement of Eight (8) Paratransit Replacement Vehicles which are Funded by the American Recovery and Reinvestment Act (ARRA)

Date: 3/25/2010

ACTION REQUESTED:

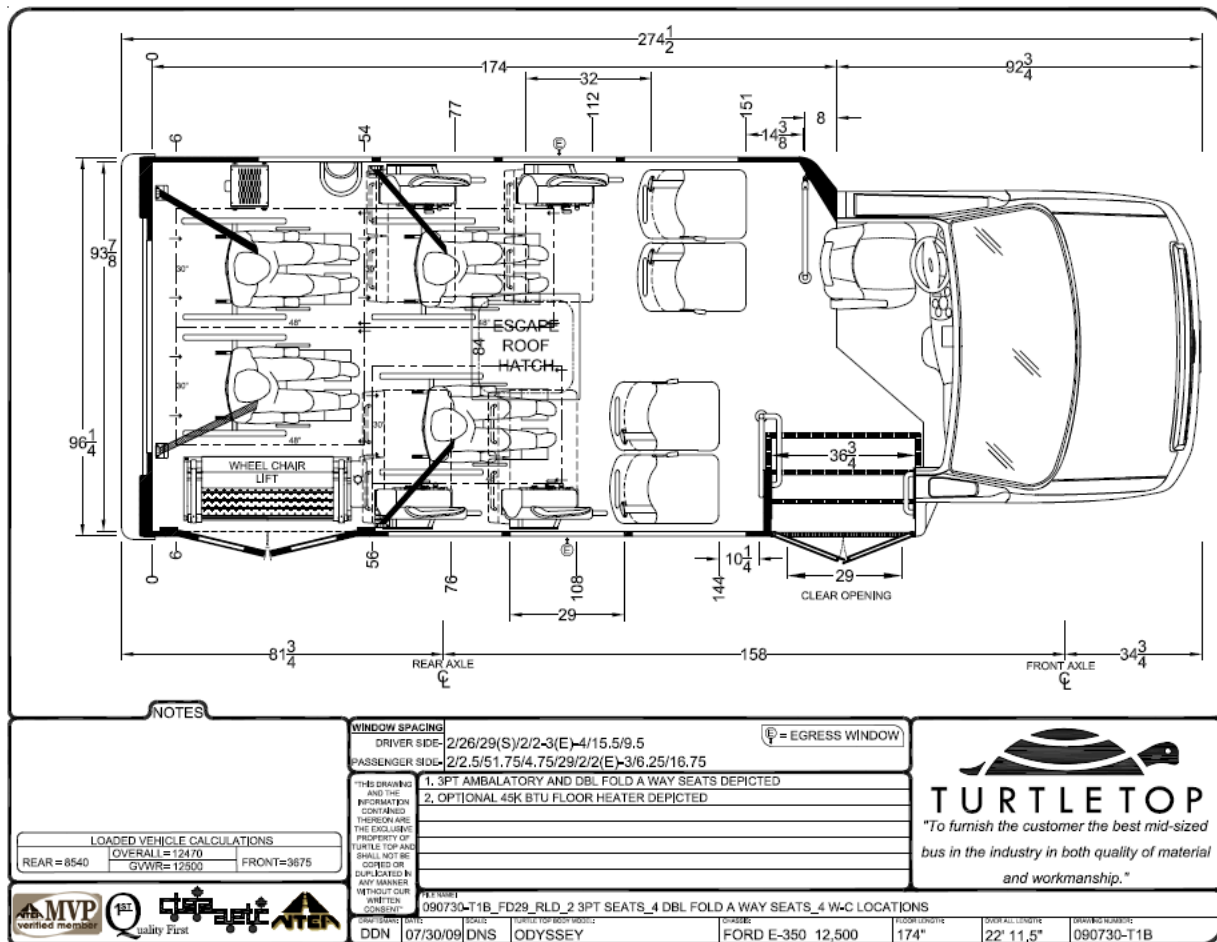
Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue a Purchase Order in the amount of \$567,000 to First Class Coach Sales under the Florida Department of Transportation's (FDOT) Florida Vehicle Procurement Program's (FVPP) State Contract #FVPP-08-SC-FCC for eight (8) paratransit replacement vehicles. This purchase will be made using American Recovery and Reinvestment Act (ARRA) funds.

BACKGROUND:

LYNX' goal is to purchase all the paratransit and community circulator vehicles (flex services) operated in the future and provide them over the next five years to our contracted provider for utilization. This will allow LYNX to use ARRA funds to procure the vehicles, rather than using operating dollars paid to our contracted provider. Further, LYNX will save the financing costs that are passed through as an expense built into the provider's capital cost. Additionally, our intent is to order an additional fifteen (15) replacement paratransit vehicles in FY2011 using the balance of the \$3,220,000 ARRA funding specifically for paratransit vehicles

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

Through a competitive selection process, FVPP awarded a Florida Department of Transportation vehicle procurement contract (#FVPP-08-SC-FCC) for “Small Cutaway Type Vehicles” to First Class Coach Sales, a local Orlando dealer of Turtle Top manufactured vehicles. First Class Coach Sales and Turtle Top meet all pre- and post-award requirements of the Federal Transit Administration (FTA). Additionally, Turtle Top is a manufacturer on the FTA’s approved “Transit Vehicle Manufacturer” list (which ensures Disadvantaged Business Enterprise participation).



The proposed procurement will be for 8 Turtle Top “Odyssey” models (pictured), to be built on Ford chassis with three varying seating capacities on each vehicle (using foldaway seating) of:

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

This varying capacity ability will allow for maximizing vehicle usage in scheduling and will thereby allow vehicles to operate at a higher productivity level, which will ultimately allow for additional cost savings to LYNX.

The cost breakdown on a per-vehicle basis is as follows:

Ford E350, 22'10" length, 5.4L Gas	\$59,995
Freedman Standard Seats	\$ 1,420
Freedom Foldaway Seats	\$ 4,000
Q'Straint QRTMAX Securement Systems	\$ 2,160
Braun Side Wheelchair Lift	<u>\$ 3,300</u>
Total	\$70,875

At the September 2009 LYNX Board of Directors' meeting, LYNX staff received authorization to procure twenty-three (23) of these same vehicles for paratransit fleet replacement. To date, LYNX has taken delivery of nineteen (19) vehicles and has been extremely satisfied with the quality of the vehicles and performance of both First Class Coach Sales (the distributor) and Turtle Top (the manufacturer).

For the initial twenty three (23) vehicles, First Class Coach Sales and Turtle Top reported 20 jobs created or retained, thereby meeting the overall goal of the American Recovery and Reinvestment Act funding.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' DBE program requires that each transit vehicle manufacturer as a condition to bid for or propose on FTA-assisted vehicle procurements must provide certification of compliance with the requirements of the regulations by having an established annual overall percentage goal approved by FTA. LYNX does not establish a specific goal for this project.

FISCAL IMPACT:

LYNX staff included \$3,260,250 in the FY2010 capital budget for the procurement of forty-six (46) paratransit replacement vehicles funding \$3,220,000 by the American Reinvestment and Recovery Act (ARRA) and \$40,250 by other federal funds. The procurement of the eight (8) vehicles will be funded (100%) by the American Reinvestment and Recovery Act (ARRA) grant in the amount of \$567,000.

Consent Agenda Item #6.D. v

To: LYNX Board of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
Mike May
(Technical Contact)
Joyce Baldi
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Miscellaneous
Authorization to Adopt the Amended Human Resource Anti-Drug and Alcohol Misuse Prevention Program

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' adoption of the amended LYNX Human Resource Anti-drug and Alcohol Misuse Preventative Program Policy.

BACKGROUND:

LYNX' Human Resource Division staff along with Safety, Security and Risk Management staff have been working to amend the current policy to bring into compliance with the Federal Transportation Administration (FTA) and the U.S. Department of Transportation (USDOT) audit findings of November 17, 2008. The amended policy incorporates the testing of safety-sensitive employees, the categories of pharmaceuticals and definitions for each and safety sensitive employees disclosure on medically prescribed medications.

Once approved the amended policy will take effect immediately.

FISCAL IMPACT

There is no impact to the Authority.

Policy: ANTI-DRUG & ALCOHOL MISUSE PREVENTION PROGRAM

Approved By:

Issuing Dept: HUMAN RESOURCE

Effective Date: March 26, 2010

Linda Watson
Chief Executive Officer

1. Policy

The Central Florida Regional Transportation Authority (hereinafter referred to as “LYNX”) is dedicated to providing safe, dependable, and economical transportation services to our passengers. LYNX employees are our most valuable resource and it is our goal to provide a healthy, satisfying work environment which promotes personal opportunities for growth. In meeting these goals, it is our policy to (1) assure that employees are not impaired in their ability to perform assigned duties in a safe, productive, and healthy manner; (2) create a workplace environment free from the adverse effects of drug abuse and alcohol misuse; (3) prohibit the unlawful manufacture, distribution, dispensing, possession or use of controlled substances; and (4) to encourage employees to seek professional assistance anytime personal problems, including alcohol or drug dependency, adversely affect their ability to perform their assigned duties.

2. Purpose

The purpose of this policy is to assure worker fitness for duty and to protect our employees, passengers, and the public from the risk posed by the use of prohibited drugs and the misuse of alcohol. This policy is also intended to comply with all applicable Federal regulations governing workplace anti-drug and alcohol programs in the transit industry. The Federal Transit Administration (FTA) of the U.S. Department of Transportation has published 49 CFR Part 655, as amended, that mandates urine drug testing and breath alcohol testing for safety-sensitive positions and prohibits performance of safety-sensitive functions when there is a positive test result. The U. S. Department of Transportation (DOT) has also published 49 CFR Part 40, as amended, that sets standards for the collection and testing of urine and breath specimens. In addition, the Federal government published 49CFR Part 29, “The Drug-Free Workplace Act of 1988,” which requires the establishment of drug-free workplace policies and the reporting of certain drug-related offenses to the FTA. This policy incorporates those requirements for safety-sensitive employees and others when so noted. A copy of these procedures may be obtained from the Human Resources Department. Part 40 is also available on-line at <http://www.dot.gov/ost/dapc/index.html>.

3. Applicability

This policy applies to all safety-sensitive transit system employees, paid part-time employees, contract employees, volunteers and contractors when they are on transit property or when performing any transit-related safety-sensitive business. This policy applies to off-site lunch periods or breaks when an employee is scheduled to return to work.

A safety-sensitive function is any duty related to the safe operation of mass transit service including the operation of a revenue service vehicle (whether or not the vehicle is in revenue

service), dispatch, maintenance of a revenue service vehicle or equipment used in revenue service, security personnel who carry firearms, and any other employee who operates a non-revenue service vehicle, when required to be operated by a holder of a Commercial Driver's License. A list of safety-sensitive positions is attached.

4. Prohibited Substances

4.1 Illegally Used Controlled Substances or Drugs

This includes, but is not limited to: marijuana, amphetamines/methamphetamines, opiates, phencyclidine (PCP), and cocaine, as well as any drug not approved for medical use by the U.S. Drug Enforcement Administration or the U.S. Food and Drug Administration. Illegal use includes use of any illegal drug, misuse of legally prescribed drugs, and use of illegally obtained prescription drugs.

This includes, but is not limited to: marijuana, cocaine, opiates, phencyclidine (PCP), amphetamines/methamphetamines, as well as any drug not approved for medical use by the U.S. Drug Enforcement Administration or the U.S. Food and Drug Administration. Illegal use includes use of any illegal drug, misuse of legally prescribed drugs, and use of illegally obtained prescription drugs.

4.2 Legal Drugs

The appropriate use of legally prescribed drugs and non-prescription medications is not prohibited. However, the use of any substance, which carries a warning label that indicates that mental functioning, motor skills or judgment may be adversely affected, must be reported to a supervisor. In addition, the employee must obtain a written release from the attending physician releasing the person to perform their job duties any time they obtain a performance-altering prescription. A legally prescribed drug means that the individual has a prescription or other written approval from a physician for the use of a drug in the course of medical treatment. It must include the patient's name, the name of the substance, quantity/amount to be taken, and the period of authorization. The misuse or abuse of legal drugs while performing transit business is prohibited.

However, the MRO may also medically disqualify an employee from performing safety-sensitive duties because of medication use. See section 49CFR 40.135 (d)

The use of hemp and marijuana products for medical use is considered a violation of this policy.

4.3 Alcohol

All employees are prohibited from consuming beverages and/or substances containing alcohol while on duty.

The use of beverages containing alcohol or any medication, food, or any other substance that results in alcohol being present in the body, while performing transit business is prohibited. Central Florida Regional Transportation Authority (LYNX) is committed to ensure safe, efficient and effective transportation services by establishing a drug and alcohol-free work environment, and to ensure that the workplace remains free from the effects of drugs and alcohol in order to promote the health and safety of employees and the public.

- Ensure that employees perform assigned duties in a safe, productive and healthy manner;

- Create a workplace environment free from the adverse effects of drug abuse and alcohol misuse;
- Prohibit the unlawful manufacture, distribution, dispensing possession, or use of controlled substances;
- Encourage employees to seek professional assistance any time personal problems, including alcohol or drug dependency, affect their ability to perform their job duties;
- To comply with the Federal Transit Administration (“FTA”) regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Part 655 of the Federal Register.

5.0 Prohibited Conduct

5.1 Manufacture, Trafficking, Possession and Use

As outlined in the Drug Free Workplace Act of 1988, transit system employees are prohibited from engaging in the unlawful manufacture, distribution, dispensing, possession or use of prohibited substances on LYNX premises, in transit vehicles, in uniform or while on company business. Compliance with the Drug Free Workplace Act of 1988 is required of all recipients of Federal funding and is a condition of employment for all LYNX employees to abide by its terms. Employees who violate this provision will be discharged. Law enforcement shall be notified, as appropriate, where criminal activity is suspected.

5.2 Intoxication

Any safety-sensitive employee who is reasonably suspected of being intoxicated, impaired, under the influence of a prohibited substance, or not fit for duty shall be immediately suspended from job duties with pay pending an investigation and verification of condition. An employee who fails to pass a drug and/or alcohol test shall be removed from duty immediately.

5.3 Alcohol and Drug Use

No safety-sensitive or non-safety sensitive employee is permitted to report for duty or remain on duty when their ability to perform assigned functions is adversely affected by alcohol or when their breath alcohol concentration is 0.02 or greater. No employee shall consume alcohol while on duty, while performing safety-sensitive function, or just before or just after performing as safety-sensitive function. Employees on call should not consume alcohol within 4 hours of reporting for duty, or during the hours that they are on call.

All safety-sensitive employees will be tested for alcohol and or drugs in the following circumstances: pre-employment, post-accident, reasonable suspicion, and random as set forth in 49 CFR 655.31.

Safety-sensitive employees are prohibited from reporting for duty or remaining on duty any time there is quantifiable presence of prohibited substance in the body above the minimum thresholds defined in 49 CFR Part 40, as amended.

Non-safety sensitive employees are prohibited from reporting to duty at any time while under the influence of alcohol.

5.4 Compliance with Testing Requirements

All safety sensitive employees will be subject to urine drug testing and breathe alcohol testing as a condition of employment. Any safety-sensitive employee who refuses to comply with a request for testing shall be immediately removed from duty, referred to a SAP, and their employment terminated. Observed collections will be conducted as outlined in section 6.12. The following shall constitute a test refusal:

- Failure to go immediately to test site upon notification of drug/alcohol test;
- Failure to remain at the testing site until the testing process is complete;
- Failure to provide urine and/or breath specimen for any DOT required drug and/or alcohol test without medical explanation;
- Failure to provide urine or breath test for any non-DOT required drug and/or alcohol test;
- In case of a direct observed or monitored collection in a drug test, failing to permit the observation or monitoring of the employees provision of a specimen
- Failure to sign the certification at Step 2 of the Alcohol Test Format Form;
- Any safety-sensitive or non-safety-sensitive employee who is suspected by the collector during the specimen collection process of falsifying test results through tampering, contamination, adulteration, or substitution will be required to undergo an immediate observed second collection.
- Failure to cooperate with any part of the testing process (e.g. refuse to empty pockets when so directed by the collector, behave in a confrontational in a way that disrupts the collection process);
- If the MRO reports that there is verified adulterated or substituted test result.
- Failure to undergo a medical evaluation, as directed by the MRO as the verification process, or as directed by the DER for “shy” bladder and/or “shy” lung;
- Failure to take a second test when directed.

5.5 Voluntary Treatment Requirements

All employees are encouraged to voluntarily make use of the available resources for treatment for alcohol misuse and illegal drug use problems. If an employee voluntarily discloses a substance abuse problem before a disciplinary matter develops and or before notification for a required test, they will be subject to return to duty and follow-up testing under LYNX authority (using non-DOT testing forms). The purpose of the return to duty testing is to provide a degree of assurance that the employee is drug and alcohol free, i.e., the employee is able to return to work without undue concern of continued drug abuse or alcohol misuse. Employees will receive a re-entry contract, see Human Resources will refer the employee to EAP. EAP will have the employee evaluated by a substance abuse professional and pass a return to duty test. A return to duty test will include drug and alcohol testing as well as other return to duty requirements. The employee must have a verified negative drug test result and a breath alcohol test result before returning to work. Failure to comply with requirements for treatment shall be terminated. The cost of any treatment or rehabilitation services will be paid for directly by the employee or their insurance provider. Employees that voluntarily disclosed will be allowed to take accumulated sick leave and vacation leave to participate in the prescribed rehabilitation program (only if employee voluntarily discloses a substance abuse problem). The provisions of this paragraph 5.5 apply to employees who voluntarily seek treatment prior to notification for a drug or alcohol test. Any employee with a positive test result will be subject to termination.

5.6 Notifying LYNX of Criminal Drug

Under the Drug Free Workplace Act, all employees are required to notify LYNX of any criminal drug conviction or arrest. Employees notify LYNX within five days after such conviction or arrest. Failure to comply with this provision shall result in disciplinary action up to and including termination of employment. LYNX will notify FTA of any employee criminal drug statute conviction within 10 days of notification of conviction.

5.7 Disciplinary Consequences For A Commercial Driver's Licenses Suspension Due To A DUI Conviction:

Employees must notify LYNX within five days of receiving the DWI/DUI. Any safety-sensitive employee who has been arrested for DWI/DUI will be suspended or may be re-assigned to a non-safety sensitive position for a maximum period of 90 days and will not be permitted to operate any LYNX vehicle, under any circumstances. If the employee's CDL is not reinstated at the end of 90 days, he/she will be terminated.

5.8 Proper Application of the Policy

LYNX is dedicated to assuring fair and equitable application of the substance abuse policy. Therefore, supervisors, managers and directors are required to use and apply all aspects of this policy in an unbiased and impartial manner. Any supervisor, manager and directors that knowingly disregards the requirements of this policy, or who is found to deliberately misuse the policy in regard to subordinates, shall be subject to disciplinary action up to and including termination of employment.

5.9 Confidentiality

All records will be maintained in accordance to 49 CFR Part 40 and 655. LYNX affirms the need to protect individual dignity, privacy and confidentiality throughout the testing process. Records of testing and results under this policy will be maintained private and confidential. These records will be maintained in a confidential file that is separate from the employee's personal file.

Test results may only be disclosed with the employee's consent. The employee must sign releases anytime information is to be released to the employee, union representative, subsequent employers, and to any other third party designated by the employee.

LYNX may release reports and results when:

- The information is compelled by law or by judicial or administrative process;
- The information has been placed at issue in a formal dispute between the employee and employer

6. Testing Procedures

All safety-sensitive employees shall be subject to testing for pre-employment, reasonable suspicion, and following a post accident as defined in Section 6.2, 6.3 and 6.4 of this policy.

All safety sensitive employees who voluntarily submit to a rehabilitation program prior to testing positive on a drug or alcohol test will be tested prior to returning to duty following completion of the Substance Abuse Professional's recommended treatment program, see section

Those employees who perform safety-sensitive functions as defined in the list of safety-sensitive positions attachment to this policy shall also be subject to testing on a random, unannounced basis.

Testing shall be conducted in a manner to assure a high degree of accuracy and reliability and using techniques, equipment and laboratory facilities, which have been approved by the U.S. Department of Health and Human Service (DHHS). All testing will be conducted consistent with the procedures put forth in 49 CFR Part 40, as amended.

The drugs that will be tested for include marijuana, cocaine, opiates, amphetamines and phencyclidine. An initial drug screen will be conducted on each urine specimen. For those specimens that are not negative, a confirmatory Gas Chromatography/Mass Spectrometry (GC/MS) test will be performed by a HHS-certified laboratory. The test will be considered positive if the amounts present are above the minimum thresholds established in 49 CFR Part 40, as amended. In instances where there is a reason to believe an employee is abusing a substance other than the five drugs listed above, the transit system reserves the right to test for additional drugs under the transit system's own authority using standard laboratory testing protocols. This additional testing will not be conducted on any specimen collected using DOT/FTA testing authority.

Tests for breath alcohol concentration will be conducted utilizing a National Highway Traffic Safety Administration (NHTSA)-approved testing device operated by a trained technician. If the initial test indicates an alcohol concentration of 0.02 or greater, a second test will be performed by the BAT. The confirmatory test will be performed using an NHTSA-approved evidential breath testing device (EBT) operated by a trained breath alcohol technician (BAT).

6.2 Observed Collections

Consistent with 49 CFR part 40 collection under direct observation (by a person of the same gender) with no advance notice will occur if:

- (1) The laboratory reports to the MRO that a specimen is invalid, and the MRO reports to Designated Employer Representative (DER) that there was not an adequate medical explanation for the result; or
- (2) The MRO reports to the DER that the original positive, adulterated, or substituted test result had to be canceled because the test of the split specimen could not be performed.
- (3) The collector observes materials brought to the collection site or the employee's conduct clearly indicates an attempt to tamper with a specimen or
- (4) LYNX directs the MRO to conduct a second specimen collection under direct observation because the creatinine concentration of an applicant/employee's initial specimen provided was equal to or greater than 2 mg/dL but less than or equal to 5 mg/dL. Or
- (5) The temperature of the original specimen provided was outside the acceptable temperature range of 90-100 Fahrenheit or
- (6) The original specimen appeared to have been tampered with; or

(7) LYNX may direct an employee to provide a specimen a urine specimen under direct observation for return-to-duty and follow-up drug tests

6.3 Breath Alcohol Testing

Breath alcohol testing will be conducted utilizing a National Highway Traffic Safety Administration (NHTSA) approved evidential breath-testing device (EBT) operated by a Trained Breath Alcohol Technician (BAT). All breath alcohol test results will be reported only by an MRO or BAT to the Designated Employer Representative (DER). If the initial test indicates a breath alcohol concentration of 0.02 or greater, a second test will be performed to confirm the results of the initial test. A safety-sensitive or non-safety-sensitive employee who has a confirmatory breath alcohol test result of 0.02 or greater will be immediately removed from duty. Under LYNX policy, a safety-sensitive employee with a confirmatory breath alcohol test result with a concentration of .02 or greater, but less than .04 will be immediately removed without pay for the remainder of their shift and will be suspended without pay until their next shift or for a minimum of eight hours whichever is greater. The inability to perform a safety-sensitive or non-submit to a drug or alcohol test (see policy Section 5.4) will be immediately removed safety-sensitive duty due to a confirmatory breath alcohol test result from 0.02 to 0.039 will be considered an unexcused absence and subject to LYNX's disciplinary procedures. A confirmatory breath alcohol test result of 0.04 or greater will be considered a positive alcohol test result and a violation of this policy and federal requirements in 49 CFR Part 655.

6.4 Employee Requested Testing

Any safety-sensitive employee who questions the results of a verified positive required drug test or refusal to test because of adulteration or substitution under paragraphs 6.5 and 6.6 - 6.10 of this policy may request that the split sample be tested. This test must be conducted on a split sample that was provided by the employee at the same time as the original sample. LYNX will seek to reimburse from the employee for all costs of such testing unless the result of the split sample test invalidates the result of the original test. The method of collecting, storing and testing the split sample will be consistent with the procedures set forth in 49 CFR Part 40, as amended. The employee's request for a split sample test must be made to the Medical Review Officer within 72 hours of notice of the original sample verified test result. Requests after 72 hours will only be accepted if the delay was due to document able facts that were beyond the control of the employee.

6.5 Pre-Employment Testing

All safety-sensitive and non-safety-sensitive position applicants shall undergo urine drug testing immediately following the offer of employment or transfer into a safety-sensitive position.

Failure of a pre-employment drug test will disqualify an applicant for employment for a period of one (1) year. Evidence of the absence of drug dependency from a Substance Abuse Professional that meets with the approval of the company and a negative pre-employment drug test will be required prior to further consideration for employment. The cost for the assessment and any subsequent treatment will be the sole responsibility of the individual.

When a covered employee or applicant has previously failed or refused a pre-employment drug test administered under this part, the employee must provide the employer proof of having successfully completed a referral, evaluation and treatment plan as described in Section 655.62.

All safety sensitive employees who have not performed a safety-sensitive function for 90 or more consecutive calendar days, regardless of the reason, AND HAVE BEEN OUT OF THE RANDOM TESTING POOL DURING THAT TIME PERIOD, must successfully pass a pre-employment drug/alcohol test.

Any safety-sensitive employee that has a confirmed positive pre-employment drug and/or alcohol test will be discharged.

6.6 Reasonable Suspicion Testing

All safety-sensitive and non-safety-sensitive employees may be subject to a fitness for duty evaluation and urine and/or breathe testing when there are reasons to believe that drug or alcohol use is adversely affecting job performance. A reasonable suspicion referral for testing will be made on the bases of documented objective facts and circumstances, which are consistent with the short-term effects of substance abuse or alcohol misuse. Non-DOT test will be conducted on a non-safety-sensitive employee.

Examples of reasonable suspicion include, but are not limited to, the following:

1. Physical signs and symptoms consistent with prohibited substance use or alcohol misuse which includes specific, contemporaneous, articulate able observations concerning the appearance, behavior, speech, or body odors of an employee.
2. Evidence of the manufacture, distribution, dispensing, possession or use of controlled substances, drugs, alcohol or other prohibited substance.
3. Fights (to mean physical contact), assaults and flagrant disregard or violations of established safety, security or other operation procedures.

Reasonable suspicion referrals must be made by one or more supervisors who are trained to detect the signs and symptoms of drug and alcohol misuse and conclude that an employee may be adversely affected or impaired in his/her work performance due to possible prohibited substance abuse or alcohol misuse.

6.7 Post-Accident Testing

All safety-sensitive employees will be required to undergo urine and breath testing if they are involved in an FTA accident with a LYNX Transit vehicle (regardless of whether or not the vehicle is in revenue service). Accident as defined by the FTA is an occurrence associated with the operation of a vehicle, if as a results of:

An individual dies (fatality);

An individual suffers bodily injury and immediately receive medical treatment away from the scene of the accident;

Mass transit vehicle involved is a bus, electric bus, van or automobile, one or more vehicles including non-FTA funded vehicles incur disabling damage as the results of the accident and the vehicle or vehicles are towed from the scene by a tow truck or other vehicle; and

Mass transit vehicle involved is a rail car, trolley car, trolley bus, or vessel, the mass transit vehicle is removed from operations.

In the case of a fatality, each surviving safety-sensitive employee operating the vehicle at the time of the accident must be tested as well as any other safety-sensitive employees not on the vehicle, whose performance could have contributed to the accident (based upon the best information available at that time).

An accident could be the result of a collision with another vehicle or pedestrian, or it could be associated with an incident that occurs on the vehicle without any contact with another vehicle.

In a non-fatal accident, all safety sensitive employees operating the vehicle at the time of the accident will be tested unless it is determined the employee's performance can be completely discounted as a contributing factor to the accident. Any other safety-sensitive employee whose performance could have contributed to the accident will also be tested. All safety-sensitive employees must be tested within 32 hours of the accident for drug if the drug test is not administered within thirty two (32) hours of the accident, the supervisor or DER must document the reason and stop trying to test.

The decision regarding being "completely discounted" will be made by the supervisor on the scene based upon the best information available at the time of the incident. Accidents involving safety-sensitive management and non-safety sensitive employees during the use of non-revenue vehicles may be subject to post accident testing under LYNX's policy. Following a covered accident, the safety-sensitive employee will be tested as soon as possible. If the alcohol test is not administered within two (2) hours of the accident, the supervisor or DER must prepare and maintain on file a "Post Accident" form stating the reason the test was not promptly administered. If an alcohol test was not administered within eight (8) hours following the accident, all attempts to administer the test must stop.

Employees must remain readily available for testing after an accident. Failure to remain readily available is a refusal. Readily available is stayed for accident investigation and medical attention.

6.8 Random Testing

Employees in safety-sensitive positions will be subject to random, unannounced drug and alcohol testing. The selection of safety-sensitive employees for random drug and alcohol testing will be made using a scientifically valid method that ensures that each covered employee will have equal chance of being selected. The random test will be unannounced throughout the year. Random test will be conducted on all days, hours and holidays. Once an employee is notified of a selection of a random drug or random alcohol test, he/she should proceed to the testing site immediately. FTA (49CFR 655.45) requires random testing of drugs and alcohol for safety-sensitive employees be unannounced.

6.9 Return-to-Duty Testing

All safety-sensitive and non-safety-sensitive employees who previously voluntarily entered into a Rehabilitation Program as set forth in Paragraph 5.5 must test negative on a drug or alcohol test (below 0.02 for alcohol) on a return-to-duty test and be evaluated and released to duty by the

Substance Abuse Professional before returning to work. Testing in this section 9.3 is conducted by LYNX using non-DOT testing form.

Safety-sensitive employees with a Second Change Agreement must follow the above procedures. However, a DOT testing form must be used.

6.10 Follow-Up Testing

Safety-sensitive employees who previously voluntarily entered into a prescribed rehabilitation program will be required to undergo frequent, unannounced urine and/or breath testing following their return to duty. Testing in this section is conducted by LYNX using forms non DOT Testing forms. Testing positive on a follow-up test is an automatic termination.

6.11 Follow-Up Testing For Second Chance Agreements

Safety-Sensitive employees who have a Second Change Agreement for a positive drug screen for marijuana and/or positive Breath Alcohol of 0.4 or greater will be required to undergo unannounced urine and/or breath alcohol testing following their negative return to duty test. The amount of follow-up testing will be determined by the Substance Abuse Professional.

6.12 Observed Urine Collection

The US Department of Transportation (DOT) is requiring transportation industry employers to observe urine collection for all return-to-duty and follow-up tests conducted on employees who previously failed drug tests or refused to take one, in order to check for prosthetic and other “cheating” devices.

6.12 Dilute Negative Policy

A dilute specimen is a specimen with creatinine and specific gravity values that are lower than expected for human urine. If a specimen test result is dilute negative LYNX will not perform a retest, unless directed by the MRO. If the employee declines to take the retest, it is considered a test refusal.

6.13 Shy Bladder

Safety-sensitive employees who cannot provide a sufficient urine specimen. Section 40.193 (b) “The collector must do the following: Urge the employee to drink up to 40 ounces of fluid, distributed reasonably through a period of up to three hours, or until the individual has provided a sufficient urine specimen, whichever occurs first. If the employee refuses to drink fluids, this is not considered a refusal to take a drug test. The employee must be told the time at which the three hour period begins and ends.

6.14 Workers’ Compensation

Safety employees will be drug and/or breathe alcohol tested when medical attention is needed for a Workers’ Compensation claim.

7.0 Disciplinary Consequences for Positive Alcohol Test Results:

A confirmed Breath Alcohol Content (BAC) of 0.02 or greater, but less than 0.04 the employee will be immediately removed from his/her safety-sensitive duties. The employee will remain off duty until their next scheduled duty period, but not less than 8 hours following the administration

of the test. Under LYNX authority, prior to returning to duty, the employee will be retested for alcohol. The breath alcohol concentration must be less than 0.02 before the employee may return to duty. Should the employee test 0.02 or more on the return to duty test, the employee may be given a second chance agreement as outlined in section 8.0.

Any second offense by an employee will result in immediate removal from safety-sensitive duties and immediate termination of employment.

7.1 Disciplinary Consequences for a Positive Test for Prohibited Drugs: Prohibited drugs are marijuana, cocaine, opiates, alcohol, phencyclidine and amphetamines. Based on LYNX Policy, the following disciplinary action applies:

Cocaine, opiates, phencyclidine and amphetamines – immediate termination

Marijuana – A onetime second chance agreement

Alcohol – A onetime second chance agreement

Any second offense by an employee will result in immediate termination of employment.

INITIAL TEST

Marijuana metabolites

Cocaine metabolites

Opiate metabolites

Phencyclidine (PCP)

Amphetamines

INITIAL TEST CUTOFF LEVELS

50 ng/ml

300 ng/ml

2,000 ng/ml

25 ng/ml

1,000 ng/ml

CONFIRMATORY TEST

Marijuana metabolites (1)

Cocaine metabolites (2)

Opiates:

Morphine

Codeine

Phencyclidine (PCP)

Amphetamines:

Amphetamine

Methamphetamine (3)

(1) Delta-9-tetrahydrocannabinol-9-carboxylic acid

(2) Benzoyllecgonine

(3) Specimen must also contain amphetamine at a concentration greater than or equal to 200 ng/ml

CONFIRMATORY TEST CUTOFF LEVELS

15 ng/ml

150 ng/ml

2,000 ng/ml

2,000 ng/ml

25 ng/ml

500 ng/ml

500 ng/ml

These cutoff levels are subject to change by the Department of Health and Human Services as advances in technology or other considerations warrant identification of these substances at other concentrations.

7.2 Information Disclosure

Pre-Employment

To be considered for employment, all applicants will be asked to give consent to LYNX for a background check of their previous DOT covered employer(s) over the past two years as defined by 49 CFR 40.25. Information requested will include:

- Alcohol test results of 0.04 or higher alcohol concentration
- Verified positive drug tests
- Refusals to be tested (including verified adulterated or substituted drug test results)
- Other violations of DOT agency drug and alcohol testing regulations

With respect to any employee who violated a DOT drug and alcohol regulation, documentation of the employee's successful completion of DOT return-to-duty requirements (including follow-up tests)

Retention and Release

All drug and alcohol testing records will be maintained in a secure manner so that disclosure of information to unauthorized persons does not occur. Information will only be released in the following circumstances:

- To a third party only as directed by specific, written instruction of the employee;
- To the decision-maker in a lawsuit, grievance, or other proceeding initiated by or on the behalf of the employee tested;
- To a subsequent employer upon receipt of a written request from the employee; Information obtained from previous employers of a drug and alcohol rule violation
- To the National Transportation Safety Board during an accident investigation; To the DOT or any DOT agency with regulatory authority over the employer or any Records will be released if requested by a Federal, State or local safety agency with If a party seeks a court order to release a specimen or part of a specimen contrary to any provision of Part 40 necessary legal steps will be taken by the Authority to contest the issuance of the order.

8.0 Re-Entry Contract

Employees who have a positive drug screen for marijuana or a breath alcohol of 0.04 or greater may be given a onetime second chance. That contract may include (but is not limited to):

1. An unpaid minimum of a thirty (30) day suspension. The Substance Abuse Professional will determine return-to-work date.
2. Mandatory counseling with the Employee Assistance Program. The EAP will be designated by LYNX.
3. Mandatory counseling with the Substance Abuse Professional. The EAP will designate the SAP.
4. A negative return-to-work observed drug and/or alcohol test
5. Follow instruction given to you by the Substance Abuse Professional.
6. A release to work statement from the Substance Abuse Professional.
7. An agreement to unannounced frequent follow-up observed testing for a period of one to five years with at least six tests performed the first year.
8. An agreement to follow specified after care requirements with the understanding that violation of the re-entry contract is grounds for termination.

9. Prescriptions and Over-The-Counter Medication

9.1 Prescribed Drugs

Employees have the responsibility to explain their job duties to their medical practitioner and ensure that the use of prescribed medication will not pose a safety risk to themselves, other employees, or the general public. It is recommended that the employee provide the medical professional with a copy of their current job description. Copies of job descriptions may be obtained by contacting Human Resources. Medications whose labels indicate may cause drowsiness, affect mental functioning, motor skills or judgment should not be selected.

9.2 Over-The-Counter Medications

It is the responsibility of safety-sensitive employee, when selecting an over-the-counter medication, to read all warning labels before selecting it for use while in a working status.

9.3 Employee Assistance Program EAP offers employees free, confidential help for managing a variety of life's problems. This service is confidential and available twenty four (24) hours a day seven (7) days a week.

9.4 Employee and Supervisor Training

All safety sensitive employees will undergo a minimum of 60 minutes of training on the signs and symptoms of drug use including the effects and consequences of drug use in personal health, safety, and the work environment. The training must also include manifestations and behavioral cues that may indicate prohibited drug use.

Supervisors will also receive 60 minutes of reasonable suspicion training on the physical, behavioral, and performance indicators of probable drug use and 60 minutes of additional reasonable suspicion training on the physical, behavioral, speech, and performance indicators of probable alcohol misuse.

Information on the signs, symptoms, health affects and consequences of alcohol misuse is presented in Attachment 2 of this policy.

LYNX SAFETY SENSITIVE POSITIONS

Transportation

Department Chief of Operations - Transportation

Manager of Transportation

Superintendent of Transportation

Assistant Superintendent

Administrative Supervisor

Bus Operators

Dispatchers/Radio Supervisors

Street Supervisors

Supervisor of Training

Maintenance

Department Chief of Operations Maintenance
Manager of Facilities Maintenance
Manager of Maintenance
Supervisor of Maintenance
Supervisor of Body Shop
Supervisor of Service Island
Supervisor of Facilities Maintenance
Supervisor of Training
Body Shop Technicians
Technician A
Technician B
Technician C
Tech C Electronics
Service Island Attendants

10 System Contact (See Attachment "A")

11. Alcohol Fact Sheet

Alcohol is a potentially harmful depressant of the central nervous system. There are three basic types of alcoholic drinks: beer, wine and hard liquor. All three forms of alcohol have the same potential for intoxication and addiction.

The effects of alcohol are dependent on a variety of factors, including a person's size, weight, age, and sex. Alcohol is a depressant, but initially, in small quantities, alcohol has a disinhibiting effect which stimulates the drinker, and may produce feelings of talkativeness, euphoria or dizziness. A larger amount of alcohol will cause slurred speech, disturbed sleep, nausea, vomiting and resulting dehydration and hangover. Too much alcohol will depress brain activity, slow down breathing and heart rate -- and can ultimately be fatal. Alcohol, even at low doses, significantly impairs the judgment and coordination required to drive a vehicle safely.

The Annual Toll

- 24,000 people will die on the highway due to the legally impaired driver.
- 12,000 more will die on the highway due to the alcohol-affected driver.
- 15,800 will die in non-highway accidents.
- 30,000 will die due to alcohol-caused liver disease.
- 10,000 will die due to alcohol-induced brain disease or suicide.
- Up to another 125,000 will die due to alcohol-related conditions or accidents.

How does substance use and abuse threaten jobs?

Substance abuse in the work place affects everyone. When an employee drinks or uses drugs on the job, it not only hurts him/her, but threatens public safety, damages job performance and results in costly expenses both to the company and the employee. Supervisors and coworkers are put in the awkward positions of having to decide whether to cover up for mistakes or report them.

Even if drug use is outside the workplace, it can affect job performance. Substance abusers are

ten times more likely to miss work, more likely to be involved in on-the-job accidents and are less productive. And while they aren't working or carrying their workload, someone else has to pick up the slack.

Treatment Options

There are many different ways to quit drinking. Some people require close medical supervision in a hospital or detox as they withdrawal from alcohol. Others may use medications prescribed by a doctor to help the process. For many, residential or outpatient alcohol abuse treatment can offer the necessary support to quit drinking. Ongoing support groups, such as Alcoholics Anonymous, are also a tremendous source of support for former alcoholics. There are also a number of medications that can help one achieve sobriety.

11.1 Drug Fact Sheet

A drug is anything a person puts into their body that affects the brain, mood, thought, and perception. There are many kinds of drugs. Some are illegal, such as methamphetamine, heroin, or cocaine. Others are legal, such as alcohol, prescription drugs and over-the-counter medications, and even household products like aerosol sprays, glue, or cleaning fluid.

11.2 Amphetamines

Amphetamines are central nervous system stimulants that speed up the mind and body. The physical sense of energy at lower doses and the mental exhilaration at higher doses are the reasons for their abuse. Although widely prescribed at one time for weight reduction and mood elevation, the legal use of amphetamines is now limited to a very narrow range of medical conditions. Most amphetamines that are abused are illegally manufactured in foreign countries and smuggled into the U.S. or clandestinely manufactured in crude laboratories.

Methamphetamine is often sold as a creamy white and granular powder or in lumps and is packaged in aluminum foil wraps or sealable plastic bags. Methamphetamine may be taken orally, injected, or snorted into the nose. Trade/street names include Biphphetamine, Delcobese, Desotyn, Detedrine, Chetrol, Ritalin, Speed, Meth, Crank, Crystal, Monster, Black Beauties, and Rits.

11.3 Cocaine

Cocaine is a powerfully addictive stimulant drug. The powdered hydrochloride salt form of cocaine can be snorted or dissolved in water and injected. Crack is cocaine base that has not been neutralized by an acid to make the hydrochloride salt. This form of cocaine comes in a rock crystal that is heated to produce vapors, which are smoked. The term “crack” refers to the crackling sound produced by the rock as it is heated.

Health Effects

Abusing cocaine has a variety of adverse effects on the body. For example, cocaine constricts blood vessels, dilates pupils, and increases body temperature, heart rate, and blood pressure. It can also cause headaches and gastrointestinal complications such as abdominal pain and nausea. Because cocaine tends to decrease appetite, chronic users can become malnourished as well.

A user can experience acute cardiovascular or cerebrovascular emergencies, such as a heart attack or stroke, which may cause sudden death. Cocaine-related deaths are often a result of cardiac arrest or seizure followed by respiratory arrest.

11.4 Heroin

Heroin is a synthetic opiate drug that is highly addictive. It is made from morphine, a naturally occurring substance extracted from the seed pod of the Asian opium poppy plant. Heroin usually appears as a white or brown powder or as a black sticky substance, known as “black tar heroin.” Heroin enters the brain, where it is converted to morphine and binds to receptors known as opioid receptors. These receptors are located in many areas of the brain (and in the body), especially those involved in the perception of pain and in reward. Opioid receptors are also located in the brain stem—important for automatic processes critical for life, such as breathing, blood pressure, and arousal. Heroin overdoses frequently involve a suppression of respiration.

Health Effects

Heroin abuse is associated with serious health conditions, including fatal overdose, spontaneous abortion, and—particularly in users who inject the drug—infectious diseases, including HIV/AIDS and hepatitis. Chronic users may develop collapsed veins, infection of the heart lining and valves, abscesses, and liver or kidney disease. Pulmonary complications, including various types of pneumonia, may result from the poor health of the abuser, as well as from heroin’s depressing effects on respiration. In addition to the effects of the drug itself, street heroin often contains toxic contaminants or additives that can clog the blood vessels leading to the lungs, liver, kidneys, or brain, causing permanent damage to vital organs.

11.5 Marijuana

Marijuana is the most commonly abused illicit drug in the United States. It is a dry, shredded green and brown mix of flowers, stems, seeds, and leaves derived from the hemp plant *Cannabis sativa*. The main active chemical in marijuana is delta-9-tetrahydrocannabinol; THC for short.

Marijuana intoxication can cause distorted perceptions, impaired coordination, difficulty in thinking and problem solving, and problems with learning and memory. Research has shown that marijuana’s adverse impact on learning and memory can last for days or weeks after the acute effects of the drug wear off. As a result, someone who smokes marijuana every day may be functioning at a suboptimal intellectual level all of the time.

Health Effects

Heroin abuse is associated with serious health conditions, including fatal overdose, spontaneous abortion, and—particularly in users who inject the drug—infectious diseases, including HIV/AIDS and hepatitis. Chronic users may develop collapsed veins, infection of the heart lining and valves, abscesses, and liver or kidney disease. Pulmonary complications, including various types of pneumonia, may result from the poor health of the abuser, as well as from heroin’s depressing effects on respiration. In addition to the effects of the drug itself, street heroin often contains toxic contaminants or additives that can clog the blood vessels leading to the lungs, liver, kidneys, or brain, causing permanent damage to vital organs.

11.6 Phencyclidine (PCP)

Phencyclidine (PCP) was originally developed as an anesthetic, but the adverse side effects prevented its use except as a large animal tranquilizer. Phencyclidine acts as both a depressant and a hallucinogen, and sometimes as a stimulant. It is abused primarily for its variety of mood-altering effects. Low doses produce sedation and euphoric mood changes. The mood can change rapidly from sedation to excitation and agitation. Larger doses may produce a coma-like condition with muscle rigidity and a blank stare with the eyelids half closed. Sudden noises or physical shocks may cause a "freak out" in which the person has abnormal strength, extremely violent behavior, and an inability to speak or comprehend communication.

PCP is sold as a creamy, granular powder and is often packaged in one-inch square aluminum foil or folded paper "packets". It may be mixed with marijuana or tobacco and smoked. Imitation cocaine trade/street names include Angel Dust, Dust, and Hog.

SIGN AND SYMPTOMS OF USE

- Impaired coordination
- Severe confusion and agitation
- Extreme mood shifts
- Muscle rigidity
- Nystagmus (jerky eye movements)
-

Health Effects

Use can cause irreversible memory loss, personality changes, and thought disorders. There are four phases of PCP abuse. The first phase is acute toxicity. It can last up to three days and can include combativeness, catatonia, convulsions, and coma. Distortions of size, shape and perception are common. The second phase, which does not always follow the first, is a toxic psychosis. Users may experience visual and auditory delusions, paranoia, and agitation. The third phase is PCP-induced depression. Suicidal tendencies and mental dysfunction can last for months.

Employee Receipt of Anti-Drug and Alcohol Policy

Name: _____ Date: _____
ID Number: _____ Job title: _____

Attached is a copy of the Drug and Alcohol Policy, dated. Your signature below certifies that you have received a copy of the policy. Please sign and return this form to Human Resources. Please contact William Zielonka or your immediate supervisor if you have any questions.

FTA Drug and Alcohol Testing Program

COLLECTION SITE CHECKLIST

System Name _____

Collection Site _____

Date _____

DRUG TESTING PROCEDURES

Specimen Collection:

1. Does the collection site(s) meet the Department of Transportation requirements published in 49 CFR Part 40, Procedures for Transportation Workplace Drug and Alcohol Testing Programs?
2. Does the collection site check the donor's ID? Does the collection site have a procedure in place to confirm donor identity when no ID is presented (i.e., supervisor attests to identity)?

Does the collection site:

1. Provide a privacy enclosure for urination, a void receptacle, a suitable clean writing surface, and a water source for hand washing, which, if practicable, should be outside the privacy enclosure?;
2. Secure the privacy enclosure when not in use or, if this is not possible (e.g., when a public restroom is used), visually inspect it prior to specimen collection to ensure that unauthorized persons are not present and that there are no unobserved entrance points?
3. Have restricted access during specimen collection?
4. Add a bluing agent to the toilet water to prevent dilution of the specimen;
5. Secure the toilet tank top or blue tank water;
6. Turn off, tape, or prevent the use of other sources of water (e.g., sink or shower) that are located in the privacy enclosure where urination occurs;
7. Remove all potential adulterants; and Secure areas suitable for concealing contaminants such as trash receptacles, paper towel holders, etc.?
8. Does the collection site have a procedure in place for notifying the employer if the employee does not report for the test in the designated time frame?
9. Do you have a procedure to notify the collection site of the identity and contact information of the Designated Employer Representative (DER)?
10. Does the collection site have a procedure in place for notifying the employer if the employee does not report for the test in the designated time frame? Does the collection site use the correct USDOT Chain of Custody and Control forms for DOT/FTA tests (and only DOT tests)?

Transportation
Decision Checklist for Post - Accident Drug and Alcohol Testing for FTA

Employee Name _____ Date _____

Division Name _____

() **FATAL ACCIDENT: DOT Drug and Alcohol** tests are automatically required and are mandatory

Under any circumstance in which an individual dies from a revenue vehicle accident, if any other employee could have contributed to the accident they must be tested as well.

Drug test determination check off list for other than fatal accidents. ENTER "Y" (yes) or "N" (no)

(A) Did anyone suffer bodily injury and immediately receive medical treatment away from the scene? ()

(B) Did any of the vehicles involved (revenue or non-revenue) suffer any disabling damage that required the vehicle to be transported away from the scene? ()

If you marked "NO" to BOTH A and B  **DO NOT PROCEED ANY FURTHER NO TEST IS REQUIRED**

(C) NOTE: If the accident occurred because of the operation of the "LIFT" the same rules apply for both

Fatal and Non-Fatal accident.

*If you marked "YES" to either (A) or (B) you must drug and alcohol test the covered employee **UNLESS**

you can determine using the best information available at the time of the decision, that the covered employee's performance can be completely discounted as a contributing factor to the Non-Fatal accident.

-If you **CAN discount** the employee as a contributing factor to the accident, **DO NOT TEST**

-If you **CANNOT** discount the employee as a contributing factor to the accident **AND** you answered "YES"

to (A) or (B) above then **YOU MUST TEST**

(D) If yes to (A) or (B) could any other safety sensitive employees have contributed to the accident? ()

If yes, test that employee as well

(E) Was the alcohol test administered within (2) Y() N() or (8) Y() N() hours of accident?

An alcohol test can be administered up to 8 hours after the accident.

Was the drug test administered within (32) hours of accident? Y() N()

A drug test can be administered up to 32 hours after the accident.

If the answer is "NO" to any of the above questions, please document reason in the notes area below

(F) LYNX POLICY: When to conduct a NON-DOT Post Injury/accident test

There are only two reasons in which you may test an employee under LYNX authority, they are:

(1) The employee is claiming injury and is putting in a claim for (workers compensation)

(2) Your client contract requires you to test for any accident that an employee (driver) is involved in

Any tests done under these circumstances must be explained to the employee that the drug and alcohol tests will be done under LYNX authority, and should be done on **NON-DOT drug and alcohol chain of custody forms.**

Please check the appropriate authority for test:

FTA Authority (DOT)_____

LYNX authority (Post Injury): (NON-DOT)_____

Notes:_____

Supervisor:_____ Time of accident:_____

ATTACHMENT "A"

10 System Contact Any questions regarding this policy or any other aspect of the drug free and alcohol free transit program should contact the following transit system representative (whose names and agencies may change from time to time):

Program Manager:

Name: Director of Human Resource Division
Name; Director of Safety/Security and Risk Management
Address: 2500 LYNX Lane
Phone: 407-841-2279

Medical Review Officer:

Name: Dr. Jock Sneddon, MD
Sol antic/WORC
Address: 7751 Kingspointe PKWY, Suite 114
Orlando, FL 32819
Phone: 407-581-9672
Fax: 407-581-9673

Random Testing

Name: Solantic/WORC
Contact: Mandy Geissbuhler
MRO: Dr. Jock Sneddon
Address: 7751 Kingspointe PKWY, Suite 114
Orlando, FL 32819
Phone: 407-581-9672
Fax: 407-581-9673

Employee Assistance Program

Name: Horizon Health
Location: 2941 South Lake Vista Drive
Lewisville, Texas 75067
Phone: 1-800-272-7252

Substance Abuse Professional:

Name: Gerard Kinzler, LCSW, CEAP
Phone: 407-740-7150

Consent Agenda Item #6.D. vi

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: **Miscellaneous**
Authorization to Release an Invitation for Bid for the Repair and Refurbishment of the Colonial Plaza Florida Mall, Park Promenade, Sanford Wal-Mart, Rosemont, Washington Shores, West Oaks Mall, University of Central Florida (UCF), Apopka, Destination Parkway and Osceola Square Mall

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release an Invitation for Bid (IFB) for construction service to repair, enhance or refurbish the existing Superstops within the LYNX system. These locations include Colonial Plaza,, Florida Mall, Park Promenade, Sanford Wal-Mart, Rosemont, Washington Shores, West Oaks Mall, University of Central Florida (UCF), Apopka, Destination Parkway and Osceola Square Mall.

BACKGROUND:

LYNX has constructed Superstops to serve as transfer facilities between multiple routes starting in the early to mid 1990s. As the result of an assessment performed by AECOM during FY2009, repairs and refurbishment needs were identified for each of the Superstops. Recommended improvements vary from location to location. The improvements may include milling and resurfacing of the drive isles, replacement of concrete in the drive isles, repainting of shelters and installation of proper drainage structures. LYNX is seeking to install ticket vending machines, security cameras, extra lighting (where needed), emergency phones and/or other required enhancements as deemed appropriate. In addition, changes to these facilities may warrant a change in color scheme (i.e. for the multi-color commercial color scheme to a more subdued copper roof with green and cream color scheme) and/or design of the shelters (i.e. Kissimmee Intermodal would like LYNX to use our 6' x 13' shelters instead of 10' x 10').

To efficiently complete these projects, staff is seeking approval to release Invitations For Bids as needed and bring the individual awards to the board for final approval.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' procurement policies require prime contractors to use their best efforts to subcontract a portion of their work to DBE firms. LYNX' overall goal is 9%.

FISCAL IMPACT:

LYNX included \$8,225,282 in the FY2010 capital budget to support passenger amenities and related transit enhancements funded by various sources (American Recovery and Reinvestment Act, FY2010 budget, Department of Homeland Security). LYNX will not exceed the individual line item budgets associated with the award of a particular IFB.

Consent Agenda Item #6.D. vii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
Authorization for the Director of Safety, Security and Risk Management to Execute Mutual Aid Agreements (or CEO's designee) for Emergency Evacuation Needs and Manager of ACCESS LYNX (or CEO's designee) to Execute Transportation Disadvantage Coordination Agreements

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Director of Safety, Security and Risk Management or such other LYNX officer of employee designated by the Chief Executive Officer from time to time, in the case of Statements of Understanding for Mutual Aid Agreements ("**Mutual Aid Agreements**"), and the Manager of ACCESS LYNX or such other LYNX officer of employee designated by the Chief Executive Officer from time to time, in the case of Transportation Disadvantaged Coordination Agreements ("**Coordination Agreements**"), to execute Mutual Aid Agreements and Coordination Agreements in accordance with the provisions of Paragraphs 1 and 2 below. (The LYNX employee(s) or officer(s) authorized to execute Mutual Aid Agreements and Coordination Agreements hereunder is (are) referred to as the "Authorized Person.")

Mutual Aid Agreements. The Authorized Person may execute Mutual Aid Agreements without Board authorization and without prior approval of the form of such agreements by LYNX's General Counsel in the situations identified in either of Subparagraphs A or B below. Unless the Authorized Person complies with either Subparagraphs A or B below, the Authorized Person may only execute Mutual Aid Agreements after first obtaining authorization from the Board of Directors and prior approval of the form of agreement from LYNX's General Counsel, or, if the Authorized Person determines that a particular Mutual Aid Agreement must be executed prior to the next regularly scheduled Board meeting, the Authorized Person may execute the Mutual Aid

Agreement after receiving authorization from the Chairman of the Board and prior approval of the form of agreement from LYNX's General Counsel.

(A) Without Board and General Counsel Consent. The Authorized Person may execute any Mutual Aid Agreement without authorization from the Board of Directors or prior approval of the form of such agreement by LYNX's General Counsel; ***provided that:*** (i) the form of Mutual Aid Agreement attached hereto is used; and (ii) the addendum for such Mutual Aid Agreement is reasonably consistent with prior addendums for the same assisted living facility that is the counterparty to the Mutual Aid Agreement, or the addendum is reasonably consistent with addendums to other Mutual Aid Agreements entered into with facilities of a similar size and nature, and any expenditures created by such addendum are contemplated by LYNX in its budget or operations plan.

(B) With Only General Counsel Consent. The Authorized Person may execute any Mutual Aid Agreement without authorization from the Board of Directors where modifications or alterations have been made to the form of Mutual Aid Agreement attached hereto; ***provided that:*** (i) such modifications or alterations do not impose any additional material obligations on LYNX; (ii) the addendum for such Mutual Aid Agreement is reasonably consistent with prior addendums for the same assisted living facility that is the counterparty to the Mutual Aid Agreement, or the addendum is reasonably consistent with addendums to other Mutual Aid Agreements entered into with facilities of a similar size and nature, and any expenditures created by such addendum are contemplated by LYNX in its budget or operations plan; and (iii) LYNX's General Counsel has approved the modifications or alternations to the form of Mutual Aid Agreement being used.

Staff will furnish the Board of Directors with a brief summary of all Mutual Aid Agreements that are signed without the prior consent of the Board of Directors (including those that are signed with only the consent of the Chairman of the Board) at the each regularly schedule meeting of the Board of Directors following the execution of such agreements.

Coordination Agreements. The Authorized Person may execute Coordination Agreements without Board authorization and without prior approval of the form of such agreements by LYNX's General Counsel in the situations identified in either of Subparagraphs A or B below. Unless the Authorized Person complies with either Subparagraphs A or B below, the Authorized Person may only execute Coordination Agreements after first obtaining authorization from the Board of Directors and prior approval of the form of agreement from LYNX's General Counsel, or, if the Authorized Person determines that a particular Coordination Agreement must be executed prior to the next regularly schedule Board meeting, the Authorized Person may execute the Coordination Agreement after receiving authorization from the Chairman of the Board and prior approval of the form of agreement from LYNX's General Counsel.

(A) Without Board and General Counsel Consent. The Authorized Person may execute any Coordination Agreement without authorization from the Board of Directors or prior approval of the form of such agreement by LYNX's General Counsel; ***provided that:*** (i) the form of Coordination Agreement attached hereto is used; and (ii) the exhibits for such Coordination Agreement are reasonably consistent with prior exhibits for the same organization or agency that is the counterparty to the Coordination Agreement, or the exhibits are reasonably consistent with exhibits to other Coordination Agreements entered into with organizations or agencies providing

services of a similar scope and nature, and any expenditures created by such exhibits are contemplated by LYNX in its budget or operations plan.

(B) With Only General Counsel Consent. The Authorized Person may execute any Coordination Agreement without authorization from the Board of Directors where modifications or alterations have been made to the form of Coordination Agreement attached hereto; ***provided that:*** (i) such modifications or alterations do not impose any additional material obligations on LYNX; (ii) the exhibits for such Coordination Agreement are reasonably consistent with prior exhibits for the same organization or agency that is the counterparty to the Coordination Agreement, or the exhibits are reasonably consistent with exhibits to other Coordination Agreements entered into with organizations or agencies providing services of a similar scope and nature, and any expenditures created by such exhibits are contemplated by LYNX in its budget or operations plan; and (iii) LYNX's General Counsel has approved the modifications or alternations to the form of Coordination Agreement being used.

Staff will furnish the Board of Directors with a brief summary of all Coordination Agreements that are signed without the prior consent of the Board of Directors (including those that are signed with only the consent of the Chairman of the Board) at the each regularly schedule meeting of the Board of Directors following the execution of such agreements.

BACKGROUND:

Mutual Aid Agreement: Over the past several years, LYNX and assisted living facilities have worked in a cooperative relationship to provide the needed buses in the event of an internal evacuation need for a facility. This agreement will provide the expectations and reimbursements for cost of an internal evacuation of the facility and define the requirements, expectations, and liability limits to provide evacuation services for an internal need of the assisted living facility. The Mutual Aid Agreement is a requirement of the State of Florida Department of Human Services to license assisted living facilities.

LYNX and assisted living facilities have mutually expressed a desire to continue this service. The motivation for continuing the Agreement is primarily one of supporting the challenges of evacuating citizens when their living facility can no longer support them in an emergency. In the event of a declared emergency from the State or County, the Department of Emergency Management will govern the evacuation needed during that time.

Transportation Disadvantaged Coordination Agreements: LYNX is the designated Community Transportation Coordinator (CTC) for the tri-county area. Florida Statue 427 requires any entity receiving State funding with a transportation line item in their budget to maintain a Coordination Agreement with the designated CTC within their service area. To receive those State funds, the entities receiving the funding must be able to provide the service at a cost lower than that of the CTC, with the same quality of service.

Florida Statute 427 requires the CTC to perform an annual evaluation of the entities to ensure safety and compliance with State and Federal regulation. It further requires the entities to report their annual statistics to the CTC for inclusion in the CTC's Annual Operating Report (AOR).

This allows the Florida Legislature to understand how their transportation dollars are being used and allows the CTC to draw down additional Transportation Disadvantaged Trust Fund dollars within their service area.

Currently, there are forty-eight entities that receive State funding. They are primarily Developmental Services Med-Waiver transportation providers for the Agency for Persons with Disabilities (currently reimbursed by that agency at \$7.43 per one-way trip) or agencies that have received Section 5310 (formerly Section 16(b)(2) capital funding through the Florida Department of Transportation. There is no fiscal exchange between LYNX and these agencies.

The Coordination Agreements must be signed each year and do not have any fiscal impact on the LYNX budget.

Both Agreements: Given the nature and number of agreements that must be signed each year, staff has worked with legal counsel, Akerman Senterfit in developing the language for both the Mutual Aid and the Transportation Disadvantaged Coordination agreements, which do not change from year to year. Allowing the designated staff to sign these Agreements in the future will not only expedite the process, but will eliminate the need and expense of sending them to legal for signature each year.

FISCAL IMPACT:

LYNX will support these efforts with funds included in the annual operating budgets. LYNX reserves the right to bill the Facility for reasonable costs, at LYNX' discretion.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF UNDERSTANDING FOR MUTUAL AID

THIS STATEMENT OF UNDERSTANDING FOR MUTUAL AID (hereinafter “Agreement”) is made as of the _____ day of _____, 2010 by and among CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY (d/b/a LYNX) “LYNX”) hereinafter referred to as “Authority”, a body politic and corporate, created by Part II, Chapter 343, Florida Statutes, whose address is 455 North Garland Avenue, Suite 500, Orlando, Florida 32801;

And

(hereinafter “Facility”).

WITNESSETH:

WHEREAS, LYNX was created by the above-stated Charter to perform the functions necessary for the achievement of an integrated, efficient and well-balanced transportation system serving Orange, Osceola and Seminole Counties and takes all steps and actions necessary and convenient for the conduct of its business in order to carry out its powers in accordance with Chapter 343, Florida Statutes; and

WHEREAS, Facility operates a senior residential and assisted living community located in Orlando, Orange County, currently licensed for approximately ___ senior residents, which require special assistance; and

WHEREAS, Facility is required to prearranged support for alternative emergency transportation resources, as may be needed in the event of a natural disaster, emergency or other force majeure that may affect the Facility; and

WHEREAS, LYNX and Facility have agreed to enter into this Agreement in order to provide for the necessary transportation services, which may be needed by Facility.

NOW, THEREFORE, in consideration of the premises herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto hereby agree as follow:

1. **Recitals.** The recitals set forth above and the affirmations and certifications in the Proposal are true and correct, and are incorporated herein by this reference.

2. **Term.** This Contract shall be effective for one year from the last day of execution by last party to execute this Agreement.

3. **Duties of LYNX.** LYNX shall, upon the declaration of an emergency as hereinafter set forth, and during the term of that emergency, provide Facility with standard buses and qualified operators of said buses in order to transport approximately residents from Facility to a designated shelter facility within Orange, Seminole or Osceola County, or such other facility

as may be agreed upon by the parties, and back to the Facility upon the cessation of the Emergency. Attached hereto as **Schedule A** is a schedule showing the approximate number of individuals requiring transportation in the event of an emergency, as well as any special needs of said individuals, i.e., wheel chair requirements, stretcher requirements, etc. During the term of this Agreement, Facility shall promptly provide LYNX with written notice of any material changes to the number of individuals set forth on **Schedule A**, as well as any changes to the special needs of said individuals. Notwithstanding anything to the contrary set forth on **Schedule A**, Facility acknowledges that LYNX can only provide transportation equipped with access for ambulatory/wheelchair residents or stretcher persons on a limited basis. LYNX cannot transport persons who require medical/life support.

The parties hereto acknowledge and agree that LYNX shall not be responsible and have no obligation for the selection or coordination of routes, direction and overall management of this emergency bus service. This service shall not be made available to Facility if LYNX has been caused to stop service in accordance with its policy or any order of applicable governing authority. LYNX's ability to provide this service shall be limited and restricted to the extent that it is caused to coordinate efforts through local, state or Federal emergency management procedures, Facility or operations.

4. **Emergency.** The obligation of LYNX to provide services hereunder shall only arise at such time as there is declared an emergency in the area which affects the Facility by the Executive Director of LYNX or by other applicable governing authorities such as the Governor of the State of Florida or Mayor of Orange County. Emergencies would include such matters as natural disasters (e.g., hurricanes, fires, etc.) or other conditions that may create a condition of danger to the Facility. The emergency will remain in effect during such period of time as such declaration remains in effect.

5. **Cost for Transportation Services.** LYNX reserves the right, in its sole and exclusive discretion, to be reimbursed by Facility for its reasonable costs incurred in providing the transportation services to Facility. In the event LYNX seeks to be reimbursed by Facility, Facility shall make such reimbursement within _____ days of receiving a written, itemized notice from LYNX.

6. **Personnel.** As set forth above, the only obligation of LYNX in regard to personnel will be to provide bus drivers for the buses to provide the Transportation Services. LYNX will have no other obligation with respect to personnel and specifically will have no obligation with respect to the care of any of the patients of the Facility. The Facility will utilize its own employees in regard to all matters involving its patients including loading and unloading of those patients to and from the Buses.

7. **Notice of Need.** Facility shall notify LYNX of its need for service by contacting William E. Zielonka at 407.254.6210. During non-business hours direct contact to Facility dispatch at 407.422.7922. LYNX shall advise Facility as to the estimated time for delivery of the service, to the extent such action is feasible, under the then existing circumstances.

8. **Termination.** This Contract may be terminated upon thirty (30) days prior written notice of intention to terminate by either party.

9. **Compliance with Laws.** In the performance of this Agreement, both parties shall abide by all applicable laws, codes and regulations set forth by all federal, state, local and county authorities having jurisdiction in the location where the work is to be performed. LYNX specifically agrees to pay and accept exclusive liability for all payroll related taxes and to comply with the Fair Labor Standards Act, Equal Employment Opportunity, Occupational Safety and Health Act (OSHA) and US Immigration laws and regulations. By signature to this document, LYNX agrees to comply with all State, Federal, and Occupational Safety and Health Administration codes, laws, standards and written programs.

10. **Liability.** Facility agrees that it will indemnify, defend and hold harmless LYNX as well as LYNX's officers, directors, employees, agents and representatives and each of the heirs, executors, successors and assigns of each of the foregoing from, against and in respect of all claims, liabilities, obligations, losses, costs, expenses, penalties, fines and judgments (at equity or at law) and damages whenever arising or accruing (including, without limitation, amounts paid in settlement, costs of investigation and reasonable attorneys' fees and expenses) arising out of or related to any and all claims by Facility, its residents heirs or family of residents, agents, employees, officers, and any person claiming by through or in relation to such persons, relating in any way to the services provided by LYNX hereunder or its failure or inability to provide said services.

11. **Insurance.** Facility hereby covenants and agrees that it shall possess and maintain commercial general liability insurance with a financially responsible insurance carrier throughout the term of this Agreement, in an amount reasonably acceptable to LYNX, and it shall name LYNX as an additional insured. Facility further covenants and agrees that it will provide LYNX with a copy of insurance certificate(s) demonstrating its compliance with the aforementioned requirement as and when requested by LYNX. Facility shall promptly notify LYNX upon the occurrence of any event which causes the insurance certificate(s) provided to LYNX to be no longer be up to date or which otherwise impacts the insurance maintained by Facility (including if it Facility modifies its limits of insurance or changes its insurer).

12. **Relationship.** Nothing in this Agreement is intended to, or shall be deemed to constitute a partnership or joint venture between the parties or to create an agency or partner relationship between the parties. Neither party shall hold itself out as a partner, joint investor or agent of the other under this agreement.

13. **Notices.** Any notice except emergency service requests referenced in paragraph 4 above, shall be considered given upon receipt and shall be in writing and sent by U.S. Mail, or delivered either by hand or by reputable overnight courier service to the party to whom or upon whom such Notice is to be given or made, at the respective place of business of such party, as herein above stated, or at such other place as may hereafter be requested in writing by such party.

14. **Paragraph Heading.** Paragraph headings are for convenience only and are not determinative of the substance of their respective paragraphs.

15. **Severability.** A determination that a portion of this Contract is unenforceable or invalid shall not affect the enforceability or validity of any of the remaining portions of the Contact or of this Contract as a whole.

16. **Assignment**. This Contract is intended for the exclusive privilege and benefit of the undersigned; any assignment to another agency, department, entity, or person, is strictly prohibited and shall vest in the non-assigning party the immediate right to termination, unless approved, in advance, by written instrument executed by both parties.

17. **Sovereign Immunity**. Nothing contained herein shall constitute a waiver by LYNX of its sovereign immunity under Section 768.28, Florida Statutes.

18. **Entire Agreement**. This Contract contains the entire agreement between the parties. This Contract shall be construed in accordance with the laws of the State of Florida. This Contract represents the entire understanding of the parties and superseded all prior written or oral agreements between them with respect to its subject matter. There are no other understandings or agreements other than those incorporated or referred to herein. No provision may be waived or modified except by a writing signed by both parties.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be duly executed the day and year first above written.

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

By: _____
William E. Zielonka,
Director of Safety, Security & Risk
Management

(Name of Facility)

By: _____
Name: _____
Title: _____

SCHEDULE A

Approximate number of residents:

Description of resident special needs (i.e., stretchers, wheel chairs, etc.):

TRANSPORTATION DISADVANTAGED COORDINATION CONTRACT

This Contract (the "Contract") is made and entered into by and between the Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority"), a body politic and corporate created by Part II, Chapter 343, Florida Statutes, and [_____], a [_____] (hereafter designated as "Agency").

WITNESSETH:

WHEREAS, the Authority is an agency created by Part II, Chapter 343, Florida Statutes, and is authorized to plan, develop, own, purchase, lease and otherwise maintain, operate and manage a regional public transportation system and public transportation facilities in its tri-county service area, including Orange, Seminole and Osceola Counties, and provide services for the transportation disadvantaged; and

WHEREAS, the Authority has been designated as the Community Transportation Coordinator (the "Coordinator") (as defined in Chapter 427, Fla. Stat. (1991) (the "Act") and Rule 41-2, Fla. Admin. Code (the "Rule")), by the Commission for the Transportation Disadvantaged (the "CTD"), whose address is 605 Suwannee Street, MS-49, Tallahassee, Florida 32399-0450, Attention: Executive Director, to serve as Coordinator for its tri-county service area pursuant to the terms of the Memorandum of Agreement between the CTD and the Authority, Contract No. TD0875, with an effective date of July 1, 2008 (the "Memorandum"), a copy of which is available upon request; and

WHEREAS, the Authority, acting as the Coordinator, is required under the Rule to enter into a coordination contract with those organizations or agencies, such as the Agency, who receive transportation disadvantaged funds and who can perform and deliver transportation disadvantaged services more effectively and efficiently on their own; and

WHEREAS, the Agency, as a condition of receiving financial assistance and to comply with the Act and applicable rules and regulations, is required to coordinate its delivery of transportation services with the Coordinator pursuant to the terms and conditions of this Contract.

NOW, THEREFORE, in consideration of the premises herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Authority and the Agency agree as follows:

1. Recitals:

- 1.01 The recitals set forth above are true and correct and are incorporated herein by reference.
- 1.02 The Authority and Agency wish to establish this Contract to evidence their respective compliance with the Act, the Rule and other applicable state or federal laws.

1. Agency's Obligations:

- 1.01 The Agency enters into this Contract with the understanding that it is the duty of the Coordinator to ensure that transportation disadvantaged persons in the tri-county area are provided transportation services that are safe, efficient, cost-effective and are not duplicative or fragmented. This responsibility entails reporting requirements, financial and service monitoring, and safety monitoring.
- 1.02 The Agency shall provide certain transportation services in accordance with the terms and conditions of this Contract, the scope of which are described in the approved Scope of Services and Rate Structure ("Scope of Services") attached hereto as Exhibit "A", and made a part hereof (the "Transportation Services").
- 1.03 The Transportation Services shall be delivered in Orange, Seminole, and/or Osceola Counties.
- 1.04 In the delivery of the Transportation Services by the Agency and the performance of all of its obligations pursuant to this Contract, the Agency shall comply with all applicable federal, state and local laws, rules, regulations and requirements, including without limitation the Act, the Rule and, specifically, the following (as such laws, rules, regulations and requirements may be amended or superseded):
 - 1.04.01 The Authority's Administrative Rules, as approved and adopted by the Governing Board of the Authority, as available at www.golynx.com (the "Administrative Rules");
 - 1.04.02 The Authority's General Provisions Document, as available at www.golynx.com;
 - 1.04.03 The Authority's Transportation Disadvantaged Service Plan as defined in Rule 41-2.002(16), Fla. Admin. Code (the "TDSP"), available at www.golynx.com;
 - 1.04.04 The safety requirements as specified in Section 341.061(2)(a), Florida Statutes, and Rule 14-90, Fla. Admin. Code;
 - 1.04.05 Applicable local, state and federal laws and CTD policies relating to drug testing, as required in Rule 41-2.006(3), Fla. Admin. Code. The Agency shall conduct drug and alcohol testing for safety sensitive job positions within the coordinated system regarding pre-employment, randomization, post-accident, and reasonable suspicion as

required by the Federal Highway Administration and the Federal Transit Administration;

1.04.06 The standards required by the CTD pursuant to the Memorandum;

1.04.07 The CTD approved standards set forth in Rule 41-2.006 (4), Fla. Admin. Code;

1.04.08 The Agency shall comply with state and federal laws including but not limited to laws regarding discrimination on the basis of sex, race, religion, age, disability, sexual orientation, or national origin. The Agency gives this assurance in consideration of and for the purpose of obtaining funding from the Authority, a recipient of federal financial assistance, and agrees to complete a Civil Rights Compliance Questionnaire if so requested by the CTD or the Authority. The Agency agrees that compliance with the assurance constitutes a condition of continued receipt of or benefit from federal financial assistance, and that it is binding upon the Agency, its successors, subcontractors, transferees, and assignees for the term of this Contract. The Agency shall assure that all operators, subcontractors, subgrantees, or others with whom the Agency arranges to provide Transportation Services are not discriminating against participants or employees in violation of the above statutes, regulations, guidelines, and standards. In the event of failure to comply, the Agency agrees that the CTD or the Authority may, at its discretion, seek a court order requiring compliance with the terms of this assurance or seek other appropriate judicial or administrative relief, to include assistance being terminated and further assistance being denied.

1.04.09 The Agency shall report to the Authority the information required in order for the Authority to satisfy the reporting requirements imposed upon the Authority as the Coordinator, as set forth in Rule 41-2.007, Fla. Admin. Code.

1.05 In order to receive reimbursement for the Transportation Services, which shall be made on a monthly basis, the Agency shall submit an invoice to the Authority by the 10th of each month during the term of this Contract, together with the monthly ridership report for the prior month in the form attached hereto as Exhibit "B" and incorporated by reference ("Monthly Ridership Report").

- 1.06 Return to the Authority any acquired profits or surplus funds originating pursuant to this Contract that are beyond the amount(s) specifically identified and approved in the TDSP or provided in this Contract.
- 1.07 At the end of the term of this Contract and any renewal terms, the Agency shall submit an annual operating report detailing demographic, operational, and financial data regarding the Transportation Services and a project evaluation report to the Authority, in such form as may be prescribed by the Authority or the CTD.
- 1.08 The Agency may not subcontract all of any portion of the Transportation Services to any person, organization or entity without the prior written approval of the Authority, which may be granted or withheld in the Authority's discretion. In the event that the Agency uses any subcontractor in the delivery of the Transportation Services approved by the Authority ("Subcontractor"), the Agency shall ensure that the Subcontractor complies with all terms, conditions, obligations and requirements set forth in this Contract.
- 1.09 The Agency shall report all accidents which occur during the term of this Contract relating to the Transportation Services and/or out of the scope of this Contract. Accidents involving a fatality or fatalities must be reported to the Authority as soon after such accident as possible under the circumstances, but not more than twenty-four (24) hours after the Agency becomes aware of the fatal accident. Any other accident, those not involving a fatality or fatalities, with over \$1,000.00 in property damages, or personal injury that requires evacuation to a medical facility or a combination of both, must be reported to the Authority not more than forty-eight (48) hours after the Agency becomes aware of the accident. Copies of any accident report or reports prepared or received by the Agency as a result of any accident must be sent to the Commission upon receipt or preparation of the report.
- 1.10 The Agency shall safeguard information by not using or disclosing any information concerning a user of Transportation Services under this Contract for any purpose not in conformity with the local, state and federal regulations (45 C.F.R., Part 205.50), except upon order of a court, written consent of the recipient, or his/her responsible parent or guardian when authorized by law.

2. Authority's Rights and Obligations:

- 2.01 The Authority shall have no responsibility under this Contract to provide or broker Transportation Services to or for the Agency's clients.
- 2.02 The Authority shall be entitled to include Agency-sponsored trip and mileage data in the Annual Operating Report to the CTD. The number of

trips and miles included in this report are two (2) of four (4) equally weighted criteria used to determine the amount of the Trip and Equipment Grant awarded monthly to the Authority as Coordinator.

- 2.03 The Authority may review the Agency's operations and recommend changes with regard to personnel and employment practices of the Agency or its Subcontractors who are directly or indirectly providing Transportation Services under this Contract.
- 2.04 The Authority shall have the right on its own behalf or on behalf of the Agency, to review the personnel files of any safety sensitive employee having contact with paratransit customers or clients, in accordance with applicable laws.
- 2.05 The Authority may require that the Agency remove certain vehicles(s) from service which the Authority regards as unsuitable for service in accordance with applicable laws, rules regulations or standards.
- 2.06 Failure to comply with the Authority's recommendations may result in disallowance or cessation of funding for the Transportation Services.
- 2.07 The Authority shall have the right to inspect and audit the Agency's books and records, and those of its subcontractors, which are related to and attributed to the Agency's delivery of Transportation Services contemplated under this Contract, which right shall survive termination or expiration of this Contract as necessary to comply with the requirements of the CTD regarding retention and auditing of documents.
- 2.08 The Authority shall reimburse the Agency for the Transportation Services in accordance with the rate structure set forth in the Scope of Services, on a monthly basis. The Authority shall pay the Agency's invoice within seven (7) days of receipt of same together with the Monthly Ridership Report; provided, however, that the Agency may request additional documentation from the Agency prior to payment of any invoice from the Agency. The Authority may disallow and deduct any cost for which proper documentation is not provided.
- 2.09 The following Authority representatives (individually, an "Authorized Representative" and collectively, the "Authorized Representatives") are the authorized representatives of the Authority for purposes of this Contract: (i) the Chief Executive Officer; (ii) the Chief Financial Officer; (iii) the Chief Operating Officer; (iv) the Manager of Procurement and Contracts; and (v) any other representative specifically designated by the Authority. The designation described in (v) must be made in a signed writing by one of the Authorized Representatives identified in (i) – (iv), and delivered to the Agency before it can be relied upon. The Authorized Representatives, as well as all other officers, employees, executives,

agents and representatives of the Authority, have only such authority to act on behalf of and bind the Authority to the extent granted to such individual by the Authority's Governing Board, and no apparent authority of any such individual shall be binding upon the Authority.

3. Contract Term:

3.01 The term of this Contract shall be for a period of one year, commencing on [_____] and terminating on [_____].

4. Contract Termination:

4.01 This Contract may be terminated under the following situations:

4.01.01 Notwithstanding any other provision hereof, this Contract may be terminated by the Agency if it no longer provides Transportation Services to its clients, and the Agency has otherwise fulfilled all of its obligations under this Contract, by giving notice of said fact pursuant to the notice provisions hereof.

4.01.02 If the Agency has made any misrepresentation in this Contract, this Contract may be terminated at the sole option of the Authority.

4.01.03 If the Agency is adjudicated bankrupt or files for bankruptcy or is placed in bankruptcy, or ceases to have legal existence, this Contract may be terminated at the sole option of the Authority.

4.01.04 Upon completion of the performance obligations of the Authority and the Agency, as set forth herein, this Contract may be terminated at the sole option of the Authority.

4.01.05 The Authority may terminate this Contract upon notice to the Agency in the event of termination of the Memorandum or the status of the Authority as Coordinator is otherwise terminated.

4.02 Termination for Default:

4.02.01 The Authority may, by written notice of default to the Agency, terminate the whole or any part of this Contract if the Agency fails to perform its obligations hereunder within the time specified herein or any extension thereof, or if the Agency acts in such a manner as to endanger its clients.

- 4.02.02 Termination shall occur if, in either of the foregoing circumstances, the Agency does not cure such default in performance obligations within a period of ten (10) days (or such longer period as the Authority, acting through its Authorized Representative, may authorize in writing) after receipt of written notice from the Authority, acting through its Authorized Representative, specifying such failure.
- 4.02.03 If this Contract is terminated in whole or in part for default on the part of the Agency, the Authority may report the incident to the appropriate state or federal agencies.
- 4.02.04 Waiver by the Authority of a breach of any provision of this Contract shall not be deemed to be a waiver of any other breach and shall not be construed to be a modification of the terms of this Contract, and shall not act as a waiver or estoppel to enforcement of any provision of this Contract. The provisions herein do not limited the Authority's right to remedies at law or equity.

4.03 Termination for Convenience:

- 4.03.01 The Authority shall have the right to terminate this Contract upon twenty (20) calendar days written notice to the Agency, whenever the Authority, in its absolute discretion, acting through its Authorized Representative, shall determine that such termination is in the best interest of the Authority, without necessity for cause. Any such termination shall be effected by delivery of a notice of termination by the Authority to the Agency, specifying the extent to which performance of work under the Contract is terminated, and the date upon which such termination becomes effective.

5. Dispute Resolution:

- 5.01 The parties mutually acknowledge and agree that this Contract shall be construed in accordance with the laws of the State of Florida, without regard to the internal law of Florida regarding conflicts of law. Any controversy or claim arising out of or relating to this Contract, or the breach thereof (collectively, a "Legal Dispute") may, at the option of the Authority, be settled by arbitration administered by the American Arbitration Association in accordance with its Commercial Arbitration Rules, and judgment on the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof. Any such arbitration shall be held in Orange County, Florida. If the Authority does not elect to settle any Legal Dispute by arbitration, then any action, suit or proceeding

arising in connection with any such Legal Dispute shall be brought in the exclusive jurisdiction of the 9th Judicial Circuit of the State of Florida or the United States District Court for the Middle District of Florida, Orlando Division. Nothing in this paragraph shall in any way limit the right of to the Authority terminate this Contract under paragraph 5 hereof.

6. Insurance and Indemnification:

- 6.01 Throughout the term of this Contract, the Agency shall procure and maintain, at its sole expense, general liability insurance sufficient to comply with the minimum insurance requirement of \$100,000 per person and \$200,000 per incident as set forth in Rule 41-2.006, F.A.C., and name the Authority and the CTD as additional insured parties with respect thereto.
- 6.02 The Agency shall procure and maintain, throughout the term of this Contract, Worker's Compensation Insurance providing statutory benefits as provided under the Worker's Compensation Act of the State of Florida and/or any other state or federal law or laws applicable to the Agency's employees.
- 6.03 The Agency shall procure and maintain throughout the term of this Contract Comprehensive Automobile Liability insurance covering all owned or hired and all non-owned vehicles used in connection with the Transportation Services with limits of liability not less than \$100,000 each person and \$300,000 each accident and \$100,000 each occurrence for property damage, or a combined single limit for bodily injury and property damage of \$500,000. Such insurance shall name the Authority and the CTD as additional insured parties.
- 6.04 An insurance company satisfactory to the Authority and licensed to do business in the State of Florida shall write all insurance described in this Contract. All policies of insurance required herein shall be endorsed to LYNX waiving the insurer's rights of recovery against LYNX, whether by way of subrogation or otherwise. All insurance shall be provided by insurance companies with a Best's Rating of B+ or better, and shall otherwise be acceptable to LYNX. Companies issuing the required insurance policies and the Contractor shall have no recourse against the Authority for payment of any premiums or assessments for any deductibles, all such premiums and deductibles being the sole responsibility of the Agency. Notwithstanding the foregoing, the Authority reserves the right to increase the insurance requirements upon notice to the Agency. The Agency shall provide the Authority with a copy of insurance certificate(s) demonstrating the satisfaction of the requirements set forth herein in form acceptable to the Authority, as and when requested by the Authority. In the event that the Agency fails to obtain and maintain the insurance required herein, the Authority shall have

the right to procure such insurance on behalf of the Agency and be reimbursed by the Agency for the costs associated therewith or withhold such amounts from funding to the Agency hereunder.

- 6.05 Insurance policies and certificates shall specifically require that a thirty (30) day notice of cancellation, nonrenewal or changes in the limits of liability in the insurance policy be given to the Authority and the CTD.
- 6.06 If any part of the Transportation Services is subcontracted as approved by the Authority hereunder, the Contractor shall require any and all Subcontractors performing Transportation Services under the Contract to carry insurance of the type and limits of liability required above. In the event that a Subcontractor is unable to furnish adequate insurance as provided above, the Contractor shall endorse the Subcontractor as an additional insured. The Contractor shall obtain and furnish to the Authority certificates of insurance evidencing Subcontractors' insurance coverage.
- 6.07 The Agency understands that in performing the Transportation Services hereunder, it will be responsible for the consequences of its own actions. Therefore, the Agency agrees to be responsible for, and assume the defense of and indemnify, defend and save harmless the Authority, and the Authority's officers, directors, employees, agents and representatives, and the heirs, executors, successors and assigns of each of the foregoing, from all claims, demands, judgments, liability, loss or damage (at law or in equity), including without limitation all appeals, administrative actions, bankruptcy actions and intellectual property infringements (including, without limitation, amounts paid in settlement, costs of investigation and reasonable attorneys' and paralegals' fees and expenses) directly or indirectly arising out of or related to the performance of the Transportation Services hereunder, including, without limitation, any acts or omissions with respect thereto, by the Agency and/or any Subcontractor, or resulting from the use of any equipment, machinery, or other property of the Agency or the Authority. Furthermore, the Agency shall indemnify and hold harmless the CTD and its members, officers, agents, and employees; purchasing agency/entity officers, agents, and employees; and the local, state, and federal governments from any claim, loss, damage, cost, charge or expense arising out of any act, action, neglect or omission by the Agency during the performance of this Contract, whether direct or indirect, and whether to any person or property to which the CTD or said parties may be subject, except that neither the Agency nor any of its Subcontractors will be liable under this Section for damages arising out of injury or damage to persons or property directly caused or resulting from the sole negligence of the CTD or any of its members, officers, agents or employees; purchasing agency/entity, officers, agents, and employees; and local, state, or federal governments. Nothing herein is intended to serve as a waiver of sovereign immunity by the Authority, the CTD or any

agency/entity to which sovereign immunity may be applicable. Nothing herein shall be construed as consent by a state agency/entity or political subdivision of the State of Florida or the federal government to be sued by third parties in any matter. Notwithstanding the foregoing, pursuant to Section 768.28, Florida Statutes, no agency or subdivision of the state shall be required to indemnify, insure, or assume any liability for the Authority's or the CTD's negligence.

6.08 The Authority reserves the right to use legal counsel designated by it and to approve the counsel selected by the Agency in performing its obligations under this provision.

7. Litigation; Attorney's Fees and Costs:

7.01 The prevailing party shall be entitled to reasonable attorneys' fees and court costs in the event of any administrative or civil litigation with regard to the performance obligations of this Contract, to the extent permitted by law.

7.02 The term "litigation" includes without limitation any eligibility determination proceedings, administrative proceedings, civil suit and any appeals related thereto, pre-trial matters, arbitration, mediation and bankruptcy proceedings.

8. Public Records:

8.01 The Authority is an agency of the State and is subject to Florida's government in the Sunshine Law, Chapter 286, Florida Statutes (the "Sunshine Law") and the Public Records Act, Chapter 119, Florida Statutes (the "Public Records Act"). It is possible that the Agency and any Subcontractor, as a result of this Contract, may also be subject to the Sunshine Law and the Public Records Act and, if so, the Agency will promptly respond in accordance with the statute to any and all third party requests for "public records," as that term is defined in the Public Records Act, and shall cause any Subcontractor to so respond. In regard to any such request, the Agency will promptly notify the Authority. The Authority's determination as to the necessity of such response shall be presumptively correct.

9. Notices:

All notices pursuant to this Contract shall be made to the addresses listed below:

9.01 The Agency's primary point of contact for daily operations of the Transportation Services pursuant to this Contract is **[INSERT NAME, ADDRESS, PHONE, FAX AND E-MAIL ADDRESS]**. The Agency may appoint other individuals upon written notice to, and approval by, the

Authority. The Agency shall provide written notice to the Authority promptly with respect to any changes to the aforesaid contact information.

9.02 As of the date hereof, but subject to the other provisions set forth herein, the Authority designates [_____] (the “Contracting Officer”) with respect to the Authority's performance of this Contract, and who will also serve as the primary point of contact for operational issues. The address for notices to the Authority under this Contract is **LYNX, 455 North Garland Avenue, Orlando, Florida 32801, Attention: [_____] , [INSERT PHONE, FAX AND E-MAIL ADDRESS]**. The Authority may change such designation upon written notice to the Agency.

10. Miscellaneous:

10.01 Captions and Heading. Whenever herein the singular or plural is used the same shall include the other where appropriate. Words of any gender shall include other genders when the context so permits.

10.02 Number and Gender. This Contract may be executed in a number of identical counterparts each of which is an original and all of which constitute collectively one agreement. In making proof of this Contract in any legal action, it shall not be necessary to produce or account for more than one such counterpart.

10.03 WAIVER OF JURY TRIAL. EACH PARTY HEREBY AGREES NOT TO ELECT A TRIAL BY JURY OF ANY ISSUE TRIABLE OF RIGHT BY JURY, AND WAIVES ANY RIGHT TO TRIAL BY JURY FULLY TO THE EXTENT THAT ANY SUCH RIGHT SHALL NOW OR HEREAFTER EXIST WITH REGARD TO THE CONTRACT DOCUMENTS, OR ANY CLAIM, COUNTERCLAIM OR OTHER ACTION ARISING IN CONNECTION THEREWITH. THIS WAIVER OF RIGHT TO TRIAL BY JURY IS GIVEN KNOWINGLY AND VOLUNTARILY BY EACH PARTY, AND IS INTENDED TO ENCOMPASS INDIVIDUALLY EACH INSTANCE AND EACH ISSUE AS TO WHICH THE RIGHT TO A TRIAL BY JURY WOULD OTHERWISE ACCRUE.

10.04 Assignment. The Authority has selected the Agency to perform the Transportation Services based in substantial part on the personal qualifications of the Agency; as such, the Agency may not assign, transfer or subcontract any right or obligation of this Contract in whole or in part, without the prior written consent of Authority, which consent may be granted or withheld in the sole discretion of Authority. Any assignment or transfer of any obligation under this Contract without the prior written consent of Authority shall be void, *ab initio*, and shall not release the Agency from any liability or obligation under this Contract, or cause any

such liability or obligation to be reduced to a secondary liability or obligation.

- 10.05 Survival. Should any provision of this Contract be determined to be illegal or in conflict with any law of the State of Florida, the validity of the remaining provisions shall not be impaired.
- 10.06 No Third-Party Beneficiary. It is specifically agreed that this Contract is not intended by any of the provisions of any part of this Contract to establish in favor of any other party, the public or any member thereof, the rights of a third-party beneficiary hereunder, or to create or authorize any private right of action by any person or entity not a signatory to this Contract to enforce this Contract or any rights or liabilities arising out of the terms of this Contract.
- 10.07 Amendment of Contract. This Contract may not be modified or amended without the prior written consent of the party to be charged by said amendment or modification. This provision may not itself be changed orally. The Agency specifically is aware and understands that any modification or amendment to this Contract shall require the approval of the Authority's Governing Board or the approval of the appropriate Authority officer, as designated in the Administrative Rules.
- 10.08 Further Assurances. The parties shall, at their own cost and expense, execute and deliver such further documents and instruments and shall take such other actions as may be reasonably required or appropriate to evidence or carry out the intent and purposes of this Contract. This provision shall survive the expiration or termination of this Contract.
- 10.09 Entire Contract. This Contract, together with any exhibits or attachments hereto, constitutes the entire agreement between the parties.
11. Authority Approval: This Contract, including the exhibits and attachments hereto, is contingent upon the approval by the Authority's Governing Board and the CTD.

[SIGNATURES BEGIN ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have caused this Contract to be duly executed on their behalf, in manner and form sufficient to bind them as of the effective date thereof.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY
d/b/a LYNX

By: _____
Print Name: _____
Title: _____

Seal:

ATTEST: _____
Assistant Secretary

(Company)
By: _____
Name: _____
Title: _____

ATTEST: _____
Agency Clerk/Secretary/Asst. Secretary

EXHIBIT "A"

SCOPE OF SERVICES AND RATE STRUCTURE

[See attached]

Action Agenda Item #7.A

To:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Blanche Sherman (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Acceptance of the Annual Financial Audit and Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ending September 30, 2009
Date:	3/25/2010

ACTION REQUESTED:

Staff is requesting the LYNX Board of Directors' acceptance of the annual financial audit and Comprehensive Annual Financial Report (CAFR) for the fiscal year ending September 30, 2009.

BACKGROUND:

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

The Single Audit Act Amendments of 1996 require state or local governments that receive at least \$500,000 in Federal financial assistance in a year to have an independent audit conducted for that year in accordance with the Office of Management and Budget (OMB) Circular A-133. The State of Florida recently enacted similar legislation, the Florida single Audit Act, related to audits of State financial assistance. Pursuant to these Acts, LYNX' independent certified public accountants, Cherry, Bekaert & Holland, L.L.P., have conducted the audit for the fiscal year ended September 30, 2009.

An unbound draft copy of the CAFR, which includes the audit report of Cherry, Bekaert & Holland, L.L.P. will be provided for your review. The final report will be provided to each member of the Board at the March 25, 2010 Board Meeting.

The auditors have issued an unqualified "clean" opinion on both financial and compliance audits. The auditor's Management Letter Comments and Management's responses are included as a separate document accompanying the annual financial report. The results of operations and the annual audit were explained in detail at the audit committee meeting.

COMPREHENSIVE ANNUAL FINANCIAL REPORT

of the

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY d/b/a
LYNX

FOR YEAR ENDED
SEPTEMBER 30, 2009

PREPARED BY THE FINANCE DEPARTMENT

Albert J. Francis II, CPA, Chief Financial Officer
Blanche W. Sherman, CPA, Manager of Finance

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

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

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CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

BOARD OF DIRECTORS

Commissioner Carlton Henley	Chairman, Seminole County
Commissioner Brandon Arrington	Vice-Chairman, Osceola County
Mayor Buddy Dyer	Board Member, City of Orlando
Mayor Richard Crotty	Board Member, Orange County
FDOT District 5 Secretary, Noranne Downs	Board Member, FDOT

CHIEF EXECUTIVE OFFICER

Linda S. Watson Chief Executive Officer

DEPARTMENT CHIEFS

Albert J. Francis II, CPA	Chief Financial Officer
Lisa Darnall	Chief Operating Officer
Edward Johnson	Chief Administrative Officer
J. Marsh McLawhorn	Chief Government Relations Officer

FINANCE DIVISION

Blanche W. Sherman, CPA	Manager of Finance
Starlin Rolle, CPA	Supervisor of Financial Reporting
Linda Maxwell	Supervisor of Revenue Control
Pedro Bustamante, CPA	Senior Accountant
Denise Callihan	Accountant
Deatra Gilmore	Accountant
Nancy Navarro	Grant Accountant
Blanca Matute	Senior Accounting Technician
Vicki Hoffman	Fiscal Assistant
Elaine Buhrow	Accounting Technician
Jo Ann Pfenning	Accounting Technician
Sally Yacoob	Accounting Technician
Swannie McCartha	Fare Collection Clerk

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Independent Auditors' Report

To the Board of Directors
Central Florida Regional Transportation Authority:

We have audited the accompanying balance sheets of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") as of September 30, 2009 and 2008, and the related statements of revenues, expenses and changes in net assets and cash flows for the years then ended. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of September 30, 2009 and 2008, and the results of its operations and its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued a report dated March 18, 2010 on our consideration of the Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in conjunction with this report in considering the results of our audit.

The Management's Discussion and Analysis and the required supplementary information, as listed in the table of contents, are not a required part of the basic financial statements but are supplementary information required by the Governmental Accounting Standards Board. We have applied limited procedures, which consist principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audits were conducted for the purpose of forming an opinion on the financial statements of the Authority taken as a whole. The introductory section, supplementary schedule of revenues and expenses budget vs. actual (budget basis), schedule of local financial assistance and statistical tables are presented for purposes of additional analysis and are not a required part of the basic financial statements. The accompanying schedules of expenditures of federal awards and state financial assistance are also presented for the purpose of additional analysis as required by U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments and Non-Profit Organizations* and Chapter 10.550, *Rules of the Auditor General*, and are not a required part of the basic financial statements. The supplemental schedule of revenues and expenses budget vs. actual (budget basis) and schedules of expenditures of federal awards, local financial assistance, and state financial assistance have been subjected to the auditing procedures applied in our audit of the financial statements and, in our opinion, are fairly stated in all material respects when considered in relation to the financial statements taken as a whole. The introductory section and statistical section have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinion on them.

Orlando, Florida
March 18, 2010

MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of the comprehensive annual financial report of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") presents management's analysis of the Authority's financial performance during the Fiscal Years that ended on September 30, 2009 and 2008, respectively. Please read it in conjunction with the financial statements, which follow this section.

Financial Highlights

Fiscal 2009

- Contract revenues increased by \$1.4 million due to the implementation of new services with Walt Disney World for traffic mitigation, by \$.3 million relating to the new State Farm Insurance contract for the Road Rangers Program, and by \$.1 million for other contractual services.
- The Authority's local funding partners increased their funding to LYNX by \$4.4 million dollars year-over-year, in order to minimize the impact of various service reductions necessary in FY2009.
- The price of fuel significantly decreased in FY2009, resulting in a \$4.9 million dollar decrease in fuel expenses compared to FY2008.

Fiscal 2008

- Customer fares increased 13.2% due to an increase in ridership of 4.3% and additional revenue resulting from the fare increase implemented in January 2008.
- The cost of fuel escalated in FY2008, resulting in a \$6.6 million dollar increase for fuel expenses compared to FY2007.
- Advertising revenue decreased 14.9% due to the non-renewal and/or reduction of several advertising contracts. In addition, the number of new contracts have declined from the previous year.

Overview of the Financial Statements

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

Required Financial Statements

The financial statements of the Authority report information about the Authority using full accrual accounting methods similar to those used by private sector companies. These statements offer short-term and long-term financial information about its activities. The Balance Sheet includes all of the Authority's assets and liabilities and provides information about the nature and amounts of investments in resources (assets) and the obligations to Authority creditors (liabilities). The assets and liabilities are presented in a classified format, which distinguishes between current and long-term assets and liabilities. It also provides the basis for computing the rate of return, evaluation of the capital structure of the Authority and assessing the liquidity and financial flexibility of the Authority. All of the current year's revenues and expenses are accounted for in the Statement of Revenues, Expenses, and Changes in Net Assets. This

statement measures the success of the Authority's operations over the past year and can be used to determine whether the Authority has successfully recovered all its costs through its customer fares, contract services, and operating subsidies, as well as its profitability and credit worthiness. The final required financial statement is the Statement of Cash Flows. The primary purpose of this statement is to provide information about the Authority's cash receipts and cash payments during the reporting period. The statement reports cash receipts, cash payments, and net changes in cash resulting from operating, investing, and financing activities and provides answers to such questions as where did cash come from, what was cash used for, and what was the change in the cash balance during the reporting period.

Financial Analysis of the Authority

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

Net Assets

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

Table A-1

Condensed Statement of Net Assets (Balance Sheets) (In millions of dollars)

	FY 2009	September 30, FY 2008	FY 2007
Assets:			
Current and other assets	\$ 53.1	\$ 50.4	\$ 48.0
Capital assets	137.8	141.3	130.5
Total assets	\$190.9	\$191.7	\$178.5
Liabilities:			
Current liabilities	\$27.0	\$ 29.7	\$ 20.4
Other liabilities	18.2	21.6	25.7
Total liabilities	\$45.2	\$ 51.3	\$ 46.1
Net Assets:			
Invested in capital assets, net of related debt	\$124.1	\$ 123.7	\$ 110.2
Restricted	.5	.5	1.3
Unrestricted	21.1	16.2	20.9
Total net assets	\$145.7	\$ 140.4	\$ 132.4

The Balance Sheets show the change in assets, liabilities, and the resulting net assets. Net assets may serve, over time, as a useful indicator of a government's overall financial position. As can be seen from the Table A-1, Net Assets increased \$5.3 million to \$145.7 million in Fiscal 2009 from \$140.4 million in Fiscal 2008. Compared to Fiscal Year 2008, Net Assets Invested in Capital Assets, Net of Related Debt, increased \$0.4 million, Unrestricted Net Assets increased \$4.9 million, and Restricted Net Assets did not change.

Table A-2
Condensed Statement of Revenues, Expenses, and Changes in Net Assets (In millions of dollars)

	FY 2009	September 30, FY 2008	FY 2007
Operating Revenues:			
Customer fares	\$ 21.5	\$ 21.7	\$ 19.1
Contract services	19.4	17.6	18.1
Advertising revenue	1.1	1.9	2.3
Other income	.3	.6	.6
Total operating revenue	42.3	41.8	40.1
Non-operating Revenues (Expenses), net:			
Federal	14.5	12.1	11.1
State	9.6	10.6	10.4
Local	45.8	41.4	44.5
Interest and other income (expense)	(.7)	.1	1.1
Total non-operating revenue	69.2	64.2	67.1
Total Revenues	111.5	106.0	107.2
Depreciation Expense	16.7	15.3	10.1
Operating Expenses:			
Salaries and wages	38.9	39.9	36.3
Fringe benefits	22.1	19.8	19.2
Purchased transportation Services	18.2	17.2	15.8
Fuel	11.8	16.7	10.2
Materials and supplies	4.7	5.2	4.8
Professional services	6.1	6.5	6.3
Lease and miscellaneous	.7	1.3	1.7
Casualty and liability insurance	2.5	2.5	2.1
Utilities, taxes, and licenses	1.6	1.6	1.4
Total operating expenses	106.6	110.7	97.8
Loss before Capital Contributions	(11.8)	(20.0)	(.7)
Capital Contributions	17.1	28.0	20.5
Change in Net Assets	5.3	8.0	19.8
Beginning Net Assets	140.4	132.4	112.6
Ending Net Assets	\$145.7	\$140.4	\$132.4

The Statements of Revenues, Expenses, and Changes in Net Assets provide answers as to the nature and source of changes in Net Assets. As shown in Table A-2, the \$5.3 million increase in net assets in FY 2009 is due to the excess of Capital Contributions of \$17.1 million over the Loss before Capital Contributions of \$11.8 million. The changes in Operating Revenues result from an increase in Other Contractual Revenues resulting from the implementation of new contract services with Walt Disney World for traffic mitigation and State Farm Insurance for the Road Rangers Program. The increase in Non-Operating Revenue is due to an increase in funding from the Authority's local funding partners and an increase in Preventative Maintenance federal funding by \$2,000,000. The decrease in Operating Expenses is mainly due to the significant decrease in the price of fuel from FY2008. Also, the Authority experienced a significant decline in overtime related to the Union employees resulting from the implementation of various service efficiencies during the year.

Capital Assets

At the end of fiscal year 2009, the Authority had a broad range of Capital Assets, consisting of Land, Buildings and Shelters, Revenue Vehicles, Equipment, and Leasehold Improvements. During fiscal year 2009 the Authority completed several bus shelters and some small capital improvement projects.

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

	September 30,		
	FY 2009	FY 2008	FY 2007
Land	\$ 8.6	\$ 8.6	\$ 8.6
Buildings and Shelters	81.2	78.4	64.0
Revenue Vehicles	100.9	109.8	91.5
Equipment	21.6	21.9	20.3
Leasehold Improvements	-	.2	.2
Subtotal	212.3	218.9	184.6
Less Accumulated Depreciation	79.3	82.0	71.5
Construction in Progress:			
LYNX Central Station	-	-	.6
LYNX Operations Center	-	-	13.8
Bus Shelters	1.0	.5	.2
Facility Capital Improvements	1.1	1.4	.1
Other Miscellaneous Projects	2.7	2.5	2.7
Subtotal	4.8	4.4	17.4
Net Capital Assets	\$137.8	\$141.3	\$130.5

Please refer to Note 2 in the financial section for more detailed information on capital asset activity.

Long-Term Obligations

On August 16, 2001, the Authority entered into a State Infrastructure Bank Loan Agreement (SIB #1), allowing draws of up to \$7,958,991 for the construction of the LYNX Central Station. The loan matures in fiscal year 2011; the balance outstanding at September 30, 2009 was \$1,169,048 after making \$6,789,944 in total repayments. On June 9, 2004, the Authority entered into another SIB Loan (SIB #2), allowing draws of up to \$7,600,000 for the construction of the LYNX Operations Center Facility. This loan matures in fiscal year 2017; the outstanding loan balance as of September 30, 2009, was \$6,076,425

after making \$1,523,574 in total repayments. On August 14, 2006, the Authority entered into another SIB Loan (SIB #3), allowing draws of up to \$7,140,000 for the acquisition of rolling stock, including paratransit vehicles. During fiscal year 2006 the allowable amount, \$7,140,000, of SIB # 3 was drawn; this loan matures in fiscal year 2013; the outstanding loan balance as of September 30, 2009 was \$5,669,165 after making \$1,470,835 in total repayments. On August 16, 2007 the Authority leased 21 transit buses requiring 28 quarterly lease payments over seven years, with principal totaling \$7,632,976; the unpaid principal balance as of September 30, 2009, was \$5,661,433 after making \$1,971,543 in total repayments. Please refer to Note 4 in the financial section for more detailed information on long-term debt activity.

Economic Factors and Next Year's Budget and Rates

The Authority's Board of Directors and Management considered many factors when setting the Fiscal Year 2010 budget and contract services hourly rates. These factors include the expected demand of the Authority's Funding Partners, which in turn consider such factors as anticipated population growth of the three counties and the economy of the region as a whole.

FINANCIAL STATEMENTS

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNN
BALANCE SHEETS
SEPTEMBER 30, 2009 AND 2008

ASSETS	2009	2008
CURRENT ASSETS:		
Cash and cash equivalents	\$ 26,191,628	\$ 20,084,510
Receivables:		
Local, trade and operating assistance	3,551,854	3,281,531
Federal grants	14,091,489	15,335,126
State grants	2,363,505	2,090,900
Inventory	1,552,863	2,066,579
State fuel tax refund	210,365	213,568
Prepaid expenses and other assets	20,996	923,672
	<u>47,982,700</u>	<u>43,995,886</u>
Total current assets		
	<u>47,982,700</u>	<u>43,995,886</u>
NONCURRENT ASSETS:		
Investment Pool B	501,818	882,646
Restricted cash and cash equivalents	4,645,581	5,079,806
	<u>5,147,399</u>	<u>5,962,452</u>
Total investment and restricted cash and cash equivalents		
	<u>5,147,399</u>	<u>5,962,452</u>
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	81,203,633	78,460,706
Revenue vehicles	100,895,691	109,865,748
Equipment	21,640,367	21,880,359
Leasehold improvements	17,236	155,794
Total property and equipment	212,328,392	218,934,072
Less accumulated depreciation	(79,350,218)	(81,988,613)
Construction in progress	4,762,208	4,360,287
	<u>137,740,382</u>	<u>141,305,746</u>
Net property and equipment		
	<u>137,740,382</u>	<u>141,305,746</u>
Other assets	-	451,129
	<u>142,887,781</u>	<u>147,719,327</u>
Total noncurrent assets		
	<u>142,887,781</u>	<u>147,719,327</u>
TOTAL ASSETS	<u>\$ 190,870,481</u>	<u>\$ 191,715,213</u>

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY dba LYNN
BALANCE SHEETS
SEPTEMBER 30, 2009 AND 2008

LIABILITIES AND NET ASSETS	2009	2008
CURRENT LIABILITIES:		
Accounts payable	\$ 11,350,209	\$ 13,883,540
Accrued salaries and related taxes	2,686,580	2,780,858
Accrued compensated absences	2,945,479	2,509,937
Accrued self-insurance liability, current	1,182,254	1,276,714
Leases payable, current	1,045,283	1,005,094
Loans payable, current	3,084,747	3,081,718
Deferred operating revenue	3,964,146	4,945,871
Deferred capital	253,938	209,996
	26,512,636	29,693,728
Total current liabilities		
NONCURRENT LIABILITIES:		
Leases payable, long-term	4,616,150	5,661,433
Loans payable	9,829,891	12,914,638
Net pension and OPEB obligation	479,162	-
Accrued compensated absences	683,431	780,463
Accrued self-insurance liability, long-term	3,093,050	2,247,335
	18,701,684	21,603,869
Total noncurrent liabilities		
Total liabilities	45,214,320	51,297,597
NET ASSETS:		
Invested in capital assets, net of related debt	124,036,119	123,649,478
Restricted-capital projects	536,749	536,749
Unrestricted	21,083,293	16,231,389
	145,656,161	140,417,616
Total net assets		
TOTAL LIABILITIES AND NET ASSETS	\$ 190,870,481	\$ 191,715,213

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d b a LYNN
 STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET ASSETS
 YEARS ENDED SEPTEMBER 30, 2009 AND 2008

	2009	2008
OPERATING REVENUES		
Customer fares	\$ 21,454,544	\$ 21,661,100
Contract services:		
Local financial assistance	11,157,795	9,614,754
Other contractual services	8,208,648	8,018,770
Advertising	1,119,888	1,942,028
Other income	303,256	603,452
Total operating revenues	42,244,131	41,840,104
OPERATING EXPENSES:		
Salaries and Wages	38,908,803	39,860,027
Fringe benefits	22,101,494	19,831,319
Purchased transportation services	18,167,562	17,221,380
Fuel	11,865,560	16,741,700
Materials and supplies	4,682,818	5,152,881
Professional services	6,087,328	6,528,362
Lease and miscellaneous	677,147	1,264,032
Casualty and liability insurance	2,494,228	2,494,041
Utilities	1,247,154	1,185,464
Taxes and licenses	390,991	382,332
Total operating expenses before depreciation	106,623,085	110,661,538
OPERATING EXPENSES IN EXCESS OF OPERATING REVENUES BEFORE DEPRECIATION AND AMORTIZATION	(64,378,954)	(68,821,434)
DEPRECIATION AND AMORTIZATION	(16,703,534)	(15,285,620)
OPERATING LOSS	(81,082,488)	(84,107,054)
NONOPERATING REVENUES AND EXPENSES:		
Operating assistance grants:		
Federal	750,000	715,000
State of Florida	7,736,869	8,024,441
Local	45,805,497	41,413,114
Planning and other assistance grants:		
Federal	13,758,536	11,362,378
State of Florida	1,923,888	2,559,305
Interest expense	(479,237)	(521,519)
Interest income	107,805	644,159
Other income (expenses)	(372,500)	(41,057)
Total nonoperating revenues and expenses, net	69,230,858	64,155,821
LOSS BEFORE CAPITAL CONTRIBUTIONS	(11,851,630)	(19,951,233)
Capital contributions	17,090,175	27,964,248
Change in net assets	5,238,545	8,013,015
NET ASSETS AT BEGINNING OF YEAR	140,417,616	132,404,601
NET ASSETS AT END OF YEAR	\$ 145,656,161	\$ 140,417,616

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d b a FLYNN
 STATEMENTS OF CASH FLOWS
 YEARS ENDED SEPTEMBER 30, 2009 AND 2008

	2009	2008
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers	\$ 21,454,544	\$ 21,661,100
Cash received for contract services	18,877,730	16,928,805
Cash paid to employees	(43,184,999)	(44,665,545)
Cash paid to suppliers	(62,087,530)	(63,199,284)
Cash received from advertising and miscellaneous	1,272,181	2,330,742
Net cash used in operating activities	<u>(63,668,074)</u>	<u>(66,944,182)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Proceeds from assistance grants	<u>69,430,030</u>	<u>67,229,669</u>
Net cash provided by noncapital financing activities	<u>69,430,030</u>	<u>67,229,669</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Construction and acquisition of property and equipment	(13,954,224)	(25,872,712)
Principal paid on loans and capital leases	(4,086,812)	(2,669,085)
Interest paid on capital leases and SIB loans	(479,237)	(521,519)
Capital assistance grants	18,512,501	28,436,660
Net cash used by capital and related financing activities	<u>(7,772)</u>	<u>(626,656)</u>
CASH FLOWS FROM INVESTING ACTIVITIES:		
Interest income	107,805	644,159
Pool B investment withdrawals	(189,096)	(882,646)
Net cash used by investing activities	<u>(81,291)</u>	<u>(238,487)</u>
NET CHANGE IN CASH AND CASH EQUIVALENTS	5,672,893	(579,656)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	<u>25,164,316</u>	<u>25,743,972</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u>\$ 30,837,209</u>	<u>\$ 25,164,316</u>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES:		
Operating Loss	\$ (81,082,488)	\$ (84,107,054)
Adjustments to reconcile operating loss to net cash used in operating activities:		
Depreciation and Amortization	16,703,534	15,285,620
Changes in operating assets and liabilities:		
Local, Trade, and Operating Assistance Receivable	(481,990)	(721,570)
Inventory	513,716	(410,478)
State fuel tax refund receivable	3,203	(22,126)
Prepaid expenses and other assets	1,734,633	(53,904)
Accounts payable	(2,412,356)	2,240,528
Accrued salaries and related taxes	263,909	418,644
Accrued compensated absences	338,510	91,689
Accrued self-insurance liability	751,255	334,469
Net cash used in operating activities	<u>\$ (63,668,074)</u>	<u>\$ (66,944,182)</u>
NONCASH INVESTING AND FINANCING ACTIVITIES:		
Equipment financed through leases payable:	<u>\$ -</u>	<u>\$ -</u>

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX
NOTES TO FINANCIAL STATEMENTS
YEARS ENDED SEPTEMBER 30, 2009 AND 2008

1. SIGNIFICANT ACCOUNTING POLICIES

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

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

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

The Authority has elected not to apply Financial Accounting Standards Board Statements and Interpretations issued after November 30, 1989, as permitted by GASB No. 20, *Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities that use Proprietary Fund Accounting*.

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

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

The Authority held investments throughout fiscal years 2009 and 2008 in the Pool which are considered cash and cash equivalents for financial reporting purposes. During fiscal 2008 some securities were downgraded and the Pool was subdivided into Pool A and Pool B and during fiscal 2009 Pool A was renamed "Florida PREME" by the SBA. The Authority presents all investments at fair value as follows:

	September 30,	
	2009	2008
Pool Investments -Florida PREME	\$ 18,717	\$ 2,775,115
Pool Investments -Pool B	501,818	882,646
Bank Deposits/(Float in SBA)	30,818,492	22,389,201
Total Cash and Cash Equivalents and Investments	<u>\$ 31,339,027</u>	<u>\$26,046,962</u>

Florida PREME qualifies under GASB 31, *Accounting and Financial Reporting for Certain Investments and for External Investment Pools*, to be treated as a "2a-7 like pool" because it has a policy that it will, and does, operate in a manner consistent with Rule 2a-7 under the Investment Company Act of 1940. The current rating of Florida PREME by Standard and Poors is AAAM and the weighted average days to maturity at September 30, 2009 were 33 days. Pool B is not rated by any nationally recognized statistical rating agency and has a weighted life at September 30, 2009 of 6.69 years. The securities in Florida PREME are presented at fair value based on \$1 per share and securities in Pool B are presented at estimated fair value (cost less unrealized loss) based on an independently calculated fair value factor of .54915069 at September 30, 2009 and .798385 at September 30, 2008. The value of Pool B assets at January 31, 2010 was .66161573. In addition, for the period of October 1, 2009 through January 31, 2010, the pool distributed \$98,241 in assets from Pool A and Florida PREME.

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

Receivables - Local, Trade, Operating Assistance – Includes receivables from customers, Local Funding Partners and Medicaid Assistance. As of September 30, 2009 and 2008, the Authority had receivables, net of allowances, as follows:

	September 30,	
	2009	2008
Customers	\$ 1,027,430	\$ 1,356,023
Local Funding Partners	243,006	422,694
Medicaid Assistance	\$ 1,919,595	1,502,814
Total	<u>\$ 3,551,854</u>	<u>\$ 3,281,531</u>

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

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

Restricted Assets – When both restricted and unrestricted resources are available for use, the Authority's policy is to use restricted resources first, and then unrestricted resources, as they are needed. Restricted assets include \$4,645,581 and \$5,079,806 of cash and cash equivalents for the FlexBus Project, planning projects, shelters, bus procurement and other enhancements, and various capital projects as of September 30, 2009 and 2008, respectively.

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

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

The remaining construction work in progress primarily relates to design, engineering and construction costs of LYNX Central Station Improvements, LYNX Operations Center Modifications, Bus Shelters, South Street Facility Improvements, Computer Aided Dispatch/Automated Vehicle Locator (CAD/AVL), and other projects. Depreciation commences when projects are completed and the underlying fixed assets are available for use.

Accounts Payable - Accounts payable are recorded as expenses at the time services are rendered and the Authority receives items. As of September 30, 2009 and 2008, the Authority had accounts payable as follows:

	September 30,	
	2009	2008
Trade	\$ 2,931,690	\$ 3,484,361
Commitments (Consultants/Construction)	6,107,842	7,858,292
Retainage	103,929	73,292
Other	2,652,221	2,467,595
Total	<u>\$11,795,682</u>	<u>\$13,883,540</u>

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

	September 30,	
	2009	2008
Accrued compensated absences liability, beginning of year	\$3,290,400	\$3,198,711
Obligations	683,431	904,326
Payments	(344,921)	(812,637)
Accrued compensated absences liability, end of year	<u>\$3,628,910</u>	<u>\$3,290,400</u>

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

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

Net Assets – Net assets represents net assets invested in capital assets, net of related debt, restricted assets and unrestricted earnings.

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

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

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

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

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

Reclassifications – Certain 2008 balances have been reclassified to conform to the financial statement presentation used in 2009.

2. CAPITAL ASSETS

Capital asset activity for the year ended September 30, 2009 was as follows:

<u>Property and Equipment:</u>	<u>Beginning</u>		<u>Reclass/</u>	<u>Ending</u>
<u>Depreciable Assets</u>	<u>Balance</u>	<u>Additions</u>	<u>Disposals</u>	<u>Balance</u>
Buildings and Shelters	\$ 78,460,706	\$ 2,742,927	\$ -	\$ 81,203,633
Revenue Vehicles:				
Buses	104,643,345	9,513,181	(18,283,116)	95,873,410
Other Support Vehicles	5,222,403	59,503	(259,625)	5,022,281
Furniture, Fixtures & Equipment	21,880,359	999,366	(1,239,358)	21,640,367
Leasehold Improvements	155,794	-	(138,558)	17,236
Non-Depreciable Assets				
Land	8,571,465	-	-	8,571,465
Construction in Progress	4,360,287	3,335,335	(5,081,748)	2,613,874
Totals at Historical Cost	\$ 223,294,359	\$ 16,650,312	\$ (25,002,405)	\$ 214,942,266
Less accumulated depreciation for:				
Buildings and Shelters	\$ (16,755,309)	\$ (3,121,795)	\$ -	\$ (19,877,104)
Revenue Vehicles:				
Buses	(48,967,933)	(9,958,856)	17,785,719	(41,141,070)
Other Support Vehicles	(2,982,978)	(772,706)	259,625	(3,496,059)
Furniture, Fixtures & Equipment	(13,134,467)	(2,847,782)	1,163,470	(14,818,779)
Leasehold Improvements	(147,926)	(2,395)	133,115	(17,206)
Total Accumulated Depreciation	(81,988,613)	(16,703,534)	19,341,929	(79,350,218)
Capital Assets, net	\$ 141,305,746	\$ (53,222)	\$ (5,660,476)	\$ 135,592,048

Capital asset activity for the year ended September 30, 2008 was as follows:

<u>Property and Equipment:</u>	<u>Beginning</u>		<u>Reclass/</u>	<u>Ending</u>
<u>Depreciable Assets</u>	<u>Balance</u>	<u>Additions</u>	<u>Disposals</u>	<u>Balance</u>
Buildings and Shelters	\$ 63,955,372	\$ 14,505,334	\$ -	\$ 78,460,706
Revenue Vehicles:				
Buses	87,138,612	21,648,376	(4,143,643)	104,643,345
Other Support Vehicles	4,384,166	1,062,120	(223,883)	5,222,403
Furniture, Fixtures & Equipment	20,347,450	1,810,657	(277,748)	21,880,359
Leasehold Improvements	155,794	-	-	155,794
Non-Depreciable Assets				
Land	8,571,465	-	-	8,571,465
Construction in Progress	17,370,692	2,464,029	(15,474,434)	4,360,287
Totals at Historical Cost	\$ 201,923,551	\$ 41,490,516	\$ (20,119,708)	\$ 223,294,359
Less accumulated depreciation for:				
Buildings and Shelters	\$ (13,761,567)	\$ (2,981,517)	\$ (12,225)	\$ (16,755,309)
Revenue Vehicles:				
Buses	(44,499,852)	(8,565,336)	4,097,255	(48,967,933)
Other Support Vehicles	(2,579,278)	(627,583)	223,883	(2,982,978)
Furniture, Fixtures & Equipment	(10,467,837)	(2,944,013)	277,383	(13,134,467)
Leasehold Improvements	(153,532)	(167,171)	172,777	(147,926)
Total Accumulated Depreciation	(71,462,066)	(15,285,620)	4,759,073	(81,988,613)
Capital Assets, net	\$ 130,461,485	\$ 26,204,896	\$ (15,360,635)	\$ 141,305,746

3. CAPITAL LEASES

The Authority is currently leasing 21 buses that were received in July 2007. As of September 30, 2009, these buses were included in property and equipment at a cost of \$7,632,976. Amortization of assets under capital leases is included in depreciation expense. Leases payable activity for the years ended September 30, 2009 and 2008 was as follows:

Leases Payable	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
Lease # 4	\$6,666,527	\$ -	\$1,005,094	\$5,661,433	\$1,045,283
Total	\$6,666,527	\$ -	\$1,005,094	\$5,661,433	\$1,045,283

Leases Payable	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
Lease #4	\$7,632,976	\$ -	\$ 966,449	\$6,666,527	\$1,005,094
Total	\$7,632,976	\$ -	\$ 966,449	\$6,666,527	\$1,005,094

Future minimum payments and the present value of the minimum payments applicable to capital leases are as follows for the years ending after September 30, 2009:

Year	Present Value of Minimum Lease Payments	Amount Representing Interest	Total Minimum Lease Payments
2010	\$1,045,283	\$ 207,743	\$1,253,026
2011	1,087,080	165,946	1,253,026
2012	1,130,548	122,478	1,253,026
2013	1,175,754	77,272	1,253,026
2014	1,222,768	30,258	1,253,026
Total	\$5,661,433	\$ 603,697	\$6,265,130

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

4. LOANS PAYABLE

On August 16, 2001, the Authority entered into a State Infrastructure Bank Loan Agreement (SIB #1), allowing draws of up to \$7,958,991 for the construction of the LYNX Central Station. The loan matures in 2011, it was non-interest bearing until October 1, 2006 and bears an interest rate of 5%, thereafter. On June 9, 2004, the Authority entered into another SIB Loan (SIB #2), allowing draws of up to \$7,600,000 for the construction of the New Operating Base Facility. This loan matures in 2016, was non-interest bearing until October 1, 2007, and bears an interest rate of 2%, thereafter. On August 14, 2006, the Authority entered into another SIB Loan (SIB #3), allowing draws of up to \$7,140,000 for the acquisition of rolling stock, including paratransit vehicles. The allowable amount, \$7,140,000, of SIB #3 was executed in FY 2006. This loan matures in 2013, was non-interest bearing until October 1, 2008, and bears an interest rate of 1%, thereafter. Loans payable activity at September 30, 2009 and 2008 was as follows:

Loans Payable
September 30, 2009

	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
SIB #1	\$ 2,085,848	\$ -	\$ 916,800	\$ 1,169,048	\$ 962,641
SIB #2	6,770,508	-	694,083	6,076,425	707,963
SIB #3	7,140,000	-	1,470,835	5,669,165	1,414,143
Total	\$15,996,356	\$ -	\$ 3,081,718	\$12,914,638	\$ 3,084,747

Loans Payable
September 30, 2008

	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
SIB #1	\$ 2,958,991	\$ -	\$ 873,143	\$ 2,085,848	\$ 916,800
SIB #2	7,600,000	-	829,492	6,770,508	694,083
SIB #3	7,140,000	-	-	7,140,000	1,470,835
Total	\$17,698,991	\$ -	\$ 1,702,635	\$15,996,356	\$ 3,081,718

Pursuant to the State Infrastructure Bank Loan Agreement, the Authority committed to use its Federal Transit Administration 5307 grant funds as the source to fund the payment obligations of the loans for SIB#1 and SIB#2, provided such funds are available after funding capital expenditures. The amount of pledged revenues was \$20,557,471 and \$27,380,142 for fiscal years 2009 and 2008, respectively. The Authority committed to use directly generated local funds and FTA 5307 funds for non-TRIP projects as the source to fund the payment obligations of SIB#3. The amount of pledged revenues for capital expenditures and SIB#3 loan payments was \$4,323,919 and \$6,149,643 for fiscal years 2009 and 2008, respectively. Fiscal 2009 principal and interest payments were \$3,081,718 and \$239,702, respectively, and fiscal year 2008 principal and interest payments were \$1,702,636 and \$147,950, respectively. Repayments to be made in fiscal years 2010 through 2017 are as follows:

Fiscal Year	Principal	Interest	Total
2010	\$ 3,084,747	\$ 236,673	\$ 3,321,420
2011	2,356,814	160,239	2,517,053
2012	2,179,133	121,194	2,300,327
2013	2,135,466	92,037	2,227,503
2014	766,322	63,170	829,492
2015 - 2017	2,392,156	96,318	2,488,474
Totals	\$ 12,914,638	\$ 769,631	\$ 13,684,269

5. ACCRUED SELF-INSURANCE LIABILITY

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

The amounts recorded as accrued self-insurance liability at September 30, 2009 and 2008, the current portion of which represents an estimate of payments required in the next fiscal year, are at present value based on estimates derived through actuarial determinations discounted at a range of 4% for the fiscal years 2009 and 2008. Such estimates are subject to change based on circumstances surrounding each claim. Changes in the balances of accrued self-insurance liability, including incurred but not reported claims (IBNR), were as follows during the years ended:

	September 30.	
	2009	2008
Accrued self-insurance liability, beginning of year	\$ 3,524,049	\$ 3,189,580
Insured claims (including IBNR 's)	2,494,228	2,494,041
Claim payments	(1,742,973)	(2,159,572)
Accrued self-insurance liability, end of year	<u>\$ 4,275,304</u>	<u>\$ 3,524,049</u>

The estimated amounts due in one year are \$1,182,254 and \$1,276,714 at September 30, 2009 and 2008, respectively.

6. PENSION PLANS

State Plan -

Plan Description

There are seven (7) employees of the Authority who are not represented by the Amalgamated Transit Union (the "Union") are participants in the Florida Retirement System (FRS), a cost-sharing multiple-employer public employee retirement system (PERS) administered by the Florida Department of Administration. Employees not filling regular established positions but working as temporary employees are not covered by the FRS. The Authority participated in the regular FRS class of membership, with a contribution rate of 9.85% in effect during the State's fiscal years ended June 30, 2009 and 2008. Contribution rates equal actuarially determined rates. Employees do not contribute.

Benefits are established by Chapter 121, *Florida Statutes*, and Chapter 22B, *Florida Administrative Code*. Amendments to the law can be made only by an act of the Florida Legislature. Benefits are computed on the basis of age, average final compensation, and service credit. Members are also eligible for in-line-of duty or regular disability benefits, if permanently disabled and unable to work. Regular class employees who retire at or after age 62 with 6 years of credited service or 30 years of service regardless of age are entitled to a retirement benefit payable monthly for life, equal to 1.6% of their final average compensation for each year of credited service. Vested employees with less than 30 years of service may retire before age 62 and receive reduced retirement benefits. A post-employment health insurance subsidy is also provided to eligible retirement employees through the FRS in accordance with *Florida Statutes*.

Section 121.031 (3), *Florida Statutes* requires that an actuarial valuation of FRS be performed biannually. The conclusions of the valuation and historical trend data are included in the annual report of the FRS. Further information about the progress made by the FRS in accumulating sufficient assets to pay benefits when due, including 10-year historical trend information, is included in the State of Florida Comprehensive Annual Financial Report and various publications available from the Florida Department of Administration.

Funding Policy

The Authority's contributions to the FRS were equal to the required contribution for each fiscal year. Contributions for fiscal years ended September 30, 2007 through 2009 approximated the following:

<u>Fiscal Year</u>	<u>Contributions</u>
2009	\$ 36,000
2008	\$ 32,000
2007	\$ 40,000

The Authority has historically contributed amounts equal to the required contributions for the FRS and, therefore, does not have a pension asset or liability as determined in accordance with GASB No. 27.

*Union Plan -***Plan Description**

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

Available historical information showing the Union Plan's progress in accumulating sufficient assets to pay benefits when due is presented in the Union Plan's financial statements. The Union Plan's financial statements may be obtained by writing the Union Plan Trustees.

Funding Policy

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

Annual Pension Cost and Net Pension Obligation

The Authority's latest available union plan annual pension information, which includes costs for fiscal years 2008, 2007 and 2006 and a net pension obligation included in accrued salaries and related taxes at September 30, 2008, 2007 and 2006, is as follows:

	September 30		
	2009	2008	2007
Annual required contribution	\$4,312,447	\$3,465,817	\$3,326,744
Interest on net pension (asset)/obligation	(33,835)	9,073	15,326
Adjustment to annual required contribution	47,204	(12,183)	(20,600)
Annual pension cost	4,325,816	3,462,707	3,321,470
Contributions made	(3,626,548)	(4,034,811)	(3,404,843)
(Decrease) Increase in net pension obligation	699,268	(572,104)	(83,373)
Net pension (asset)/obligation, beginning of year	(451,129)	120,975	204,348
Net pension (asset)/obligation, end of year	\$ 248,139	\$ (451,129)	\$ 120,975

The annual required contribution for fiscal year 2009 was determined as part of the October 1, 2008 actuarial valuation using the entry age actuarial cost method. The actuarial assumptions included (a) 7.5% investment rate of return (net of administrative expenses) and (b) projected salary increases ranging from 5.00% to 14.13% per year, dependent on years of service. Both (a) and (b) included an inflation component of 3.5%. The assumptions did not include post-retirement benefit increases, which are funded by the Authority when granted. Such assumptions are subject to future changes due to certain market conditions. The actuarial value of assets was determined using techniques that smooth the effects of short-term volatility in the market value of investments over a five-year period. The unfunded actuarial accrued liability is being amortized as a level dollar amount of projected payroll on an open basis. The remaining amortization period at September 30, 2008 was from 5 to 30 years.

Three-Year Trend			
Fiscal Year Ended	Annual Pension Cost (APC)	Percentage of APC Contributed	Net Pension Obligation
9/30/09	\$ 4,325,816	83.8%	\$ 248,139
9/30/08	\$ 3,462,707	116.5%	\$ (451,129)
9/30/07	\$ 3,321,470	102.5%	\$ 120,975

Funded Status and Funding Progress

The most recent actuarial report for the Union Plan was prepared as of October 1, 2008. As of this point in time, the actuarial value of the Union Plan's assets was \$70,165,211 and the actuarial accrued liability for benefits was \$78,515,162, resulting in an unfunded actuarial liability of \$8,349,951 and a funded ratio of 89.37%. The annual covered payroll was \$35,830,640 and the ratio of the funded excess to covered payroll was 23.30%.

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment and mortality trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multi-year trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

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

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

The payroll for Authority employees covered by the plan for the years ended September 30, 2009 and 2008 was \$9,897,489 and \$9,539,744, respectively. The Authority's contribution to the plan for the years ended September 30, 2009 and 2008 amounted to \$1,097,647 and \$1,141,511, respectively, representing 12% of covered payroll less forfeitures.

7. POST-EMPLOYMENT BENEFITS OTHER THAN PENSION BENEFITS

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

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

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

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

The Authority's annual OPEB cost is calculated based on the annual required contribution (ARC) of the employer, an amount actuarially determined in accordance with the parameters of GASB 45. In the year of implementation, the net OPEB Obligation and the ARC are the same amount. The calculation produced an unfunded obligation of \$379,227. The following table shows the components of the Authority's OPEB cost for the year, the amount contributed to the plan, and changes in the Authority's net OPEB obligation:

Annual required contribution (ARC)	\$379,227
Interest on net OPEB obligation	-
Adjustment to annual required contribution	-
Annual OPEB cost	<u>379,227</u>
Contributions made	<u>148,204</u>
Increase in net OPEB obligation	231,023
Net OPEB obligation, beginning of year	-
Net OPEB obligation, end of year	<u><u>\$231,023</u></u>

The Authority's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for the year are as follows:

<u>Year Ending</u>	<u>Annual OPEB Cost</u>	<u>Percentage of OPEB Cost Contributed</u>	<u>Net OPEB Obligation</u>
September 30, 2009	\$379,227	39.1%	\$231,023

(A schedule of funding progress is presented on page 39.)

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

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

Valuation date	October 1, 2008
Actuarial cost method	Entry age normal cost
Amortization method	30 year open (reset)
Remaining amortization period	30 years
Asset valuation method	Pay as you go
Actuarial assumptions:	
Projected salary increases	2.50%
Investment rate	4.0% per year
Healthcare cost trend (including 2.50% inflation)	9% initially and 4.5% ultimately, in 2013

8. COMMITMENTS

Operating Lease – During fiscal 2009 the Authority paid in full the balance remaining at the end of fiscal 2008 on its non-cancelable lease commitment for an administrative facility. Total lease expense amounted to \$119,919 and \$530,503 during the years ended September 30, 2009 and 2008, respectively.

9. LITIGATION

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

REQUIRED SUPPLEMENTARY INFORMATION

UNION PENSION PLAN

Schedule of Funding Progress

Valuation Dates, October 1

	2008	2007	2006
Actuarial value of assets	\$ 70,165,211	\$ 62,301,931	\$ 52,851,144
Actuarial accrued liability	<u>78,515,162</u>	<u>66,370,376</u>	<u>58,769,454</u>
Unfunded actuarial liability	\$ 8,349,951	\$ 4,068,445	\$ 5,918,310
Funded Ratio	89.37%	93.87%	89.93%
Annual covered payroll	\$ 35,830,640	\$ 33,258,187	\$ 29,889,028
Unfunded actuarial liability as a percent of annual covered payroll	23.30%	12.23%	19.80%

Actuarial and Benefit Changes

Changes in benefit provisions for the Union Pension Plan during the fiscal years 2006, 2007, and 2008 were as follows:

Effective October 1, 2004, the Board of Trustees adopted several economic and demographic assumption changes based on the Five Year Experience Study issued November 2004. The combined changes caused the employer contribution to change from \$3,060,496 to \$3,056,186. Also, effective October 1, 2004, required employer contributions in excess of 9.75% of payroll will be shared between employer (65%) and employees (35%) beginning October 1, 2005.

Effective November 9, 2004, amendment No. 4 allows a spouse to waive the joint and survivor form of annuity. Also, effective November 9, 2004, amendment No. 5 provides for an additional level of enhanced benefits. Members elect to receive an additional .25% of final average compensation for service during which they contribute an additional 2.5% of pay as a member contribution. This enhanced benefit is in addition to the previous enhanced benefit available. There is no impact on the plan. The increased member contribution supports the increased benefits.

Effective May 10, 2005, amendment No. 6 makes changes in the administration of disability pension benefits.

Effective for the contribution year beginning October 1, 2007 the mortality rates were updated to the 1994 Group Annual Mortality (GAM), eliminating the one year set ahead for males, and revised results from October 1, 2002 forward to hold a payable amount for Share Accounts.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Other Postemployment Benefits (OPEB)
For the Year Ended September 30, 2009Schedule of Funding Progress

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (normal cost) Entry Age (b)	Unfunded Actuarial Accrued Liability (UAAL) (b-a)	Funded Ratio (a/b)	Annual Covered Payroll (c)	UAAL as a % of Covered Payroll ((b-a)/c)
October 1, 2008	\$ -	\$4,203,476	\$4,203,476	0.0%	\$45,175,402	9.3%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNN
 SUPPLEMENTAL SCHEDULE OF REVENUES AND EXPENSES
 BUDGET VS ACTUAL
 YEAR ENDED SEPTEMBER 30, 2009

	Budget	Actual	Variance Favorable/ (Unfavorable)
OPERATING REVENUES			
Customer fares	\$ 23,627,216	\$ 21,454,544	\$ (2,172,672)
Contract services:			
Local financial assistance	9,704,067	9,346,776	(357,291)
Other contractual services	12,030,853	10,019,667	(2,011,186)
Advertising -On Buses	2,000,000	962,202	(1,037,798)
Advertising -In Kind	520,000	157,686	(362,314)
Other income	325,726	303,256	(22,470)
	<u>48,207,862</u>	<u>42,244,131</u>	<u>(5,963,731)</u>
Total operating revenues			
OPERATING EXPENSES:			
Transportation	42,058,290	40,223,279	1,835,011
Maintenance and Operations	63,987,573	52,662,637	11,324,936
General and Administrative	15,192,717	13,737,169	1,455,548
	<u>121,238,580</u>	<u>106,623,085</u>	<u>14,615,495</u>
Total operating expenses before depreciation			
OPERATING LOSS	(73,030,718)	(64,378,954)	8,651,764
NONOPERATING REVENUES/(EXPENSES):			
Federal	16,742,076	14,508,536	(2,233,540)
State of Florida	8,781,510	9,660,757	879,247
Local	45,805,497	45,805,497	0
Interest Income	400,000	107,805	(292,195)
Interest Expense	(479,655)	(479,237)	418
	<u>71,249,428</u>	<u>69,603,358</u>	<u>(1,646,070)</u>
Total nonoperating revenues/(expenses), net			
Increase/(Decrease) in Net Assets	<u>\$ (1,781,290)</u>	5,224,404	<u>\$ 7,005,694</u>
BASIS DIFFERENCES:			
Depreciation		(16,703,534)	
Other income (expenses)		(372,500)	
Capital Contribution		<u>17,090,175</u>	
Increase in Net Assets - GAAP Basis		<u>\$ 5,238,545</u>	

Supplemental Financial Information

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

	<u>Pages</u>
<u>Debt Capacity</u>	
This schedule presents information to help the reader assess the ability of LYNX to service its outstanding debt.	45
<u>Revenue Capacity</u>	
These schedules contain information to help the reader assess LYNX' most significant revenue sources.	46-48
<u>Financial Trends</u>	
These schedules contain trend information to help the reader understand how LYNX' financial performance and financial position have changed over time.	43-44, 49-51, 59-61
<u>Demographic and Economic Information</u>	
These schedules contain demographic and economic indicators to help the reader understand the environment within which LYNX' financial activities take place.	42, 52-57
<u>Other Operating Information</u>	
These schedules contain service levels and capital asset data and insurance information to help the reader understand how the information in LYNX' financial report relates to the services the Authority provides to its customers and the community.	58, 62-63

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
LYNX

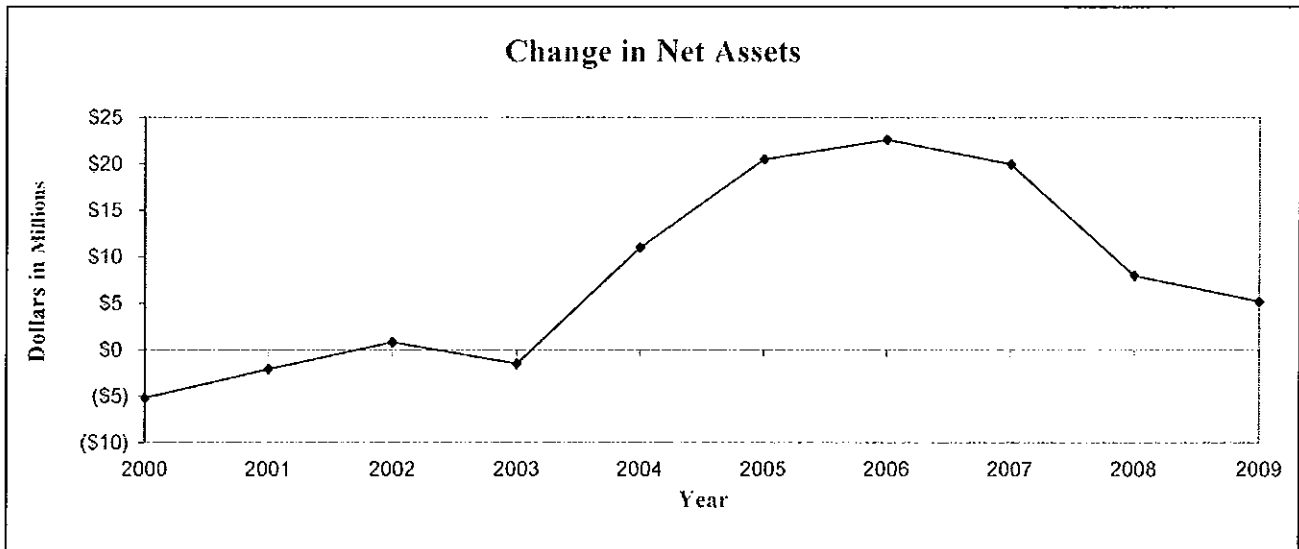
Miscellaneous Statistics
Year End September 30, 2009
(Unaudited)

Form of Government	Local Government (Independent Special District)
Number of Directors	Five (5) Voting
Area Population	1,805,429
Counties Served	Orange, Seminole and Osceola
Number of Service Routes	62
Peak Vehicle Requirement	234
Hours of Operation	4:00 a.m. to 3:10 a.m.
Average Weekday Passengers	75,810
Vehicle Miles Operated	16,225,409
Vehicle Hours Operated	1,108,783

Population figure from Bureau of Economic and Business Research, University of Florida

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

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Operating Revenue:										
Customer Fares	\$ 13.1	\$ 13.7	\$ 12.3	\$ 13.9	\$ 14.8	\$ 17.2	\$ 18.9	\$ 19.1	\$ 21.7	\$ 21.4
Other	12.9	14.4	15.0	17.1	16.6	18.0	17.1	21.0	20.1	20.8
Total Operating Revenue	26.0	28.1	27.3	31.0	31.4	35.2	36.0	40.1	41.8	42.2
Operating Expenses:										
Administration, Transportation, and Maintenance	61.0	64.5	77.9	82.3	78.8	86.1	89.1	97.8	110.7	106.6
Depreciation	8.5	8.9	8.9	9.0	7.7	8.7	9.2	10.1	15.2	16.7
Write-off of Assets (Note 1)	6.0	-	-	-	-	-	-	-	-	-
Total Operating Expenses	75.5	73.4	86.8	91.3	86.5	94.8	98.3	107.9	125.9	123.3
Operating Loss	(49.5)	(45.3)	(59.5)	(60.3)	(55.1)	(59.6)	(62.3)	(67.8)	(84.1)	(81.1)
Non-Operating Revenue (Expenses):										
Operating Assistance	24.7	26.5	30.7	33.7	35.1	37.6	38.9	53.1	50.1	54.3
Planning and Other Income (Expenses)	10.3	9.9	16.5	17.2	13.0	13.3	16.0	14.1	14.0	14.9
Capital Contributions	9.3	6.8	13.1	7.9	18.0	29.2	30.0	20.4	28.0	17.1
Total Non-Operating Revenue (Expenses)	44.3	43.2	60.3	58.8	66.1	80.1	84.9	87.6	92.1	86.3
Change in Net Assets	\$ (5.2)	\$ (2.1)	\$ 0.8	\$ (1.5)	\$ 11.0	\$ 20.5	\$ 22.6	\$ 19.8	\$ 8.0	\$ 5.2



This chart shows change in the financial Net Asset position; in Net Asset Invested in Capital Assets, Net of Related Debt and Unrestricted. Comparing the past 10 years, beginning with a deficit in 2000 at \$5.2 million, net asset value rose, decreased in fiscal year 2003, then rose again from fiscal year 2004 peaking in fiscal year 2006. Design, development and construction of the new LYNX Central Station (LCS), LYNX Operations Center (LOC) and related buildings, as well as the acquisition of new capital assets and rolling stock, caused a steep rise from fiscal year 2003, continuing through fiscal year 2006, with a decline in fiscal year 2007 with the completion of construction at the LOC. Since that time, net revenue and expense asset value have decreased, with the completion of the remaining buildings at the LOC, to arrive at Net Asset Value at the end of fiscal year 2009 of approximately \$5.2 million.

Source: Financial Statements

Note 1: In FY2000, the Authority wrote-off assets pertaining to the Light Rail capital project.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

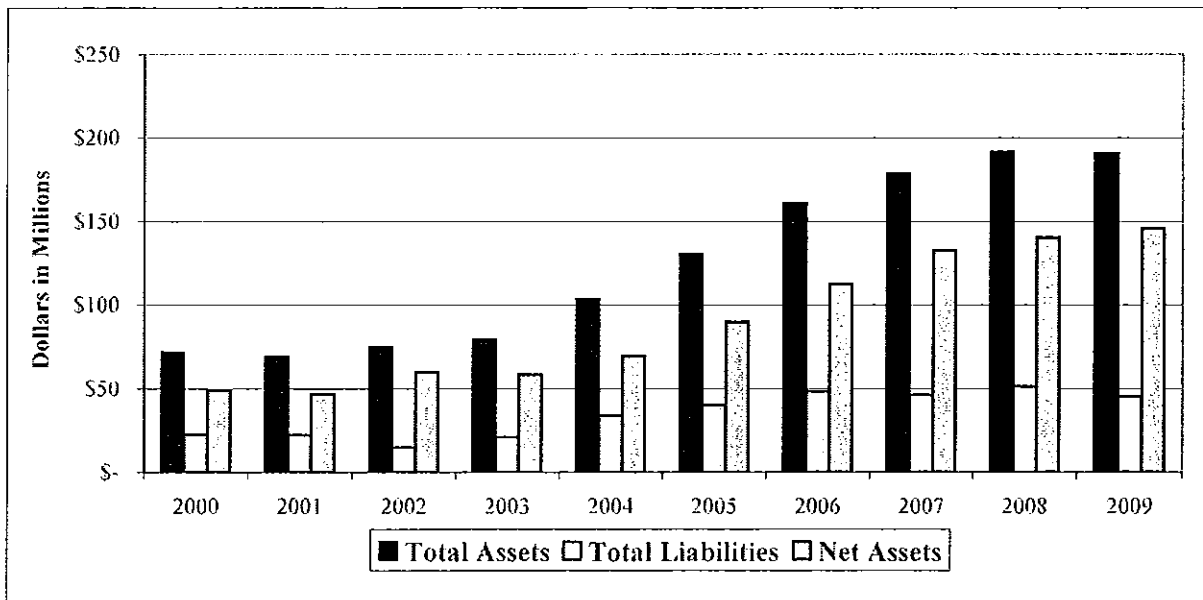
Condensed Summary of Net Assets

Last Ten Years

Dollars in Millions

(Unaudited)

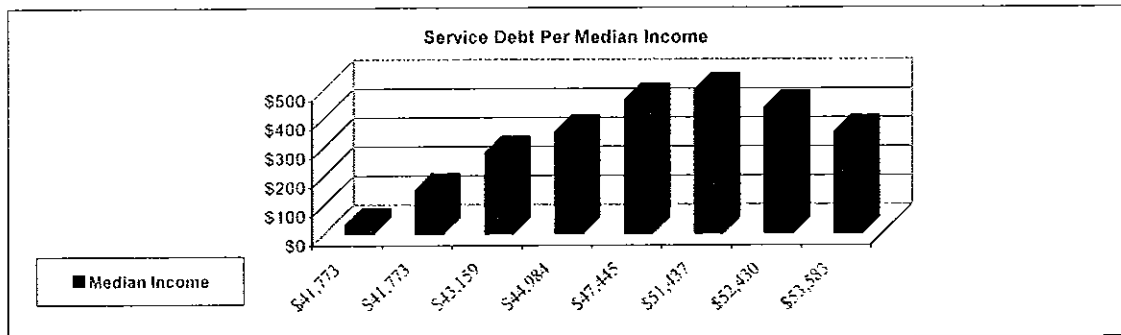
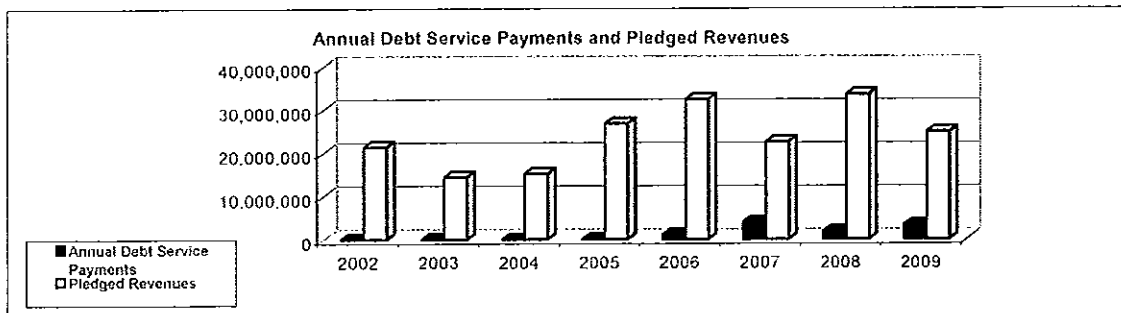
Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total Assets	\$71.6	\$68.9	\$74.6	\$79.4	\$103.4	\$130.1	\$160.9	\$178.5	\$191.7	\$190.9
Total Liabilities	\$22.7	\$22.2	\$14.7	\$21.0	\$34.0	\$40.2	\$48.3	\$46.1	\$51.3	\$45.2
Ending Net Assets	\$48.9	\$46.7	\$59.9	\$58.4	\$69.4	\$89.9	\$112.6	\$132.4	\$140.4	\$145.7
Invested in capital assets	\$48.7	\$46.0	\$50.6	\$49.6	\$59.8	\$80.2	\$98.0	\$110.2	\$123.6	\$124.0
Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.1	\$1.3	\$0.5	\$0.5
Unrestricted	\$0.2	\$0.7	\$9.3	\$8.8	\$9.6	\$9.7	\$11.5	\$20.9	\$16.2	\$21.1
	\$48.9	\$46.7	\$59.9	\$58.4	\$69.4	\$89.9	\$112.6	\$132.4	\$140.3	\$145.6



This chart compares Total Assets, Total Liabilities, and Net Assets values over a period of 10 years. Total Assets increased 167% in the last decade of growth as the Authority expanded service, acquired new rolling stock, developed land, and constructed the LYNX Central Station and LYNX Operations Center. The diagram shows Total Liabilities increased 144% since fiscal year 2003, due to additional State Infrastructure Bank loans taken in fiscal years 2004 and 2006, new lease agreements, claims, and depreciation on capital assets. Net Assets have increased 140% since fiscal year 2000, rising throughout fiscal years 2004 through 2009. Net Assets increased during this period to the current end of year value of \$145.7 million.

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

Year	Total Debt	Annual Debt Service Payments	Pledged Revenues	Debt Service Coverage	Median Income	Debt per Median Income
2000	-	-	-	-	-	-
2001	-	-	-	-	-	-
2002	\$1,168,323	-	\$21,362,967	-	\$41,773	\$27.97
2003	\$6,183,767	-	\$14,449,402	-	\$41,773	\$148.03
2004	\$11,930,468	-	\$15,210,218	-	\$43,159	\$276.43
2005	\$15,658,522	-	\$26,818,013	-	\$44,984	\$348.09
2006	\$21,724,915	\$1,021,093	\$32,413,802	31.74	\$47,445	\$457.90
2007	\$25,333,974	\$3,978,907	\$22,551,897	5.67	\$51,437	\$492.52
2008	\$22,664,890	\$1,850,585	\$33,529,785	18.12	\$52,430	\$432.29
2009	\$18,578,080	\$3,321,419	\$24,881,390	7.49	\$53,583	\$346.72



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

Note: Total debt consists of State Infrastructure Bank loans and capital lease obligations while annual debt service payments consists only of capital leases. The portion related to capital lease obligations was \$168,323, \$183,767, \$80,899, \$97,526, \$45,011, \$7,632,976, \$6,666,527, and 5,661,443 for 2002, 2003, 2004, 2005, 2006, 2007, 2008, and 2009, respectively. Available pledged revenues are for capital expenditures and debt service payments.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

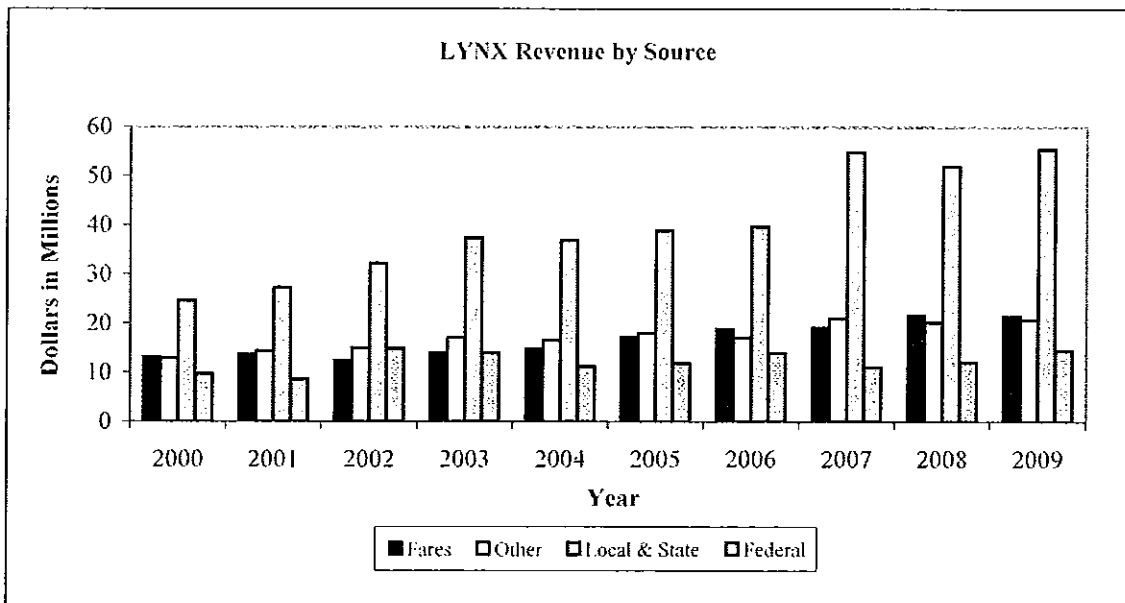
Revenue by Source

Last Ten Years

Dollars in Millions

(Unaudited)

Fiscal Year	MISCELLANEOUS REVENUE		OPERATING AND OTHER				Total Revenue
	Fares	Other	Total	Local & State	Federal	Total	
2000	\$13.144	\$12.894	\$26.038	\$24.623	\$9.740	\$34.363	\$60.401
2001	\$13.675	\$14.405	\$28.080	\$27.340	\$8.595	\$35.935	\$64.015
2002	\$12.352	\$14.952	\$27.304	\$32.233	\$14.905	\$47.138	\$74.442
2003	\$13.902	\$17.099	\$31.001	\$37.369	\$13.974	\$51.343	\$82.344
2004	\$14.832	\$16.593	\$31.425	\$36.912	\$11.216	\$48.128	\$79.553
2005	\$17.184	\$18.032	\$35.216	\$38.921	\$11.887	\$50.808	\$86.024
2006	\$18.869	\$17.134	\$36.003	\$39.757	\$14.006	\$53.763	\$89.766
2007	\$19.127	\$21.003	\$40.130	\$54.914	\$11.103	\$66.017	\$106.147
2008	\$21.661	\$20.179	\$41.840	\$51.997	\$12.077	\$64.074	\$105.914
2009	\$21.454	\$20.790	\$42.244	\$55.466	\$14.509	\$69.975	\$112.219



The table and graph show the primary sources of revenues, the amount received from each source over the last ten years and, consequently, the Authority's relative dependency on each of the revenue sources. Local and state governments have consistently been the biggest providers of operating funds. While fares increased in 2008 due to greater ridership and a rate increase, in 2009 a decrease in ridership led to reduced fare revenue. Fortunately, other and local and state revenue sources rebounded from the decrease in 2008 to offer additional revenue in 2009 to help offset the decrease in fares. In 2009 federal revenue increased to the highest amount since 2002, amounting to 13% of LYNX's total revenue.

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

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b a
LYNX
Revenues by Source
Last Ten Years
(Unaudited)

FISCAL YEAR	OPERATING AND OTHER MISCELLANEOUS REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE
	FARES	OTHER	TOTAL	LOCAL & STATE	FEDERAL	TOTAL	
INDUSTRY							
2000	36.1%	17.4%	53.5%	42.4%	4.1%	46.5%	100.0%
2001	35.2%	14.1%	49.3%	46.2%	4.5%	50.7%	100.0%
2002	32.5%	17.3%	49.8%	45.3%	4.9%	50.2%	100.0%
2003	32.6%	18.1%	50.7%	43.6%	5.7%	49.3%	100.0%
2004	32.9%	16.7%	49.6%	43.4%	7.0%	50.4%	100.0%
2005	32.4%	7.2%	39.6%	53.1%	7.3%	60.4%	100.0%
2006	33.2%	7.0%	40.2%	52.1%	7.7%	59.8%	100.0%
2007	31.4%	6.5%	37.9%	54.6%	7.5%	62.1%	100.0%
2008	*	*	0.0%	*	*	0.0%	0.0%
2009	*	*	0.0%	*	*	0.0%	0.0%
LYNX							
2000	21.8%	21.3%	43.1%	40.8%	16.1%	56.9%	100.0%
2001	21.4%	22.5%	43.9%	42.7%	13.4%	56.1%	100.0%
2002	16.6%	20.1%	36.7%	43.3%	20.0%	63.3%	100.0%
2003	16.9%	20.8%	37.6%	45.4%	17.0%	62.4%	100.0%
2004	18.6%	20.9%	39.5%	46.4%	14.1%	60.5%	100.0%
2005	20.0%	21.0%	40.9%	45.2%	13.8%	59.1%	100.0%
2006	21.0%	19.1%	40.1%	47.8%	12.1%	59.9%	100.0%
2007	18.0%	19.8%	37.8%	51.7%	10.5%	62.2%	100.0%
2008	20.5%	19.1%	39.5%	49.1%	11.4%	60.5%	100.0%
2009	19.1%	18.5%	37.6%	49.5%	12.9%	62.4%	100.0%

Source: Financial Statements

APTA 2009 Transportation Fact Book

* Not available

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d.b.a
LYNX
 Fare Structure
 Year Ended September 30, 2009
 (Unaudited)

Cash Fare/Single Ride	\$ 2.00
Transfer	Free
Elderly and Disabled/Single Ride	\$ 1.00
Students	\$ 1.00
Daily Pass	\$ 4.50
Elderly and Disabled Daily Pass	\$ 2.25
Student Daily Pass	\$ 2.25
Children (6 years and under with an adult)	Free
TICKETS	
Express Single Ride	\$ 3.50
Express Seniors/Students	\$ 1.75
Votran	\$ 3.50
Votran Discount (Students, Elderly and Disabled)	\$ 1.75
Votran 10-Ticket Booklet	\$ 31.50
Votran 10-Ticket Booklet Discount (Students, Elderly and Disabled)	\$ 15.75
Votran Monthly Pass	\$ 80.00
Votran Monthly Pass Discount (Students, Elderly and Disabled)	\$ 40.00
PASSES	
7 Day Pass	\$ 16.00
Discounted 7 Day Pass (Students, Elderly and Disabled)	\$ 8.00
Express 7 Day Pass	\$ 23.00
Express Discounted 7 Day Pass (Students, Elderly and Disabled)	\$ 11.50
Youth Pass 7 Day	\$ 8.00
30 Day	\$ 50.00
AdvantAge Pass 30 Day (Elderly and Disabled)	\$ 25.00
Youth Pass 30 Day	\$ 25.00
Express 30 Day	\$ 70.00
Express AdvantAge Pass 30 Day (Elderly and Disabled)	\$ 35.00
Express Youth Pass 30 Day	\$ 35.00

SOURCE: LYNX Fare Structure Policy

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

Fare Trends
Last Ten Years
(Unaudited)

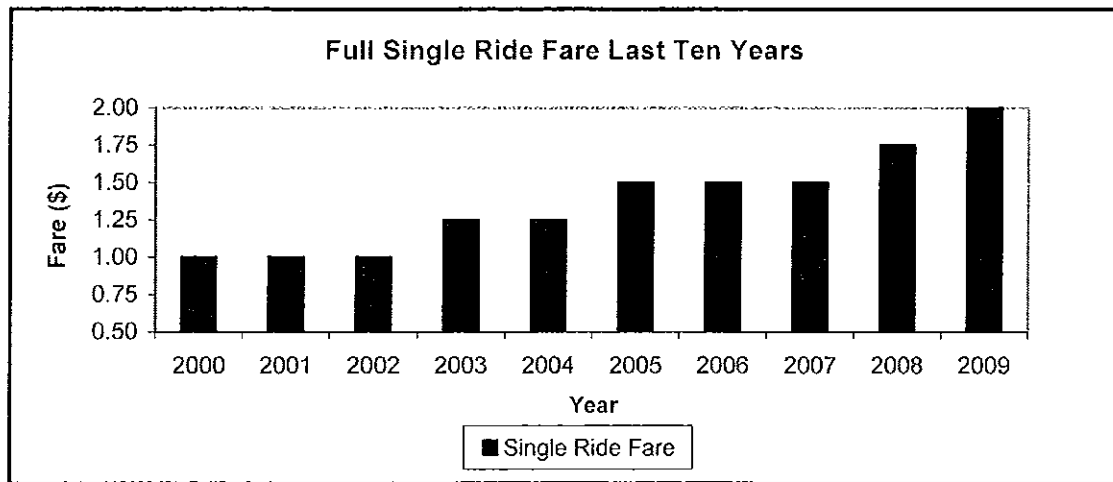
Fiscal Year	CASH FARES				PASSES			
	Single Fare	Discount Single	1 Day Fare	Discount 1 Day	7 Day Pass	Discount 7 Day	30 Day Pass	Discount 30 Day
2000	1.00	0.25			10.00		35.00	12.00
2001	1.00	0.25			10.00		35.00	12.00
2002	1.00	0.50			10.00		35.00	12.00
2003	1.25	0.50	3.00	1.50	10.00	5.00	36.00	15.00
2004	1.25	0.50	3.00	1.50	10.00	5.00	36.00	15.00
2005	1.50	0.75	3.50	1.75	12.00	6.00	38.00	18.00
2006	1.50	0.75	3.50	1.75	12.00	6.00	38.00	18.00
2007	1.50	0.75	3.50	1.75	12.00	6.00	38.00	18.00
2008	1.75	0.85	4.00	2.00	14.00	7.00	44.00	22.00
2009	2.00	1.00	4.50	2.25	16.00	8.00	50.00	25.00

Discounted Fares Include:

- Students
- Elderly and Handicapped
- Does Not Include Xpress Link 200

Discounted Passes Include:

- Youth
- Advantage
- IQ

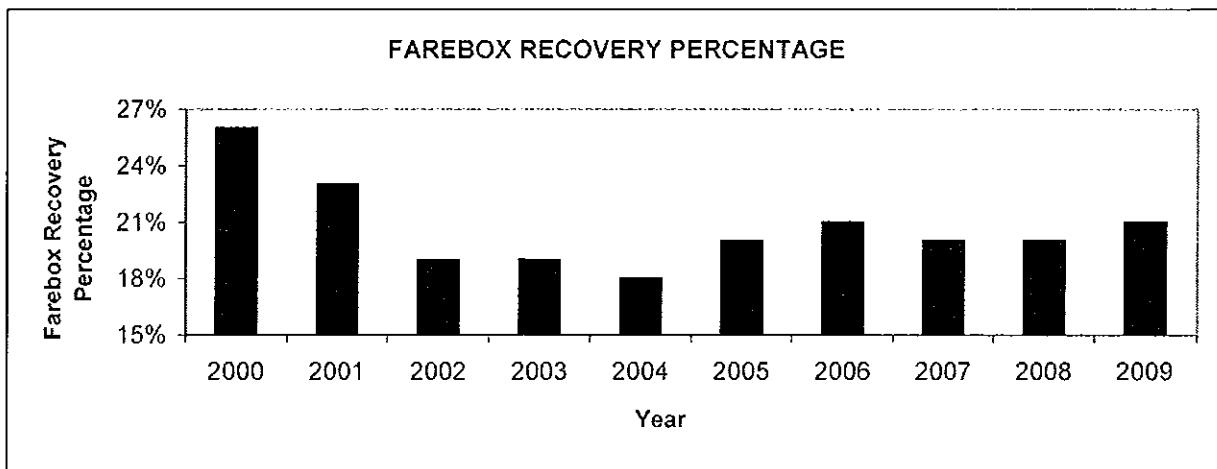


The table and graph show the amount of each standard fixed-route fare type by year. In keeping with the Authority's commitment to increase rates periodically to avoid significant rate increases at one time, which have a negative impact on customers, the Authority has completed a fare increase every year since 2007. Customer fares are approximately 51% of operating revenues and 19% of total revenues. The increase in 2009 was implemented to offset anticipated increases in operating costs and the potential decrease in operating assistance from local and state governments.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

Farebox Recovery Percentage
Last Ten Years
(Unaudited)

Fiscal Year	Percentage
2000	26%
2001	23%
2002	19%
2003	19%
2004	18%
2005	20%
2006	21%
2007	20%
2008	20%
2009	20%

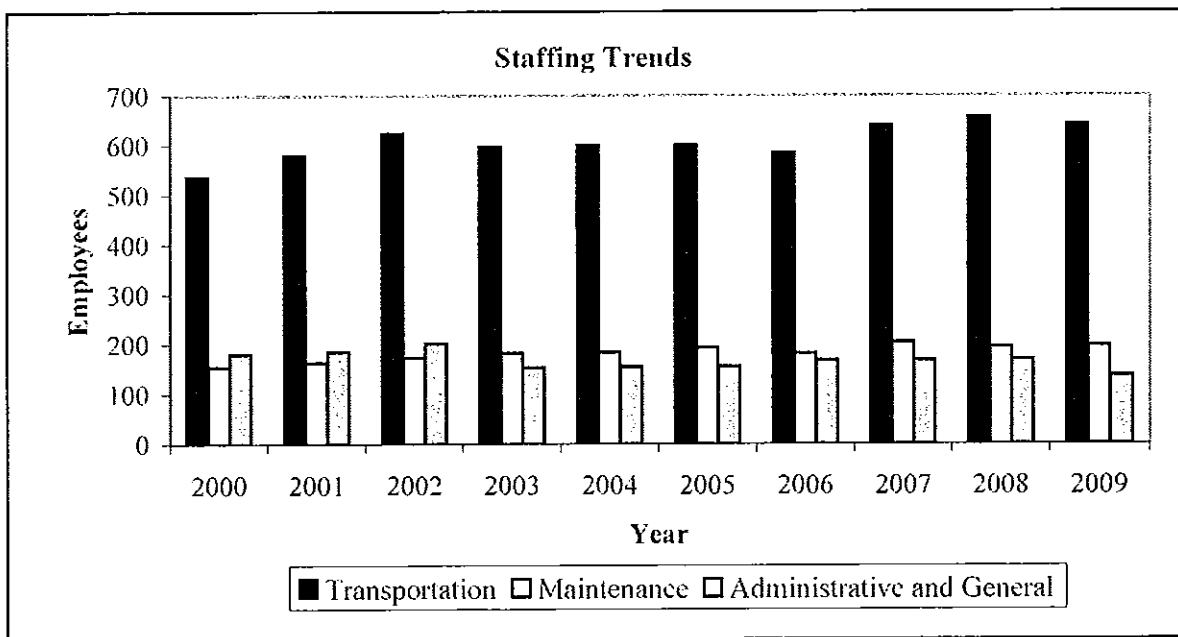


Farebox Recovery Percentage is the percentage of the total operating cost that is funded by customer fares. It is calculated by dividing total customer fares by total operating cost before depreciation. Although there have been some increases in the percentage from year to year over the last ten years, the overall trend reflects a decrease in the recovery percentage after 2000 with 2009 being 6 percentage points below the recovery rate in 2000. In FY2009, the reduction in ridership had a negative impact on the farebox recovery percentage.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

Budgeted Staffing Trends
Last Ten Years
(Unaudited)

Year	Transportation	Maintenance	Administrative and General	Total
2000	537	155	181	873
2001	580	164	186	930
2002	624	174	202	1,000
2003	597	183	154	934
2004	600	184	155	939
2005	600	193	156	949
2006	585	182	168	935
2007	639	204	168	1,011
2008	656	195	170	1,021
2009	641	197	137	975



Over a period of 10 years, LYNX staffing requirements, as a whole, have increased 12% to meet the service delivery and administration requirements. A significant decrease in staffing did occur during this same period in the Administrative and General staffing area of LYNX. Administrative and General staffing needs have declined by 24%, due to reclassification and elimination of staff positions and changes in service demand. Despite the administrative and general decrease in staff, Maintenance staffing grew by 27% from fiscal years 2000 to 2009 and Transportation staffing resources grew by 19% during this same period.

Source: Annual Budgets

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

**Top Ten Employers
Service Area Employers
Current Year and Ten Years Ago**
(Unaudited)

Company	2009			1999		
	Number of Full Time Employees	Rank	Percentage of Total Employment	Number of Full Time Employees	Rank	Percentage of Total Employment
Walt Disney World Company	62,000	1	5.55%	55,000	1	6.14%
Orange County Public Schools	24,063	2	2.15%	19,767	2	2.20%
Florida Hospital Adventist System	16,000	3	1.43%	11,210	5	1.25%
Publix Super Markets	15,606	4	1.40%	15,141	4	1.69%
Universal Orlando	13,000	5	1.16%	7,000	11	0.78%
University of Central Florida	10,152	6	0.91%	3,207	23	0.36%
Orlando Regional Healthcare	10,000	7	0.90%	8,200	8	0.92%
Orange County Government	7,426	8	0.66%	6,057	13	0.68%
Seminole County Schools	7,000	9	0.63%	6,681	12	0.75%
Lockheed Martin Corporation	7,200	10	0.65%	3,800	20	0.42%
Other Employers	944,489		84.56%	759,625		84.81%
Region Total	1,116,936		100.00%	895,688		100.00%

Source: Metro Orlando Economic Development Commission
University of Central Florida Facts at a Glance
Service Area Includes Orange, Seminole and Osceola Counties

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

Employment Percentage by Industry
Service Region
Last Ten Years
(Unaudited)

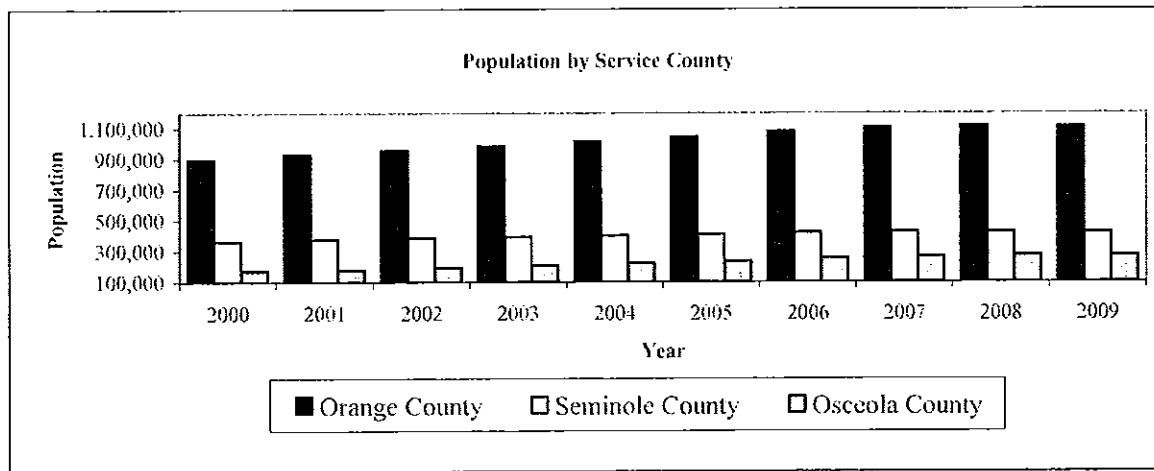
Year	Manufacturing	Construction	Transportation	Finance	Government	Retail Trade	Service	Total
2000	5.6%	6.1%	5.5%	6.0%	10.1%	24.5%	42.2%	100.0%
2001	5.3%	6.1%	5.6%	5.9%	10.5%	23.6%	43.0%	100.0%
2002	4.9%	6.3%	5.3%	6.0%	11.1%	23.4%	43.0%	100.0%
2003	4.5%	6.6%	5.1%	6.2%	11.2%	23.8%	42.6%	100.0%
2004	4.4%	7.0%	4.9%	6.0%	11.0%	24.3%	42.4%	100.0%
2005	4.3%	7.6%	4.3%	6.0%	10.8%	22.8%	44.2%	100.0%
2006	4.1%	8.1%	4.9%	6.2%	10.6%	20.3%	45.9%	100.0%
2007	4.0%	7.8%	4.9%	5.9%	11.0%	20.6%	45.8%	100.0%
2008	3.8%	6.6%	3.9%	6.2%	11.0%	15.2%	53.2%	100.0%
2009	3.9%	6.0%	3.1%	6.4%	11.7%	11.1%	57.8%	100.0%

Source: Florida Agency for Workforce Innovation (CES)

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

Population by Service County
Last Ten Years
(Unaudited)

Year	Orange County	Seminole County	Osceola County	Region Total
2000	896,344	365,199	172,493	1,434,036
2001	930,034	377,953	179,536	1,487,523
2002	955,865	387,626	193,355	1,536,846
2003	983,165	394,900	210,438	1,588,503
2004	1,013,937	403,361	225,816	1,643,114
2005	1,043,437	411,744	235,156	1,690,337
2006	1,079,524	420,667	255,903	1,756,094
2007	1,105,603	425,698	266,123	1,797,424
2008	1,114,979	426,413	273,709	1,815,101
2009	1,108,882	423,759	272,788	1,805,429



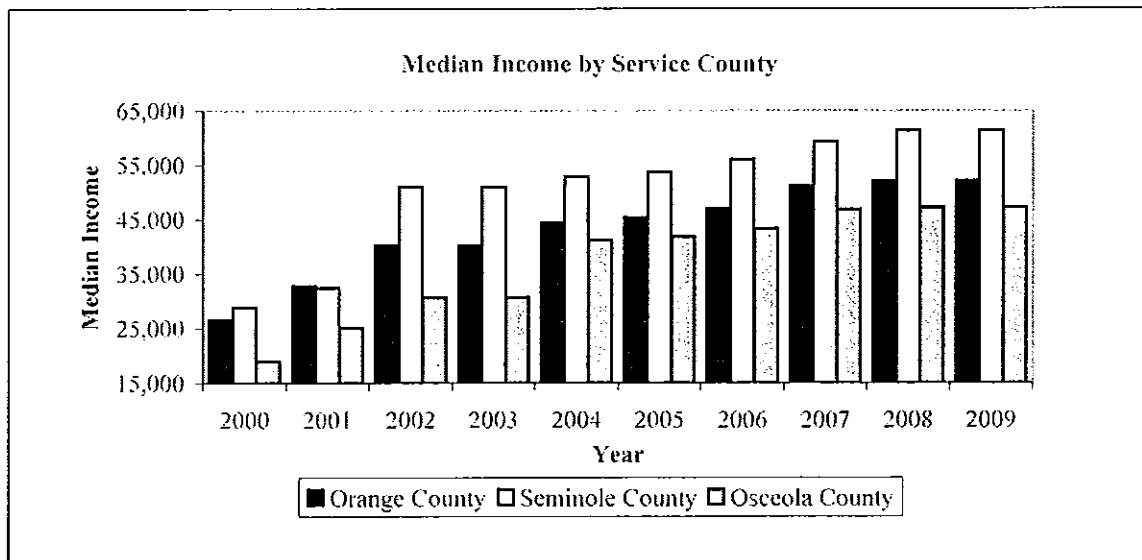
The tri-county area population as a whole grew by 26% in the last decade, with the greatest growth in Osceola County, where the population increased by 58% during that period. The population of Seminole County increased by 16%, and Orange County's population increased by 24% in that period.

Source: Bureau of Economic & Business Research, University of Florida

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

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

Year	Orange County	Seminole County	Osceola County	Region Total
2000	26,650	28,985	18,985	74,620
2001	32,864	32,500	25,168	90,532
2002	40,241	50,960	30,699	121,900
2003	40,241	50,960	30,699	121,900
2004	44,456	52,881	41,250	138,587
2005	45,330	53,675	41,872	140,877
2006	46,963	56,072	43,336	146,371
2007	51,188	59,354	46,890	157,432
2008	52,062	61,378	47,228	160,668
2009	52,130	61,374	47,244	160,748



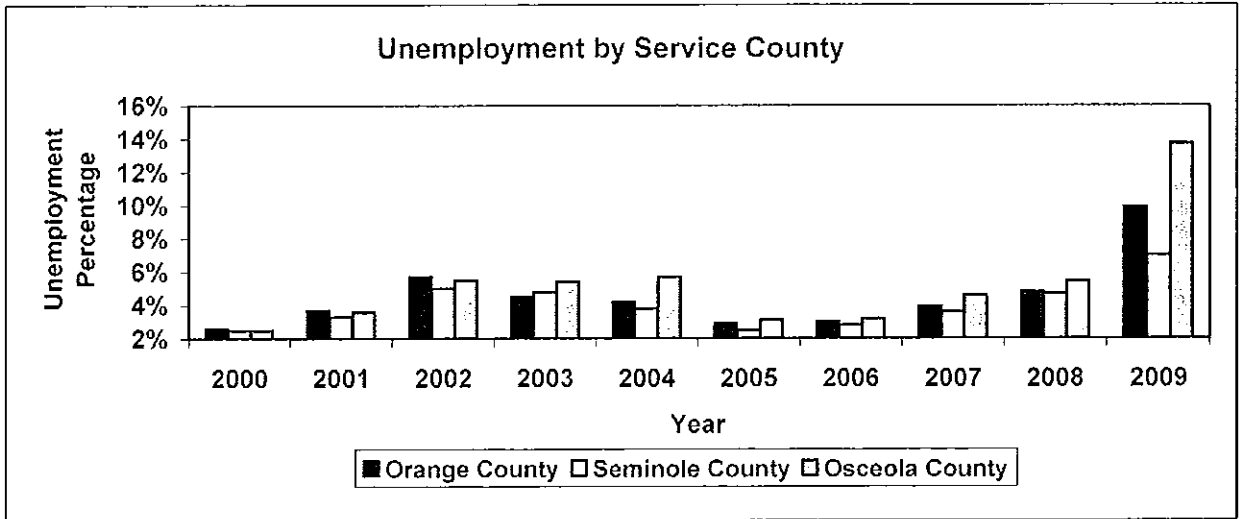
Median household income is useful in public transportation planning because it is one determinant of the need for, and probability of use, of public transportation. The lower the median income the greater, in most cases, will be the need for, and use of, public transportation. Each county in the tri-county area has shown steady year-over-year increases since 2000, with the exception of Seminole County which experienced a slight decrease in median household income in 2009.

Source: Metro Orlando Economic Development Commission

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

Unemployment by Service County
Last Ten Years
(Unaudited)

Year	Orange County	Seminole County	Osceola County	Region Total
2000	2.6%	2.5%	2.5%	2.6%
2001	3.7%	3.3%	3.6%	3.5%
2002	5.7%	5.0%	5.5%	5.6%
2003	4.5%	4.8%	5.4%	4.5%
2004	4.2%	3.8%	5.7%	4.2%
2005	2.9%	2.5%	3.1%	3.0%
2006	3.0%	2.8%	3.2%	3.1%
2007	3.9%	3.6%	4.6%	3.3%
2008	4.8%	4.7%	5.5%	5.0%
2009	9.9%	7.0%	13.7%	10.2%



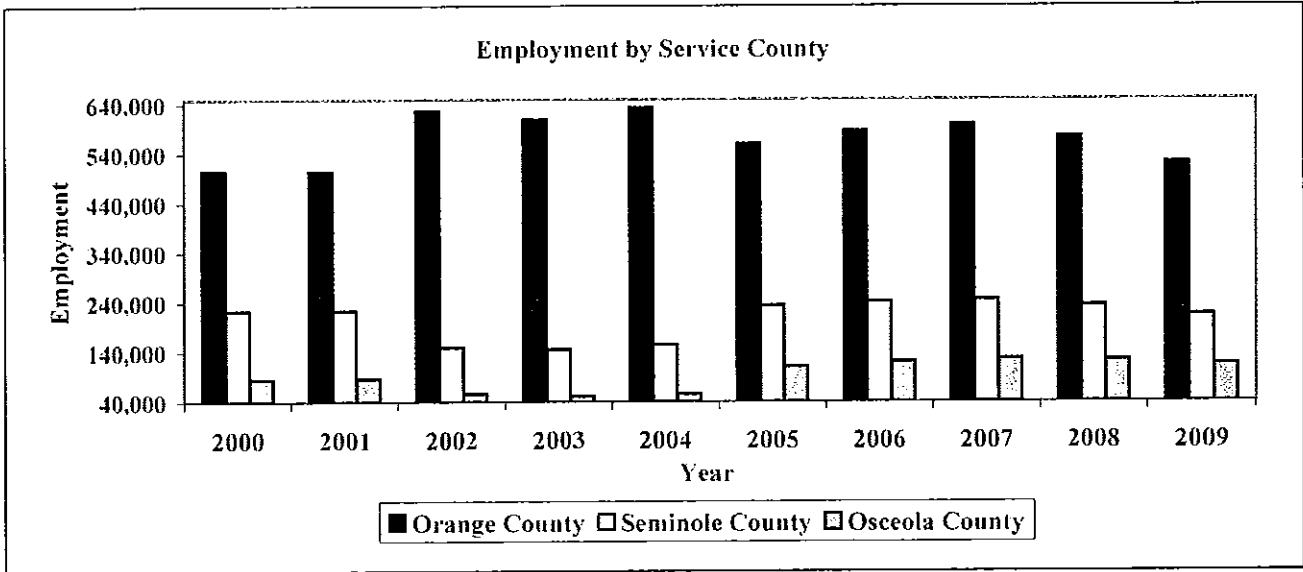
Employment and Unemployment trends are useful to include in this report as they contribute to the analysis of the economic vitality of a local economy. The availability of public transportation removes transportation barriers to employment, a factor which contributes to the continued need for public transportation. The yearly percentages by county are annual averages, non-seasonal based. The tri-county average for fiscal year 2009 was 10% with the greatest unemployment level of 13.7% in Osceola County.

Source: Metro Orlando Economic Development Commission

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

**Employment by Service County
Last Ten Years
(Unaudited)**

Year	Orange County	Seminole County	Osceola County	Region Total
2000	505,491	223,689	85,889	815,069
2001	504,650	224,308	87,414	816,372
2002	627,291	149,671	57,134	834,096
2003	609,330	146,296	51,819	807,445
2004	633,500	155,845	55,856	845,201
2005	559,852	233,747	110,867	904,466
2006	586,102	242,061	120,684	948,847
2007	599,487	245,764	126,783	972,034
2008	574,090	234,275	124,406	932,771
2009	521,623	215,016	115,643	852,282



Employment for the tri-county area has experienced several years of growth followed by a decline over the past decade. The greatest percentage of decreasing employment levels from 2008 to 2009 was experienced by Orange County. Seminole and Osceola Counties also experienced employment growth declines from 2008 to 2009 at a rate of 8% and 7%, respectively. The decrease in employment levels is attributable to the economic downturn that started in 2008 and has continued through 2009.

Source: Metro Orlando Economic Development Commission

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX
 General Statistical Trends
 Last Ten Years
 (Unaudited)

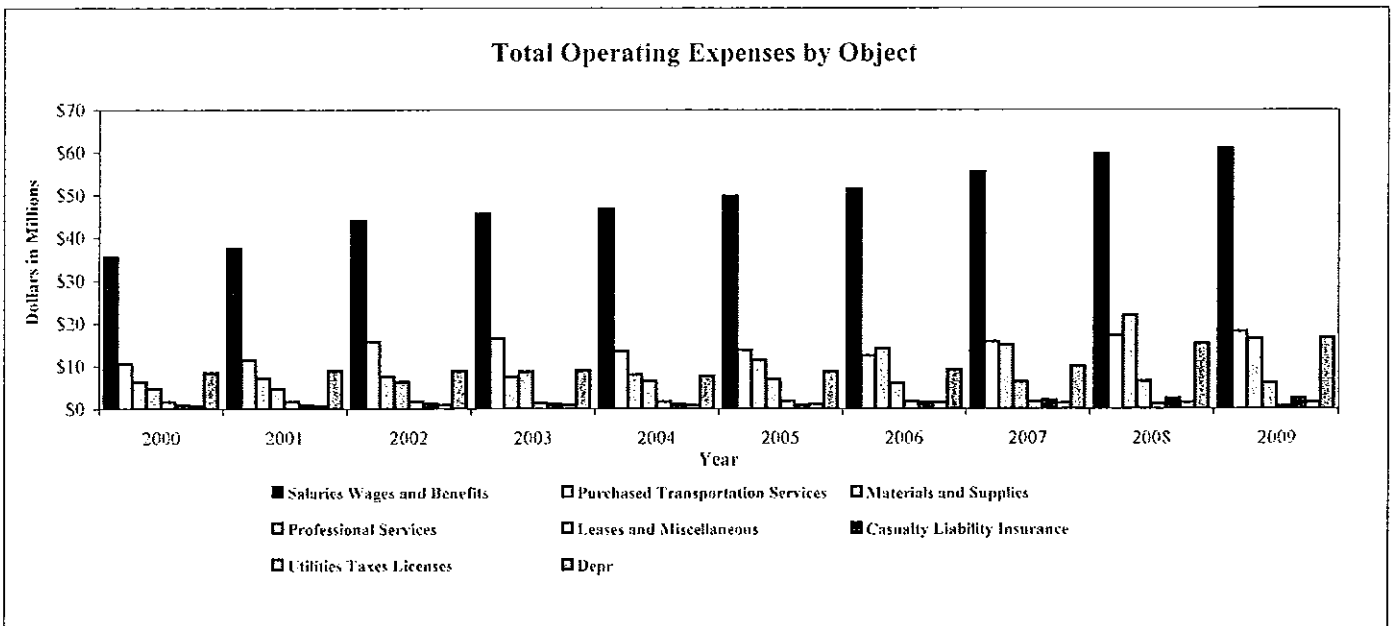
FISCAL YEAR	RIDERSHIP	NUMBER OF PEAK VEHICLES	ACTUAL VEHICLE MILES	ACTUAL VEHICLE HOURS
2000	20,735,614	218	11,932,931	834,856
2001	21,289,997	236	12,595,793	884,178
2002	20,546,821	244	13,625,743	957,688
2003	21,894,985	236	14,083,287	985,669
2004	22,677,846	230	14,081,562	987,450
2005	24,030,234	237	14,478,451	1,013,865
2006	24,570,957	240	14,726,834	1,033,796
2007	26,078,255	240	15,475,289	1,058,929
2008	26,427,067	238	16,739,475	1,162,852
2009	23,747,795	234	16,225,409	1,108,783

SOURCES: NTD report (MotorBus)

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

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX
Operating Expenses by Object
Last Ten Years
Dollars in Millions
(Unaudited)

Fiscal Year	Salaries Wages and Benefits	Purchased Transportation Services	Materials and Supplies	Professional Services	Leases and Miscellaneous	Casualty Liability Insurance	Utilities Taxes Licenses	Depr	Total Expenses
2000	35.6	10.7	6.4	4.8	1.7	1.0	0.7	8.5	69.4
2001	37.6	11.5	7.3	4.7	1.7	1.0	0.7	8.9	73.4
2002	44.0	15.8	7.6	6.4	1.8	1.3	1.0	8.9	86.8
2003	45.7	16.5	7.6	8.8	1.5	1.2	1.0	9.0	91.3
2004	46.8	13.6	8.0	6.6	1.7	1.2	0.9	7.7	86.5
2005	49.8	13.8	11.4	7.0	1.9	1.0	1.2	8.7	94.8
2006	51.5	12.5	14.2	6.1	1.7	1.5	1.6	9.2	98.3
2007	55.5	15.8	15.0	6.4	1.7	2.1	1.4	10.0	107.9
2008	59.7	17.2	21.9	6.5	1.3	2.5	1.6	15.3	126.0
2009	61.0	18.2	16.5	6.1	0.7	2.5	1.6	16.7	123.3



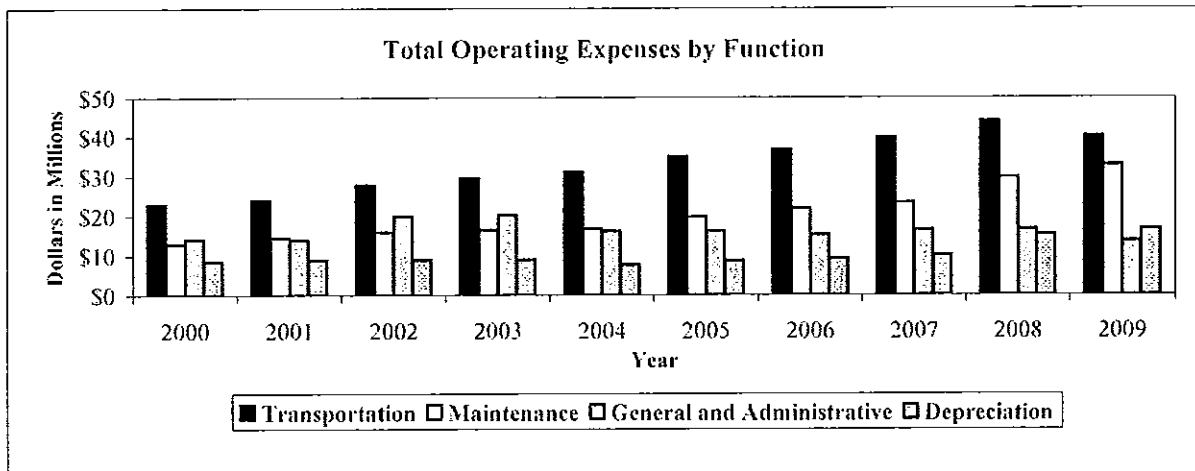
The graph represents the change over a ten year period, beginning with fiscal year 2000, in total costs for 8 primary object classifications of operating expenses. Total operating expenses for this period increased by 78%, with the greatest percentage increase in expense being for Materials and Supplies. The greatest operating expense in dollars was Salaries, Wages and Benefits, which increased 71% over that period, from \$35.6 million in 2000 to \$61.0 million in 2009.

Source: Financial Statements

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

**Operating Expenses by Function
Last Ten Years
Dollars in Millions
(Unaudited)**

Fiscal Year	Transportation	Maintenance	Paratransit	General and Administrative	Depreciation	Total Operating Expenses
2000	\$22.9	\$13.0	\$10.8	\$14.2	\$8.5	\$69.4
2001	\$24.1	\$14.5	\$12.0	\$13.9	\$8.9	\$73.4
2002	\$27.9	\$16.0	\$14.1	\$19.9	\$8.9	\$86.8
2003	\$29.7	\$16.5	\$15.8	\$20.3	\$9.0	\$91.3
2004	\$31.1	\$16.8	\$14.7	\$16.2	\$7.7	\$86.5
2005	\$35.1	\$19.8	\$14.9	\$16.3	\$8.7	\$94.8
2006	\$36.8	\$21.9	\$15.2	\$15.2	\$9.2	\$98.3
2007	\$39.9	\$23.4	\$18.0	\$16.5	\$10.1	\$107.9
2008	\$44.0	\$29.8	\$20.2	\$16.7	\$15.3	\$126.0
2009	\$40.2	\$32.9	\$19.8	\$13.7	\$16.7	\$123.3



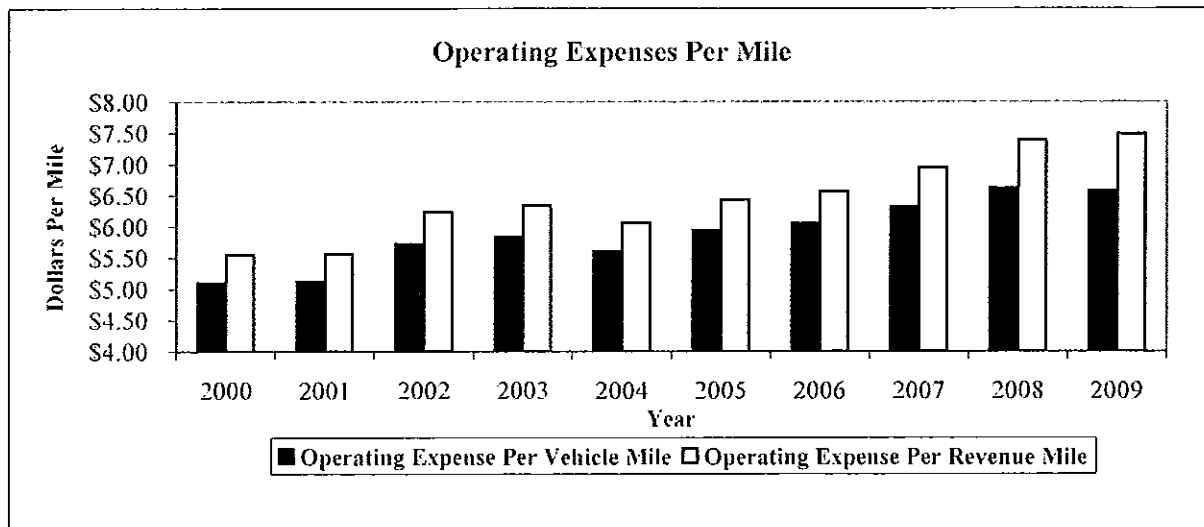
This graph compares operating expenses by function over a ten year period. Operating expenses have increased 74% over that time period. Maintenance expenses have increased 148% over that period to support the growth of the Authority. Completion of construction on the LCS, LOC and continued operation of the South Street maintenance facility resulted in increased maintenance costs to support the maintenance work demand in addition to maintaining equipment and rolling stock. Depreciation costs rose 96% over the same period due to acquisition of new vehicles, development of real estate, and completion of new office and maintenance buildings at the LOC in 2007 and 2008. Transportation expenses increased each year through 2008 due to the increased cost of raw materials, inventory and stock, and expanded service routes. In 2009 service reductions lead to a decrease in the transportation cost. General and Administrative costs have increased through 2008 due to increased purchased transportation, labor, and fringe benefit costs. In 2009 these cost decreased due to reorganization, resulting in lower staffing levels.

Source: Financial Statements
NTD Report FY 2009

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

Operating Expenses Per Mile
Last Ten Years
(Unaudited)

Fiscal Year	Vehicle Miles	Revenue Miles	Operating Expense Per Vehicle Mile	Operating Expense Per Revenue Mile
2000	11,932,931	10,967,378	5.10	5.55
2001	12,595,793	11,576,926	5.12	5.57
2002	13,625,743	12,504,319	5.72	6.23
2003	14,083,287	12,986,576	5.84	6.34
2004	14,081,298	13,006,713	5.60	6.06
2005	14,488,566	13,398,280	5.94	6.43
2006	14,726,834	13,593,266	6.05	6.56
2007	15,475,289	14,072,186	6.32	6.95
2008	16,739,475	14,985,672	6.61	7.39
2009	16,225,409	14,239,575	6.57	7.49



The table and graph show total miles and operating expenses per mile by year for the past ten years. These provide, directly and indirectly, some key operational indicators. There was a steady increase in Revenue Miles and Vehicles Miles until 2009 when service was reduced based on budgetary constraints. The increase in Operating Expense Per Revenue Mile is reflective of relative expense changes and decreasing ridership. The reduction in cost per mile may indicate that some efficiency optimization measures employed by LYNX in 2009 are succeeding and vehicles are performing better. The ratio of Revenue Miles versus Vehicle Miles represents the level of service miles delivered to patrons versus the total level of service miles required to perform. The mileage figures are also utilized as an efficiency measure.

Source: Financial Statements
National Transportation Database

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 F.A.N.N.
 Risk Management
 Insurance Policies - Fiscal Year 2009
 (Unaudited)

Agent & Ins Co	Policy	Premium	Limits	Per Occurrence	Deductible/SJR	% Comm.	
Public Risk Insurance Agency							
Property							
Preferred Government Insurance Trust	Buildings & Contents	\$211,984.00	\$64,435,000.00		\$5,000		
	Equipment Breakdown		\$50,000,000.00		\$5,000		
	Flood Sublimit		\$2,000,000.00		\$5,000		
	Earthquake		\$1,000,000.00		\$5,000		
	Windstorm				25,000 or 5%		
	Accounts Receivable		\$250,000.00		\$5,000		
	Additional Expense		\$100,000.00		\$5,000		
	Business Income		\$1,000,000.00		\$5,000		
	E & O		\$15,000.00		\$5,000		
	Demolition & ICC		\$1,000,000.00		\$5,000		
	Communications Equipment	\$36,850.00		\$892,381.00		\$1,000	
	Mobile Equipment			\$829,649.00		\$1,000	
	EDP			\$4,424,982.00		\$1,000	
	Emergency Services Portable Equipment			\$250,000.00		\$1,000	
	Fine Arts			\$100,000.00		\$1,000	
	Other Inland Marine			\$348,000.00		\$1,000	
	Rented Borrowed Leased Equipment			\$100,000.00		\$1,000	
	Valuable Papers			\$425,000.00		\$1,000	
		Sub-total	\$248,834.00				10%
	Total Crime Premium \$1,165.00						
	Employee Dishonesty		\$250,000.00	\$250,000.00	\$1,000		
	TDD Inside		\$50,000.00		\$1,000		
	TDD Outside		\$50,000.00		\$1,000		
	Forgery or Alteration		\$100,000.00		\$1,000		
	Computer Fraud		\$250,000.00		\$1,000		
	Sub-total	\$1,165.00				10%	
General Liability							
	GL	\$25,856.00	\$1,000,000 / 2,000,000		\$200,000 SIR		
	Employee Benefits		\$1,000,000 / 2,000,000		\$200,000 SIR		
	Sub-total	\$25,856.00				10%	
Directors & Officers/Employment Practices & Terrorism							
	POL/ELL	\$16,132.00	\$2,000,000.00		\$100,000 SIR		
	EPLI	\$10,755.00	\$2,000,000.00		\$100,000 SIR		
	Sub-total	\$26,887.00				10%	
Automobile:							
	Auto Liability			Rejected			
	UM						
	Physical Damage	\$171,465.00	Symbol 10 - 10,000 buses/1,000 other				
	Hired Physical Damage		\$75,000.00				
	Medical Payments						
	Other - Please Specify		\$45,286,000 in total value				
	Sub-total	\$171,465.00				10%	
	Total P.G.I.T. Premium	\$474,207.00					

CENTRAL FLORIDA REGIONAL TRANSPORTATION d.b.a.
LYNX
Risk Management
Insurance Policies - Fiscal Year 2009
(Unaudited)

Agent & Ins Co	Policy	Premium	Limits	Per Occurrence	Deductible/SIR	% Comm.
Public Risk Insurance Agency						
	Workers Compensation		Statutory			
	Automobile - Leased Buses					
	Auto Liability (21 leased buses)	\$80,390.00	Actual Cash Value	\$1,000,000.00	\$1,000,000 SIR	
	Road Rangers/Wages	\$28,106.00				
	BI/PD		\$300,000.00			
	PIP		\$10,000.00			
	Comprehensive				\$250.00	
U.S. Specialty	Fiduciary	\$4,890.00	\$2,000,000.00			
AIIG - Commerce & Industry Ins Co.	Storage Tank TP Liability & Corrective Action	\$6,269.00				
	1200 W South Street		\$1,000,000.00	\$25,000.00	\$20,000.00	
	2500 LYNX Lane		\$1,000,000.00	\$25,000.00	\$5,000.00	
	Total All Other Premiums	<u>\$119,655.00</u>				
Total Premiums		<u>\$593,862.00</u>				

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CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
 SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
 YEAR ENDED SEPTEMBER 30, 2009

FEDERAL GRANTOR/PROGRAM TITLE	Federal CFDA Number	Project Number	Program or Award Amount	September 30, 2008 Receivable	Receipts	Expenditures	September 30, 2009 Receivable
U.S. Department of Transportation							
DEPARTMENT OF INTERIOR -USGS							
	15.808	08-2800-0399	\$ 26,270	-	\$ (19,618)	\$ 25,275	\$ 5,657
			26,270	-	(19,618)	25,275	5,657
DHS	97.075	08-DS-66-13-00-20-202	908,186	347,509	(518,754)	286,718	115,473
DHS	97.075	08-DS-83-13-00-00-20-344	51,104	-	(2,527)	2,657	130
DHS	97.075	09-DS-43-06-58-20-359	1,313,284	-	-	7,646	7,646
			2,272,574	347,509	(521,281)	297,021	123,249
Federal Transit - Section 3:							
Capital assistance	20.500	FL03-0319	140,983	-	(93,500)	93,500	-
Passed through the City of Orlando	20.500	FL03-0126	11,144,108	20,365	-	-	20,265
Capital assistance	20.500	FL04-0052	5,903,200	-	(2,171,908)	3,057,649	885,741
Capital assistance	20.500	FL05-0089	168,716	-	(45,360)	55,335	9,975
			17,356,999	20,365	(2,310,768)	3,206,484	915,981
Federal Transit - Section 9:							
Capital assistance	20.507	FL90-X411	17,870,785	52,343	(91,471)	39,428	-
Capital assistance	20.507	FL90-X469	21,675,665	158,008	(729,095)	571,088	1
Capital assistance	20.507	FL90-X454	21,329,471	305,971	(441,843)	214,348	78,476
Capital assistance	20.507	FL90-X501	21,062,972	160,538	(2,062,623)	1,992,986	90,901
Capital assistance	20.507	FL90-X530	20,736,622	310,330	(2,790,134)	3,105,703	625,899
Capital assistance	20.507	FL90-X552	18,146,704	256,733	(410,156)	273,479	120,056
Capital assistance	20.507	FL90-X604	19,380,012	1,471,156	(1,744,434)	447,699	174,421
Capital assistance	20.507	FL90-X653	21,038,123	11,311,764	(13,401,476)	2,603,960	514,248
Capital assistance	20.507	FL90-X688	22,317,593	-	(2,922,947)	11,309,080	8,386,133
Capital assistance	20.507	FL95-X009	4,699,350	-	(343,900)	529,900	186,000
Capital assistance	20.507	FL95-X001	4,758,525	16,598	(103,027)	86,430	1
Capital assistance	20.507	FL95-X024	5,623,675	-	(1,470,835)	3,707,589	2,236,754
Capital assistance	20.507	FL96-X003 ARRA	29,574,615	-	(131,093)	186,880	55,787
			228,214,112	14,043,441	(26,643,034)	25,068,270	12,468,677
Federal Transit - Section 8:							
Passed through the Metropolitan Orlando	20.505	FL80-X017	242,000	86,900	(86,900)	-	90,685
	20.505	FL80-X018	285,760	-	(163,030)	253,715	90,685
			527,760	86,900	(249,930)	253,715	90,685

((Continued))

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED SEPTEMBER 30, 2009

FEDERAL GRANTOR/PROGRAM TITLE	Federal CFDA Number	Project Number	Program or Award Amount	September 30, 2008 Receivable	Receipts	Expenditures	September 30, 2009 Receivable
Federal Transit: Section 18: Passed through Florida Department of Transportation-Planning assistance	20.509	AOV68	458,179 458,179	393,376 393,376	(851,555) (851,555)	458,179 458,179	
Federal Transit: Section 26 Planning assistance	20.514	FL26-1001	140,000	163	(25,235)	25,072	
	20.514	FL26-7024	50,000	15,474	(15,474)		
	20.514	FL26-7035	197,000	73,383	-	23,645	97,028
	20.514	FL26-7107	400,000	106,117	(208,290)	121,904	19,731
			787,000	195,137	(248,999)	170,621	116,759
	20.516	APF84	873,576	-	(35,573)	184,747	149,174
	20.516	APF85	732,841	-	-	5,729	5,729
	20.516	FL57-X001	314,366	75,211	(7,227)	(38,821)	29,163
	20.516	FL37-X024	549,368	173,287	(261,229)	119,503	31,564
	20.516	FL37-X029	1,206,442	-	(406,097)	549,784	143,687
			3,677,093	248,498	(710,126)	820,942	359,314
	20.521	FL57-X012	730,803	-	(4,093)	12,787	8,694
			730,803	-	(4,093)	12,787	8,694
	20.522	FL39-0005	240,000	-	-	2,473	2,473
			240,000	-	-	2,473	2,473
State Infrastructure Bank loan Passed through FDOT	20.205	AO170	7,140,000	-	-	-	-
TOTAL EXPENDITURES OF FEDERAL AWARDS			\$ 26,140,790	\$ 15,335,126	\$ (31,559,404)	\$ 30,315,767	\$ 14,091,489
NONOPERATING REVENUE PORTION						14,508,536	
CONTRIBUTED CAPITAL						15,807,231	

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

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
 SCHEDULE OF LOCAL FINANCIAL ASSISTANCE
 YEAR ENDED SEPTEMBER 30, 2009

GRANT NUMBER/ SOURCE	Program or Award Amount	September 30, 2008		September 30, 2009	
		Deferral (Receivable)	Transfers/ Receipts	Expenditures	Deferral (Receivable)
LOCAL MATCHING GRANTS:					
N/A, APK76	\$ 2,792,851	\$ -	\$ 70,792	70,792	\$ -
N/A, AP686	2,976,527	-	223,938	223,938	-
N/A, APE10	902,000	-	191,448	191,448	-
N/A, APF84	770,719	-	178,807	178,807	-
N/A, AON61	365,980	-	86,108	86,108	-
N/A, APG02	200,000	-	27,660	27,660	-
N/A, AON64	229,770	-	47,974	47,974	-
N/A, AON65	252,488	-	106,468	106,468	-
N/A, AOR55	473,522	-	52,969	52,969	-
N/A, AOU99	1,137,020	-	477,772	477,772	-
N/A, FL26-1001	205,000	-	185	185	-
N/A, FL57-X001	314,866	-	29,163	29,163	-
N/A, S0385-1	-	-	9,397	9,397	-
Orange County (LYNX Operating Center)	-	984	-	-	984
Orange County (Bus Lease)	-	90,292	1,005,094	1,005,094	90,292
Orange County (Clerk of Courts)	-	(94,221)	76,021	(18,200)	-
Private Partners (Shelters and Vans)	-	123,881	69,639	25,697	167,823
City of Altamonte Springs (FlexBus Project)	-	445,474	-	-	445,474
Other Local Capital	-	86,115	-	-	86,115
Total matching grants	\$ 10,620,743	\$ 652,525	\$ 2,653,435	2,515,272	\$ 790,688
Customer fares and operating assistance				1,502,681	
Contributed capital portion				\$ 1,012,591	
LOCAL GRANTS AND CONTRACT SERVICES:					
Operating assistance:					
Orange County operating		\$ -	\$ 38,756,141	\$ 38,756,141	\$ -
City of Orlando		-	4,255,000	4,255,000	-
Seminole County		-	1,450,324	1,450,324	-
Osceola County		-	1,344,032	1,344,032	-
City of Kissimmee		(66,358)	66,358	-	-
City of St. Cloud		-	-	-	-
Total non-operating revenue portion		\$ (66,358)	\$ 45,871,855	\$ 45,805,497	\$ -
Contract services:					
Seminole County		\$ -	\$ 3,172,141	\$ 3,172,141	\$ -
Osceola County		-	3,523,284	3,523,284	-
City of Orlando (LYMMO)		(106,958)	1,227,027	1,226,326	(106,257)
City of Kissimmee		(153,642)	273,642	120,000	-
City of Altamonte Springs		-	130,000	130,000	-
City of St. Cloud		-	174,192	174,192	-
City of Sanford		-	91,667	100,000	(8,333)
Disney		4,856,925	250,000	1,432,532	3,674,393
Winter Garden Village		(12,500)	150,000	150,000	(12,500)
Universal Studios		37,576	-	45,940	(8,364)
Shingle Creek		(41,620)	248,329	247,708	(40,999)
Votran		(38,104)	189,120	207,053	(56,037)
State Farm		-	575,132	332,546	242,586
Lake County		(17,892)	289,321	296,073	(24,644)
Total Local Financial Assistance		4,523,785	10,293,855	11,157,795	3,659,845
Other Contractual Services					
Local		-	106,879	106,879	-
State - Transportation Disadvantage		(883,798)	2,678,875	2,432,208	(637,131)
State - Medicaid		(1,502,814)	5,252,780	5,669,561	(1,919,595)
Total Other Contractual Services		(2,386,612)	8,038,534	8,208,648	(2,556,726)
Total contract services		\$ 2,137,173	\$ 18,332,389	\$ 19,366,443	\$ 1,103,119

*These amounts are not receivables or deferrals, but are included as restricted net assets, as they relate to receipts that are restricted for matching. See notes to Schedules of Expenditures of Federal Awards and Local and State Financial Assistance.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNN
SCHEDULE OF STATE FINANCIAL ASSISTANCE
YEAR ENDED SEPTEMBER 30, 2009

STATE GRANTOR PROGRAM TITLE, CONTRACT NO., WPI NO., JOB NO.	CSFA Number	Program or Award Amount	September 30, 2008 Receivable	Receipts/ Adjustments	Expenditures	September 30, 2009 Receivable				
Florida Department of Transportation										
N/A, AA252, 5817939, 77000-3882	55.020	\$ 7,600,000	\$ (139,930)	\$ 139,930	\$ -	\$ -				
N/A, APE10	55.012	902,000	-	-	191,448	191,448				
N/A, APG02	55.007	200,000	-	-	27,660	27,660				
N/A, APG46	55.011	138,950	-	-	9,990	9,990				
N/A, AOA59	55.012	200,000	4,635	(4,635)	-	-				
N/A, AOY43	55.010	7,736,869	-	(7,736,869)	7,736,869	-				
N/A, AON61	55.007	365,980	70,753	(156,861)	86,108	-				
N/A, AON64	55.012	229,770	21,465	(54,333)	47,974	15,106				
N/A, AON65	55.012	252,488	55,424	(126,846)	106,467	35,045				
N/A, AOR55	55.012	473,522	136,872	(189,841)	52,969	-				
N/A, AOU99	N/A	2,000,000	249,625	(445,967)	477,772	281,430				
		<u>20,099,579</u>	<u>398,844</u>	<u>(8,575,422)</u>	<u>8,737,257</u>	<u>560,679</u>				
STATE OF FLORIDA RENEWABLE ENERGY TECHNOLOGIES /BIODIESEL	S0385	2,500,000	-	-	799,654	799,654				
Florida Transportation Disadvantaged Commission										
N/A, AOU11	55.001	2,872,521	220,367	-	(220,367)	-				
N/A, AP686	55.001	2,976,527	663,431	(2,678,875)	2,015,444	-				
N/A, APK76	55.001	2,513,566	-	-	637,131	637,131				
		<u>8,362,614</u>	<u>883,798</u>	<u>(2,678,875)</u>	<u>2,432,208</u>	<u>637,131</u>				
TOTAL STATE FINANCIAL ASSISTANCE	\$	30,962,193	\$	1,282,642	\$	(11,254,297)	\$	11,969,119	\$	1,997,464
Other State Contracts										
N/A, BD999	N/A	3,124,000	736,537	(730,217)	-	6,320				
N/A, BD96	N/A	717,721	71,721	(645,490)	933,490	359,721				
		<u>3,841,721</u>	<u>808,258</u>	<u>(1,375,707)</u>	<u>933,490</u>	<u>366,041</u>				
TOTAL STATE FINANCIAL ASSISTANCE AND OTHER STATE CONTRACTS			\$	2,090,900	\$	(12,630,004)		12,902,609	\$	2,363,505
CONTRACT SERVICES PORTION						2,432,208				
NONOPERATING REVENUE PORTION						9,660,757				
CONTRIBUTED CAPITAL PORTION					\$	809,644				

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 NOTES TO SCHEDULES OF EXPENDITURES OF FEDERAL AWARDS AND
 LOCAL AND STATE FINANCIAL ASSISTANCE
 YEAR ENDED SEPTEMBER 30, 2009

1. The Schedules of Expenditures of Federal Awards and Local and State Financial Assistance are prepared on the accrual basis of accounting.
2. Assistance.
3. The Authority utilized state toll revenue credits received from the Florida Department of Transportation under the following awards to satisfy federal and state matching requirements:

<u>Grant</u>	<u>Award Amount</u>	<u>Toll Revenue Credits Applied during Fiscal 2009</u>
FL-03-0165	\$ 16,263,713	\$ -
FL-03-0319	140,983	23,375
FL-04-0052	5,903,200	764,412
FL-04-0301	3,429,530	-
FL-05-0089	168,716	13,834
FL-90-X411	17,870,785	9,782
FL-90-X469	21,675,665	142,772
FL-90-X454	21,329,471	53,587
FL-90-X501	21,062,972	498,247
FL-90-X530	20,736,622	776,426
FL-90-X552	18,146,704	68,370
FL-90-X604	19,380,012	111,925
FL-90-X653	21,038,123	650,990
FL-90-X688	22,317,593	2,827,270
FL-95-X001	4,758,525	21,608
FL-95-X024	5,623,675	926,897
Total	<u>\$ 219,846,289</u>	<u>\$ 6,889,495</u>

4. Contract services presented on the Schedule of Local Financial Assistance include only those services provided to local governmental units.

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

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

We have audited the financial statements of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority"), as of and for the year ended September 30, 2009 and 2008, and have issued our report thereon dated March 18, 2010. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States of America.

Internal Control over Financial Reporting

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

A control deficiency exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect misstatements on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects the Authority's ability to initiate, authorize, record, process, or report financial data reliably in accordance with generally accepted accounting principles such that there is more than a remote likelihood that a misstatement of the Authority's financial statements that is more than inconsequential will not be prevented or detected by the Authority's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that a material misstatement of the financial statements will not be prevented or detected by the Authority's internal control.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

DRAFT

Compliance and Other Matters

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

This report is intended solely for the information and use of the Board of Directors, management, and applicable federal and state agencies, and is not intended to be and should not be used by anyone other than these specified parties.

Orlando, Florida
March 18, 2010

**Independent Auditors' Report on Compliance and Internal Control
over Compliance Applicable to Each Major Federal Awards
Program and State Financial Assistance Project**

To the Board of Directors
Central Florida Regional Transportation Authority:

Compliance

We have audited the compliance of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") with the types of compliance requirements described in the *U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement*, and the requirements described in the State of Florida Department of Financial Services' State Projects Compliance Supplement, that are applicable to each of its major federal awards programs and state financial assistance projects for the year ended September 30, 2009. The Authority's major federal awards programs and state financial assistance projects are identified in the summary of auditors' results section of the accompanying Schedule of Findings and Questioned Costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal awards programs and state financial assistance projects is the responsibility of the Authority's management. Our responsibility is to express an opinion on the Authority's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*; and Chapter 10.550, Rules of the Auditor General. Those standards, OMB Circular A-133 and Chapter 10.550, Rules of the Auditor General, require that we plan and perform the audit to obtain reasonable assurance about whether non-compliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal awards program or state financial assistance project occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of the Authority's compliance with those requirements.

In our opinion, the Authority complied, in all material respects, with the requirements referred to above that are applicable to each of its major federal awards programs and state financial assistance projects for the year ended September 30, 2009.

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Internal Control over Compliance

The management of the Authority is responsible for establishing and maintaining effective internal control over compliance with requirements of laws, regulations, contracts, and grants applicable to federal awards programs and state financial assistance projects. In planning and performing our audit, we considered the Authority's internal control over compliance with requirements that could have a direct and material effect on a major federal awards program or state financial assistance project to determine our auditing procedures for the purpose of expressing our opinion on compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

A *control deficiency* in an entity's internal control over compliance exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect noncompliance with a type of compliance requirement of a federal awards program or state financial assistance project on a timely basis. A *significant deficiency* is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to administer a federal awards program or state financial assistance project such that there is more than a remote likelihood that noncompliance with a type of compliance requirement of a federal awards program or state financial assistance project that is more than inconsequential will not be prevented or detected by the entity's internal control.

A *material weakness* is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that material noncompliance with a type of compliance requirement of a federal awards program or state financial assistance project will not be prevented or detected by the entity's internal control.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

This report is intended solely for the information and use of the Board of Directors, management and applicable state and federal agencies, and is not intended to be and should not be used by anyone other than these specified parties.

Orlando, Florida
March 18, 2010

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CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX
Schedule of Findings and Questioned Costs –
Federal Awards Programs and State Financial Assistance Projects
for the year ended September 30, 2009

PART I - SUMMARY OF AUDITORS' RESULTS

1. The Independent Auditors' Report on the financial statements expresses an unqualified opinion.
2. No significant deficiencies relating to the audit of the financial statements are reported in the Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*.
3. No instances of noncompliance material to the financial statements were disclosed during the audit.
4. No significant deficiencies relating to the audit of major federal or state financial assistance projects are reported in the Independent Auditors' Report on Compliance and Internal Control over Compliance Applicable to each Major Federal Awards Program and State Financial Assistance Project.
5. The Independent Auditors' Report on Compliance for each Major Federal Awards Program and State Financial Assistance Project expresses an unqualified opinion.
6. There were no audit findings relative to major federal awards programs.
7. There were no audit findings relative to major state financial assistance projects.
8. The programs/projects tested as major programs/projects included the following:

<u>Federal Programs</u>	<u>Federal CFDA No.</u>
Federal Transit Cluster	20.500/507
<u>State Projects</u>	<u>State CSFA No.</u>
Public Transit Block Grant	55.010
Commission for the Transportation Disadvantaged Trip and Equipment Grant	55.001

DRAFT

9. The threshold for distinguishing Type A and Type B programs/projects was \$909,473 for major federal awards programs and \$335,084 for major state financial assistance projects.
10. The Authority qualified as a low-risk auditee for federal Single Audit purposes, as that term is defined in OMB Circular A-133.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX
Schedule of Findings and Questioned Costs --
Federal Awards Programs and State Financial Assistance Projects
for the year ended September 30, 2009

PART II - FINDINGS – FINANCIAL STATEMENTS

This section identifies the significant deficiencies, material weaknesses, and instances of noncompliance related to the financial statements that are required to be reported in accordance with *Government Auditing Standards*.

None reported.

PART III - FINDINGS AND QUESTIONED COSTS – MAJOR FEDERAL AWARDS PROGRAMS

There are no findings or questioned costs reported.

PART IV - FINDINGS AND QUESTIONED COSTS – MAJOR STATE FINANCIAL ASSISTANCE PROJECTS

There are no findings or questioned costs reported.

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Corrective Action Plan for Prior Year Finding:

Management's Response to Statement of Condition 2008-01:

In accordance with the reporting requirements for the National Transit Database, LYNX is required to collect sampling data for passenger miles traveled. LYNX uses automatic passenger counters (APCs) to collect the data for the samples. As such, the Federal Transit Administration (FTA) requires that the APCs be calibrated every year.

The procedure of assigning APC-equipped buses to the randomly-selected blocks was performed in FY2008. However, the procedure to check the assignments was not done. This resulted in an inadequate representation of random blocks such that the sample size was not large enough to be statistically valid for NTD reporting purposes.

To ensure that all required data is collected, this project was assigned to a service planner, procedures were rewritten and checks and balances were added. Accordingly, in FY 2009, LYNX Service Planners began a weekly verification of APC bus assignments versus the NTD sampling plan. The list of assigned buses is sent weekly to the Dispatcher (Transportation) who assigns an APC equipped bus to the randomly-selected block. At the end of the week, the list is returned to the Service Planner who then checks that all assignments were made.

The weekly and monthly APC assignments are reconciled and compared against the NTD sampling plan. The sampling plan is updated if additional samples are needed to meet FTA statistical requirements.

Currently, in 2010, calibration samples of the APCs are performed in order to determine the accuracy of the APC data. LYNX is required to perform a minimum of 100 such checks each year and is on target to do so this year.

In addition, LYNX has documented and implemented 'staff redundancy' into these procedures. The performance of these functions is not dependent on a single individual. This is coupled with continued training of new and existing staff on the management of the APC equipment and data, as well as procedures to ensure compliance. The Service Planning Manager, Director of Planning, and Chief Administrative Officer meet bi-weekly to review and ensure all aspects of the process are being followed.

LYNX continues to follow all procedures required for NTD reporting including all check and balances developed to insure compliance.

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CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

Schedule of Prior Audit Findings and Corrective Action Plan
Federal Awards Programs and State Financial Assistance Projects
for the year ended September 30, 2009

Prior Year Audit Findings:

Federal Transit Cluster – CFDA #20.500/20.507

Statement of Condition 2008-01: During our procedures related to the National Transit Database report, we found that LYNX' internal controls over Motor Bus Directly Operated (MBDO) sampling requirements for passenger miles traveled were insufficient, resulting in noncompliance with requirements.

Criteria: Sampling requirements state that a 100 percent count or a statistical sample with minimum confidence of 95 percent and a minimum precision level of plus or minus 10 percent must be used to collect the passenger miles traveled data. LYNX uses automatic passenger counters to collect the data for the samples. A criteria for using the automatic passenger counters is that they must be calibrated every year by taking a manual sample of at least 100 bus vehicle trips using ride checkers to collect the passenger miles traveled data.

Cause of Condition: While the automatic passenger counters were operating effectively, LYNX' oversight was not adequate to ensure staff were collecting or recording required samples in accordance with their statistical sampling plan. As such, we found that the staff member assigned was not collecting the required samples. LYNX attempted to regenerate samples from the automatic passenger counters, but was unsuccessful. In addition, a letter to LYNX on August 11, 2008 from the Federal Transit Administration found that LYNX had not performed a calibration sample of the automatic passenger counters for fiscal year 2007 and stated that fiscal year 2008 was a mandatory sampling year for LYNX. We followed up on the Federal Transit Administration's finding and found that samples were not performed in fiscal year 2008 as well.

Effect of Condition: The samples for passenger miles traveled data are used to generate a number used in a formula by the Federal Transit Administration to provide funding to LYNX. Noncompliance with sampling procedures related to passenger miles traveled data raises the possibility that data could be inaccurately reported and could cause the Federal Transit Administration to modify funding to LYNX in the future. As the condition relates to statistical data, there are no specific questioned costs related to this condition.

DRAFT

Independent Auditors' Management Letter

To the Board of Directors
Central Florida Regional Transportation Authority:

We have audited the financial statements of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") as of and for the year ended September 30, 2009, and have issued our report thereon dated March 18, 2010.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. We have issued our Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on the Audit of Financial Statements in Accordance with *Government Auditing Standards*, Independent Auditors' Report on Compliance and Internal Control over Compliance Applicable to each Major Federal Awards Program and State Financial Assistance Project, and Schedule of Findings and Questioned Costs. Disclosures in those reports and schedule, which are dated March 18, 2010, should be considered in conjunction with this management letter.

Additionally, our audit was conducted in accordance with Chapter 10.550, Rules of the Auditor General, which governs the conduct of local governmental entity audits performed in the State of Florida. This letter includes the following information, which is not included in the aforementioned auditors' reports.

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

Section 10.554(1)(i)2., Rules of the Auditor General, requires our audit to include a review of the provisions of Section 218.415, Florida Statutes, regarding the investment of public funds. In connection with our audit of the financial statements of the Authority, nothing came to our attention that would cause us to believe that the Authority was in noncompliance with Section 218.415 regarding the investment of public funds.

Section 10.554(1)(i)3., Rules of the Auditor General, requires that we address in the management letter any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

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Section 10.554(1)(i)4., Rules of the Auditor General, requires that we address violations of provisions of contracts or grant agreements, or abuse, that have an effect on the financial statements that is less than material but more than inconsequential. In connection with our audit, we did not have any such findings.

Section 10.554(1)(i)5., Rules of the Auditor General, provides that the auditor may, based on professional judgment, report the following matters that have an inconsequential effect on financial statements, considering both quantitative and qualitative factors: (1) violations of provisions of contracts or grant agreements, fraud, illegal acts, or abuse, and (2) control deficiencies that are not significant deficiencies. In connection with our audit, we did not have any such findings.

Section 10.554(1)(i)6., Rules of the Auditor General, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in the management letter, unless disclosed in the notes to the financial statements. Such disclosure is included in the notes to the financial statements.

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

Section 10.554(1)(i)7.b., Rules of the Auditor General, requires that we determine whether the annual financial report filed with the Florida Department of Financial Services, pursuant to Section 218.32, Florida Statutes, is in agreement with the annual financial audit report for the current audit period and, if not, explanations of any significant differences. In connection with our audit of the Authority, the results of our tests indicate that the annual financial report for the year ended September 30, 2009, filed with the Department of Financial Services, is in agreement with the annual financial audit report for the current audit period.

Pursuant to the Sections 10.554(1)(i)7.c. and 10.556(7), Rules of the Auditor General, we applied financial condition assessment procedures. It is management's responsibility to monitor the entity's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information provided by same.

Pursuant to Chapter 119, Florida Statutes, this management letter is a public record and its distribution is not limited. Auditing standards generally accepted in the United States of America require us to indicate that this letter is intended solely for the information and use of the Board of Directors and management of the Authority, and the Florida Auditor General, and is not intended to be and should not be used by anyone other than those specified parties.

DRAFT

Orlando, Florida
March 18, 2010

Action Agenda Item #7.B

To: LYNX Board of Directors

From: James McLawhorn
CHIEF GOVT AFFAIRS OFFICER

Phone: 407.841.2279 ext: 6064

Item Name: FY2011 Federal Discretionary Appropriations

Date: 3/25/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' approval of LYNX' Federal discretionary appropriations requests for FY2011.

BACKGROUND

According to guidance from the House Appropriations Committee, Members of Congress will be appropriating funds on a discretionary basis for FY2011. To avoid concerns members have about the process, they will be required to post information on their Web sites describing each appropriation they are requesting and why it is a valuable use of taxpayer funds. In addition, tables listing each discretionary appropriation and its sponsor will be available for public review on the same day an Appropriations subcommittee reports a spending bill or 24 hours before the full committee votes on it.

Below is LYNX' FY2011 request for the Board's approval.

**Central Florida Regional Transportation Authority (LYNX)
FY2011 Appropriations Requests**

LYNX Bus Rapid Transit Corridors Alternatives Analysis

Submitted to Rep. Brown, Rep. Mica, Rep. Posey and Sen. Nelson

Appropriations Bill: Transportation/HUD

Agency/Account: Federal Transit Administration/Alternatives Analysis

Funding Request: \$5,500,000

Project Description: LYNX is requesting \$5,500,000 from the FY2011 Transportation-HUD Appropriations Bill, Federal Transit Administration (FTA), Alternatives Analysis (AA) Account to conduct AA studies for multiple Bus Rapid Transit (BRT) Corridors to serve the Central Florida Commuter Rail. LYNX plans to build BRT corridors that will operate as critical components of the new Commuter Rail, multi-modal transportation system. Commuter Rail will place new demands on fixed route bus service to transport commuters to their final destinations. LYNX plans to expand bus services to serve 11 of the commuter train stations, beginning in 2012. To advance these new BRT lines, LYNX needs to conduct AA studies on some key corridors. The Analysis will provide a firm and clear understanding of existing and future travel demand, trip patterns, modal preferences, and transportation system needs within the study area.

LYNX Bus Facilities

Submitted to Rep. Grayson

Appropriations Bill: Transportation/HUD

Agency/Account: Federal Transit Administration/Bus and Bus Facilities

Funding Request: \$450,000

Project Description: LYNX is requesting \$450,000 to purchase recycling systems equipment, including monitoring technologies to better address recycling and waste management at its facilities. LYNX is implementing an Environmental Management System (EMS) to address various operational and management issues such as energy conservation, efficient water use, vehicle emission reduction, materials recycling and management of hazardous materials. As the regional transportation provider for Central Florida, LYNX is uniquely positioned to embrace and support sustainability efforts through environmental practices and energy savings. LYNX has implemented a *Green Savers Program*, a building block of sustainable commitments to protect the environment and reduce energy costs. The FY2011 funding request represents next steps to accelerate the *Green Savers* initiatives and to fulfill LYNX's commitment to become responsible steward of the environment. The Green Savers Recycling system is intended to save money and save the environment. It is projected to generate about 10 to 25% annual cost savings in maintenance costs.

LYNX Bus Facilities

Submitted to Rep. Kosmas

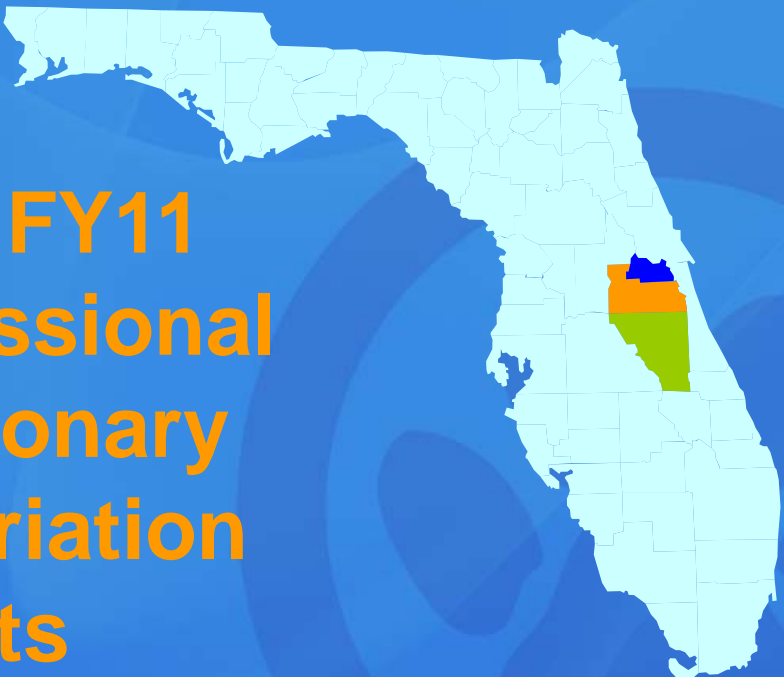
Appropriations Bill: Transportation/HUD

Agency/Account: Federal Transit Administration/Bus and Bus Facilities

Funding Request: \$150,000

Project Description: LYNX is requested \$150,000 from the FY2011 Transportation-HUD Appropriations Bill, Federal Transit Administration (FTA), Bus and Bus Facilities Account to install LYNX bus shelters. This funding will be used to install 7 bus shelters along the SR 434 route in Winter Springs and Oviedo, Florida. The new Link 434, which operates east-west in Seminole County, is a major workforce route and is already carrying more than 10,000 passengers per month within its first year of operation.

LYNX - FY11 Congressional Discretionary Appropriation Requests



Bus Rapid Transit Corridors Alternatives Analysis

Submitted to Senator Nelson - Representatives Brown, Mica, and Posey

LYNX is requesting funding to conduct AA studies for multiple Bus Rapid Transit (BRT) Corridors that will serve the Central Florida Commuter Rail.

Commuter Rail will place new demands on fixed route bus service to transport commuters to rail and to their final destinations.

LYNX will serve 11 of the commuter rail train stations, beginning in 2012. To advance Bus Rapid Transit lines to connect commuters, LYNX needs to conduct AA studies on some key corridors. The Analysis will provide a firm and clear understanding of existing and future travel demand, trip patterns, and transportation system needs within the study area.

Request: \$5.5 million



Green Savers Program Environmental Management System (EMS)

Submitted to Representative Grayson

LYNX is uniquely positioned to embrace and support sustainability efforts through environmental practices and energy savings.

An Environmental Management System (EMS) will address operational and management issues such as energy conservation, efficient water use, vehicle emission reduction, materials recycling and management of hazardous materials.

The funding request represents next steps to accelerate the *Green Savers* initiatives and to fulfill LYNX' commitment to become responsible steward of the environment. The Green Savers Recycling system is intended to save money. It is projected to generate between 10 to 25% annual cost savings in maintenance costs.

Request: \$450,000



Link 434 Passenger Amenities

Submitted to Representative Kosmas

The Link 434, within its first year of operation, is already carrying more than 10,000 passengers per month.

LYNX is requesting funds to install passenger amenities along State Road 434 route through Winter Springs and Oviedo, Florida. The Link 434 operates from east to west in Seminole County and is addressing workforce mobility along this emphasis corridor.

Request: \$150,000



Work Session Item #8.A

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: LYNX Five Year Strategic Service Plan

Date: 3/25/2010

BACKGROUND:

In 2009, LYNX contracted with the consulting firm Reynolds Smith & Hills, Inc. to undertake a Five-Year Service Plan. Among the activities conducted within the plan was the identification of a 'Functional Core' system of LYNX services and an 'Enhanced Core' of services that would identify recommended service improvements to the existing LYNX transportation network.

To date, the 'Functional Core' of LYNX services has been identified, and the 'Enhanced Core' services are being developed. LYNX will use the results of this study as a basis for developing funding needs to maintain basic bus service, the 'Functional Core' and identify additional funding needs to build a more robust bus network, the 'Enhanced Core'.

Edward Johnson will give a presentation on the Five-Year Service Plan for Board comment.



Central Florida Regional Transportation Authority



5 Year Service Plan

Functional & Enhanced Core Systems Review



Introduction

Background

2008/2009 service restructuring

Reduced funding for operations

Identification of 14 primary corridors for premium transit service

5 Year Service Plan tasks

APC & Demographic data analysis

Transit Service Classification

Financial Model development

Functional & Enhanced Core System Identification

Primary Corridors

SR 436 – Apopka to OIA

SR 50 – West Oaks Mall to Alafaya Trail

US 17/92 – Sanford to LYNX Central Station (LCS)

US 192 – Kissimmee to Disney/Clermont

US 441 – Apopka to Kissimmee

Silver Star – West Oaks Mall to LCS

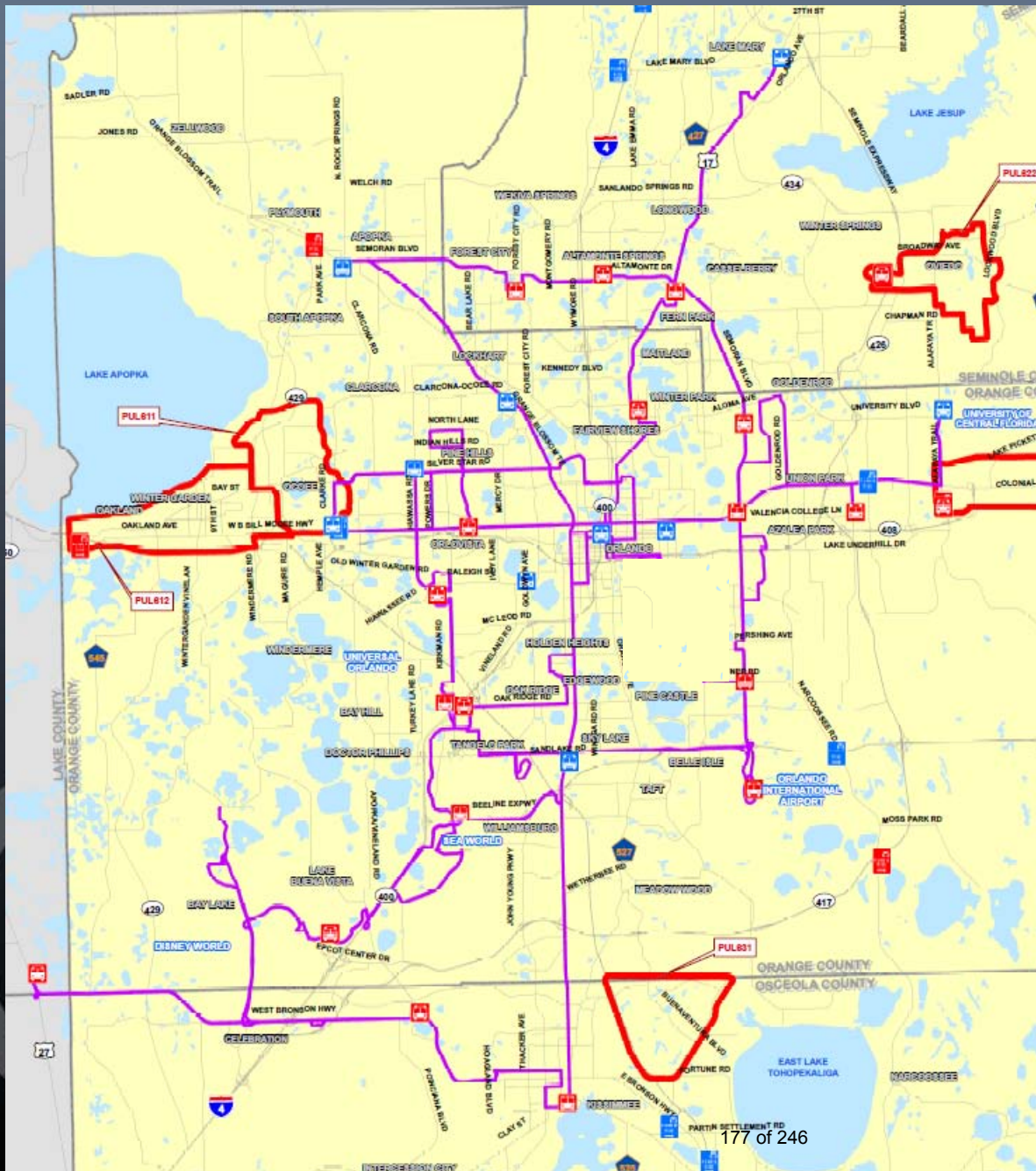
Link 8 – Orlando CBD to I-Drive

Link 111 – OIA to Disney

Park Promenade – East Ocoee to I-Drive

Primary Corridors

- Primary Corridor
- FLEX Boundary



Financial Model

Cost/Revenue forecasting tool

Detailed O&M costs

Cost allocations by link/route

Expense elements included labor, materials, supplies, purchased transportation , administration

Revenue elements included farebox, federal/state/local agency funding, contract services, advertising

Capital projects include buses, facilities, shelters

Functional Core Methodology

Iterative Process

- Links along the primary corridors
- Links with 1000+ daily passengers
- Transit-dependent services (income, auto-ownership, Title VI areas)
- Dense residential area (>4201 persons/sq. mi.)
- Employment centers (>1001 employees/sq. mi.)
- Inter-county links & contract links
- Links with 500+ daily passengers

Functional Core Statistics





Iteration Description	# of Links	Links Included in the Iteration (decreasing weekday ridership order)	Total Annual Operating Cost	Percentage of Operating Cost	Cumulative Percentage
Primary Corridors	17	8,4,41,30,37,102,125,48,17 49,56,28,55,29,103,51,111	\$45,351,882	49.9%	49.9%
1,000+ Ridership	12	31,42,21,50,319,15, 18,25,40,11,20,13	\$23,781,781	26.2%	76.1%
Transit Dependent	15	443,26,9,23,6,1,24,434, 442,313,58,14,426,200,444	\$8,341,967	9.2%	85.3%
Remaining Links	21	10,7,57,36,3,44,54,46,38, 34,405,45,47,204,301,304, 302,303,300,305,99	\$13,407,002	14.7%	100.0%

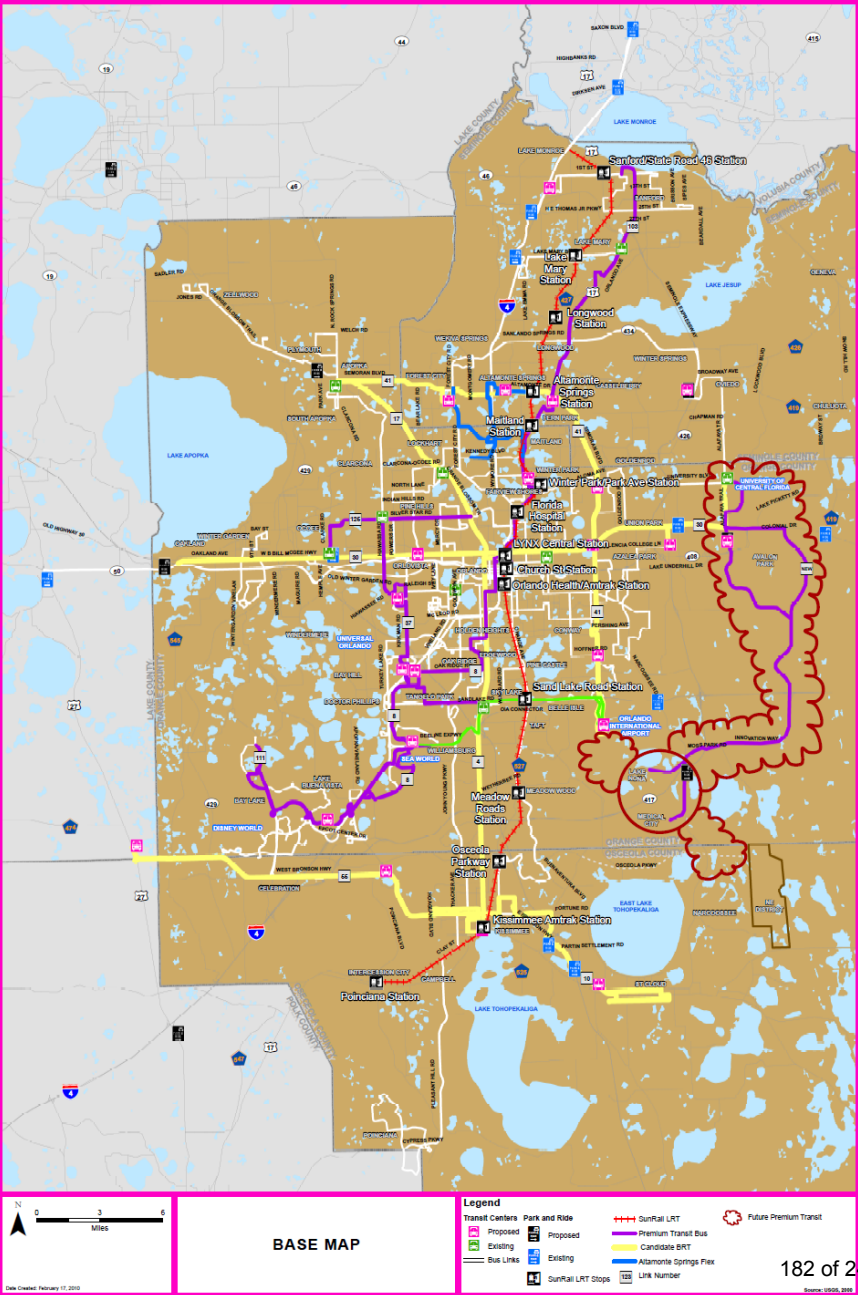
Enhanced Core

Key Objectives:

- Primary corridor link headways of 10-15 minutes
- Maintain level of service to transit-dependent areas
- SunRail access
- Service to new regional developments (i.e. Lake Nona)
- Identification of candidate BRT corridors
- Identification of feeder services/corridors

Enhanced Core

-  Candidate BRT
-  Premium Service
-  SunRail
-  New Service



Enhanced Core

Premium Transit (15-min. headway):

- Silver Star Rd. from Clark Rd. to US 441 (Link #125)
- US 17/92 from Sanford to LCS (Links #103 & #102)
- Link #37 (Hiawassee Rd. to Kirkman Rd. to I-Drive to Florida Mall)
- Link #8 – Orlando CBD to I-Drive
- Link #111 – OIA to Disney
- New Service to Lake Nona/Medical City

Enhanced Core

Candidate BRT:

- SR 436 – Apopka Superstop to OIA (Link #41)
- SR 50 – Winter Gdn. S.C. to Alafaya Trail (Link #30)
- US 441 – Apopka Superstop to LCS to Kissimmee (Links #17 & #4)
- US 192 – 4 Corners (Lake Co.) to Kissimmee to St. Cloud

Enhanced Core

Candidate BRT Criteria for Prioritization:

- Improved service to transit-dependent riders
- Increased ridership through attracting choice riders (those with transportation options)
- Access to SunRail

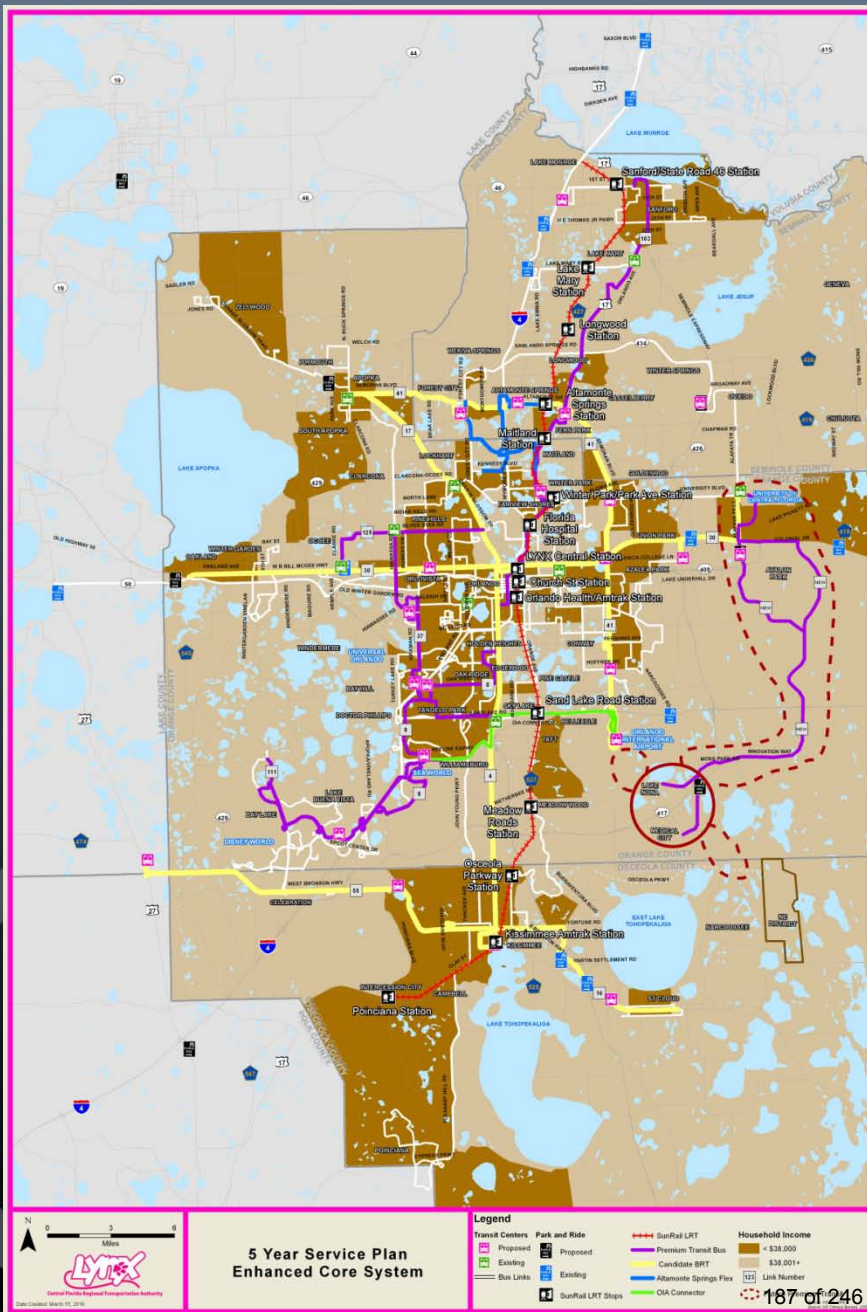
Enhanced Core






Recommended Prioritization of BRT Corridors:

- All corridors provide access to SunRail stations
- All corridors have strong potential to attract choice riders
- Preliminary recommendation is based on service to transit-dependent riders

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

BRT & Premium Transit corridors on Low Household Income map



-  Candidate BRT
-  Premium Service
-  SunRail
-  New Service
-  HH Income <\$38,000



Central Florida Regional Transportation Authority



5 Year Service Plan

QUESTIONS?



Work Session Item #8.B

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Overview of Fiscal Year 2011 Preliminary Operating Budget

Date: 3/25/2010

BACKGROUND:

On March 25, 2010, staff presented a list of budget assumptions and the budget calendar to the LYNX Audit Committee for discussion and input. The FY2011 Preliminary Operating Budget was prepared based on the following key assumptions:

- Orange County proposed a decrease to the LYNX funding amount in FY11; therefore, a 7% decrease from the FY10 amount was applied to the County
- To create equity the 7% decrease in funding was applied to all local funding partners
- Maintain same level of service throughout the system
- No additional fare increase in FY2011
- No administrative salary increases
- Healthcare increase of 3%
- Increase of 10% for diesel fuel,
- Maintain preventative maintenance levels

In addition, because of the economic environment, LYNX staff was charged with reducing the budget in every area across the organization by 5%.

OVERVIEW:

The FY2011 Preliminary Operating Budget totals \$112,399,756 in revenues and \$112,399,756 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 budget does not include a fare increase. Specifically, this budget includes funds from the following areas:

Revenues:	
Fund Balance	\$ -
Customer Fares	21,383,098
Contract Services	11,857,185
Advertising on Buses	1,400,000
Advertising – Trade	355,000
Interest & Other Income	486,864
Local	45,459,736
State	10,372,586
Federal	21,085,287
Total Revenues	<u>\$112,399,756</u>

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

Expenses:	
Salaries & Wages & Fringe	\$ 61,305,968
Other Services	9,929,815
Fuel	12,576,054
Materials & Supplies	5,192,049
Utilities	1,300,589
Casualty & Liability	1,523,269
Taxes	458,976
Purchased Transportation	18,801,223
Miscellaneous	720,158
Interest	479,655
Leases	112,000
Total Expenses	<u>\$112,399,756</u>

CONCLUSION:

LYNX staff will be seeking direction from the Board to finalize the FY2011 Operating Budget as well as direction on whether or not to apply the 7% across the board reduction in local funding. LYNX was able to apply the 7% across the board local funding reduction in the FY2011 Operating Budget due to the availability of federal stimulus money. When stimulus

funding is no longer available, LYNX will not be able to support decreased local funding levels. Based on Board direction, the FY2011 budget will be updated as necessary.

In accordance with the FY2011 budget calendar the proposed FY2011 budget will be presented to the funding partners, after which the FY2011 budget will be presented to the Board for their consideration and approval.

Information Item A: Government Relations Report

To: LYNX Board Of Directors

From: James McLawhorn
CHIEF GOVT AFFAIRS OFFICER

Phone: 407.841.2279 ext: 6064

Item Name: Government Relations Report

Date: 3/25/2010

TIGER Grant Announcements

Although all 50 states and several territories submitted TIGER Grant applications, 10 states including Florida, did not receive any grants -- CT, DE, FL, GA, ID, KS, NE, ND, NH, and UT, nor did Guam, Puerto Rico and the Virgin Islands. The largest amount - \$105 million went to the Crescent Corridor Intermodal Freight Rail Project in Tennessee and Alabama. The smallest amount \$1.8 million went to Appalachian Regional Short-line upgrades. Sixty percent of the funds went to economically distressed areas.

A number of streetcar projects were selected – Tucson, New Orleans, Portland and Dallas, as well as several BRT projects. Also funded were numerous freight rail projects, bridge replacements, highway corridor improvements, as well as port projects in Mississippi and Maine.

Cost-Effectiveness Emphasis Ends

The Department of Transportation announced that it is dropping a Bush-era practice that emphasizes cost-effectiveness over all other criteria when evaluating a proposal for a new transit project. Under the law, projects under the New Starts program should be judged on a broad range of factors, including the economic development benefits of the project, the environmental benefits, land use factors, and the strength of local funding support, as well as cost-effectiveness.

However, the Bush Administration chose to weigh cost-effectiveness as 50 percent of the project's overall score, making it, in effect, the sole criterion for approving a New Starts project.

The Federal Transit Administration's discretionary New Starts program is the federal government's primary financial resource for supporting major transit capital investments.

The New Starts program funds new and extensions to existing fixed guideway transit systems in every area of the country. These projects include commuter rail, light rail, subways, bus rapid transit, streetcars and ferries.

New Starts projects must undergo evaluation by the FTA in order to be recommended in the President's Budget and to receive funding. Local sources must provide at least 20 percent of the project's funds.

US DOT Budget

The US DOT budget proposes \$4 billion for a new National Infrastructure Innovation and Finance Fund (NIIFF). The fund, if authorized by Congress, would provide competitive grants, loans or a blend of both for transportation projects of a national or regional significance. Projects would "generally not be less than \$25 million", although the Secretary can waive that criteria for smaller areas. The grants/loans would be for highway, transit, rail (including passenger, freight and Amtrak), aviation, port and maritime capital projects.

Up to \$150 million is set aside for planning and design costs of projects and \$70 million is set aside for program administration. The remaining \$2 billion would be obligated in FY11 for competitive grants and \$417 million would be obligated for the subsidy costs of loans and loan guarantees. The budget indicates that the FY11 request is a down payment on a \$25 billion commitment over five years. The Administration will shortly transmit to Congress legislation authorizing the creation of the fund.

Jobs Bill/Second Stimulus

The Obama Administration's FY11 budget request includes \$100 billion as a placeholder for funding for a jobs bill. The Senate will introduce its version of the House-passed "Jobs for Main Street" bill. The initial bill is likely to include an extension of the SAFETEA-LU authorization through December 31, 2010, a General Fund transfer to the Highway Trust Fund of about \$20 billion and possibly additional funding for Build America Bonds. It may also include a retroactive elimination of the FY09 rescission of highway funds which state DOTs have been strongly advocating for. Direct funding for highway, transit, rail and aviation programs are likely to be included in subsequent jobs bills.

FTA Urban Circulator and Bus Livability Grants

FTA is making a total of \$280 million available for Urban Circulator projects & Bus and Bus Facility Livability projects from unallocated FY09 discretionary transit funding as part of the Administration's Livability Initiative.

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 - December 31,2009

Date: 3/25/2010

Please find attached the monthly financial report for the three months ending December 31, 2009. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the three months ending December 31, 2009 reflect total revenue earned in the amount of \$26,653,150 and total expenses incurred in the amount of \$24,848,225 resulting in a net operating profit of \$1,810,925.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$1,721,797 for the first three months of the fiscal year.
- Paratransit services resulted in an operating profit of \$89,128 for the first three months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than the budget at 93%. Customer fares are at 96% of the budgeted amount year-to-date, and are on target with the budget amount for the month of December. Although LYNX' ridership is down by 5.5% year-over-year, the month of December's ridership is only down 2.5% compared to October's decline of 9.9% and November's decline of 3.3%, which may indicate a potential decrease in the decline in future months.

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 year-to-date through November 2009 for advertising on buses, shelters, and in-kind (trade) transactions are \$193,905, \$13,929 and \$38,576, respectively. The Advertising sale's staff continues to actively seek new clients and work with existing clients to offer an attractive and affordable advertising program.

On the positive side, LYNX' continues to experience a decrease in the price of fuel, which is under budget by approximately 18% for the first three months of the fiscal year. In the month of December, LYNX' paid an average net price of \$2.07 per gallon for diesel fuel compared to the budgeted price of \$2.25. The national diesel fuel price for the month of December 2009 was \$2.42, which may be an indication of an anticipated increase in the price of fuel for LYNX throughout the 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, reductions in overtime, medical expenses, and less vacation, and holiday pay than anticipated for the month. In addition, expenses related to materials and supplies, other services, utilities, and leases are less than budgeted.

In addition, professional services related to the "Public Awareness and Multidiscipline Training", "Fast Track Training", and other training grant programs are 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 profit from Paratransit operations is related to higher than anticipated customer fares year-to-date and less expenses for salaries, wages, and fringe benefits. Although administrative expenses are down, operational expenses remain on target or slightly above budget for first two months of the fiscal year.

The price of unleaded fuel for the month is higher than anticipated for the month. The use of unleaded fuel is higher than anticipated year-to-date. The fuel is budgeted at a net price of \$2.00 per gallon in the FY2010 budget. LYNX is currently paying \$2.07 per gallon. The national unleaded fuel price for the month of December 2009 was \$2.29. This supports the excess of actual over budget and indicates an anticipated increase in the price of fuel for LYNX throughout the year.

Although purchased transportation costs year-to-date is slightly above the amounts budgeted, our provider, MV Transportation, is currently providing 1.36 trips per hour, the budget in FY2010 reflects 1.307 trips per hour. This alleviates the impact of the increase in trip costs year-to-date.

An analysis follows:

ACCESS LYNX			
FY2010	Trips (Year-to-Date)	Trip Rate	Costs
Actual (with est.)	138,486	\$32.72	\$4,530,609
Budget (rounding)	153,456	\$29.34	\$4,502,349
Excess Trips/Costs	3,832	\$ 3.38	\$ 4,486

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF DECEMBER 2009 AND THE THREE MONTHS ENDED DECEMBER 31, 2009
(UNAUDITED)

	Year to Date			Month of December		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 5,552,889	\$ 5,326,411	96%	\$ 1,850,963	\$ 1,847,526	100%
Contract Services:						
Local Financial Assistance	2,217,579	2,190,040	99%	739,193	731,900	99%
Other Contractual Services	2,758,272	2,580,503	94%	919,424	1,153,639	125%
Advertising	457,500	246,410	54%	152,500	93,097	61%
Other Operating Income	78,879	85,469	108%	26,293	25,278	96%
Total Operating Revenues	<u>11,065,119</u>	<u>10,428,833</u>	94%	<u>3,688,373</u>	<u>3,851,440</u>	104%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	187,500	488,378	260%	62,500	152,082	243%
State of Florida	1,993,674	1,993,674	100%	664,558	664,558	100%
Local	10,045,548	10,045,548	100%	3,348,516	3,348,516	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	4,196,487	3,011,450	72%	1,398,829	1,105,738	79%
State of Florida - Other	680,202	657,785	97%	226,734	283,129	125%
Interest Income	37,500	30,643	82%	12,500	10,727	86%
Gain / (Loss) on Sale of Assets	10,518	2,839	N/A	3,506	651	N/A
Total Nonoperating Revenues	<u>17,151,429</u>	<u>16,230,317</u>	95%	<u>5,717,143</u>	<u>5,565,401</u>	97%
Total Revenues	<u>28,216,548</u>	<u>26,659,150</u>	94%	<u>9,405,516</u>	<u>9,416,841</u>	100%
OPERATING EXPENSES						
Salaries and Wages	9,995,511	9,443,023	94%	3,331,837	3,089,047	93%
Fringe Benefits	5,560,098	5,141,890	92%	1,853,366	1,763,461	95%
Purchased Transportation Services	4,713,081	4,803,916	102%	1,571,027	1,640,378	104%
Fuel	2,944,938	2,491,267	85%	981,646	825,100	84%
Other Materials and Supplies	1,412,733	1,137,804	81%	470,911	406,783	86%
Professional Services	1,078,989	140,844	13%	359,663	73,427	20%
Other Services	1,213,215	726,866	60%	404,405	248,597	61%
Lease and Miscellaneous Expenses	211,284	119,129	56%	70,428	52,341	74%
Casualty and Liability Insurance	539,082	302,075	56%	179,694	140,550	78%
Utilities	331,917	309,278	93%	110,639	106,796	97%
Taxes and Licenses	115,017	137,576	120%	38,339	31,821	83%
Interest Expense	119,913	94,557	79%	39,971	31,096	78%
Total Operating Expenses	<u>28,235,778</u>	<u>24,848,225</u>	88%	<u>9,411,926</u>	<u>8,409,397</u>	89%
OPERATING GAIN / (LOSS)	<u>\$ (19,230)</u>	<u>\$ 1,810,925</u>	9517%	<u>\$ (6,410)</u>	<u>\$ 1,007,444</u>	15817%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF DECEMBER 2009 AND THE THREE MONTHS ENDED DECEMBER 31, 2009
 (UNAUDITED)

	Year to Date			Month of December		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 5,235,363	\$ 5,005,171	96%	\$ 1,745,121	\$ 1,743,362	100%
Contract Services:						
Local Financial Assistance	2,217,579	2,190,040	99%	739,193	731,900	99%
Other Contractual Services	688,746	516,956	75%	229,582	465,790	203%
Advertising	457,500	246,410	54%	152,500	93,097	61%
Other Income	78,879	85,469	108%	26,293	25,278	96%
Total Operating Revenues	<u>8,678,067</u>	<u>8,044,046</u>	93%	<u>2,892,689</u>	<u>3,059,427</u>	106%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	187,500	488,378	260%	62,500	152,082	243%
State of Florida	1,993,674	1,993,674	100%	664,558	664,558	100%
Local	7,705,677	7,705,677	100%	2,568,559	2,568,559	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	3,699,087	2,514,050	68%	1,233,029	939,938	76%
State of Florida - Other	680,202	657,785	97%	226,734	283,129	125%
Interest Income	37,500	30,643	82%	12,500	10,727	86%
Gain / (Loss) on the Sale of Assets	10,518	2,839	N/A	3,506	651	N/A
Total Nonoperating Revenues	<u>14,314,158</u>	<u>13,393,046</u>	94%	<u>4,771,386</u>	<u>4,619,644</u>	97%
Total Revenues	<u>22,992,225</u>	<u>21,437,092</u>	93%	<u>7,664,075</u>	<u>7,679,071</u>	100%
OPERATING EXPENSES						
Salaries and Wages	9,904,905	9,356,662	94%	3,301,635	3,060,796	93%
Fringe Benefits	5,506,473	5,088,685	92%	1,835,491	1,743,617	95%
Purchased Transportation Services	210,732	273,307	130%	70,244	115,821	165%
Fuel	2,529,264	2,061,682	82%	843,088	676,107	80%
Other Materials and Supplies	1,396,599	1,129,590	81%	465,533	405,971	87%
Professional Services	971,436	140,351	14%	323,812	72,934	23%
Other Services	1,175,793	726,866	62%	391,931	248,597	63%
Lease and Miscellaneous Expenses	206,640	117,517	57%	68,880	52,319	76%
Casualty and Liability Insurance	539,082	302,075	56%	179,694	140,550	78%
Utilities	317,382	301,467	95%	105,794	104,766	99%
Taxes and Licenses	101,682	122,536	121%	33,894	27,846	82%
Interest Expense	119,913	94,557	79%	39,971	31,096	78%
Total Operating Expenses	<u>22,979,901</u>	<u>19,715,295</u>	86%	<u>7,659,967</u>	<u>6,680,420</u>	87%
OPERATING GAIN / (LOSS)	<u>\$ 12,324</u>	<u>\$ 1,721,797</u>	13971%	<u>\$ 4,108</u>	<u>\$ 998,651</u>	24210%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 PARATRANSIT SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF DECEMBER 2009 AND THE THREE MONTHS ENDED DECEMBER 31, 2009
 (UNAUDITED)

	Year to Date			Month of December		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 317,526	\$ 321,240	101%	\$ 105,842	\$ 104,164	98%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	2,069,526	2,063,547	100%	689,842	687,849	100%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	2,387,052	2,384,787	100%	795,684	792,013	100%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	2,339,871	2,339,871	100%	779,957	779,957	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	497,400	497,400	0%	165,800	165,800	0%
State of Florida - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	2,837,271	2,837,271	100%	945,757	945,757	100%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	5,224,323	5,222,058	100%	1,741,441	1,737,770	100%
OPERATING EXPENSES						
Salaries and Wages	90,606	86,361	95%	30,202	28,251	94%
Fringe Benefits	53,625	53,205	99%	17,875	19,844	111%
Purchased Transportation Services	4,502,349	4,530,609	101%	1,500,783	1,524,557	102%
Fuel	415,674	429,585	103%	138,558	148,993	108%
Other Materials and Supplies	16,134	8,214	51%	5,378	812	15%
Professional Services	107,553	493	0%	35,851	493	1%
Other Services	37,422	-	0%	12,474	-	0%
Lease and Miscellaneous Expenses	4,644	1,612	35%	1,548	22	1%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	14,535	7,811	54%	4,845	2,030	42%
Taxes and Licenses	13,335	15,040	113%	4,445	3,975	89%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	5,255,877	5,132,930	98%	1,751,959	1,728,977	99%
OPERATING GAIN / (LOSS)	\$ (31,554)	\$ 89,128	382%	\$ (10,518)	\$ 8,793	184%

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 - November 30, 2009

Date: 3/25/2010

Please find attached the monthly financial report for the two months ending November 30, 2009. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the two months ending November 30, 2009 reflect total revenue earned in the amount of \$17,242,309 and total expenses incurred in the amount of \$16,438,828 resulting in a net operating profit of \$803,481.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$723,146 for the first two months of the fiscal year.
- Paratransit services resulted in an operating profit of \$80,335 for the first two months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than the budget at 90%. Customer fares are at 93% of the budgeted amount year-to-date, and are 12% below the budget amount for the month of November. Although LYNX' ridership is down by 6.9% year-over-year, the month of November's ridership is only down 3.3% compared to October's decline of 9.9%, which may indicate a potential decrease in the decline in future months.

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 year-to-date through November 2009 for advertising on buses, shelters, and in-kind (trade) transactions are \$123,013, \$4,550 and \$25,751, respectively. The Advertising sale's staff continues to actively seek new clients and work with existing clients to offer an attractive and affordable advertising program.

On the positive side, LYNX continues to experience a decrease in the price of fuel, which is under budget by approximately 18% for the first two months of the fiscal year. In the month of November, LYNX paid an average net price of \$2.09 per gallon for diesel fuel compared to the budgeted price of \$2.25. The

national diesel fuel price for the month of November 2009 was \$2.47, which is an indication of an anticipated increase in the price of fuel for LYNX throughout the 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, reductions in overtime, medical expenses, and less vacation, and holiday pay than anticipated for the month. In addition, expenses related to materials and supplies, other services, and leases are less than budgeted.

In addition, professional services related to the "Public Awareness and Multidiscipline Training", "Fast Track Training", and other training grant programs are 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 profit from Paratransit operations is related to higher than anticipated customer fares year-to-date and less expenses for salaries, wages, and fringe benefits. Although administrative expenses are down, operational expenses remain on target or slightly above budget for first two months of the fiscal year.

The price of unleaded fuel for the month is on target, the use of unleaded fuel is higher than anticipated for the month. The fuel is budgeted at a net price of \$2.00 per gallon in the FY2010 budget. LYNX is currently paying \$2.10 per gallon. The national unleaded fuel price for the month of November 2009 was \$2.34. This supports the excess of actual over budget and indicates an anticipated increase in the price of fuel for LYNX throughout the year.

Although purchased transportation costs year-to-date is slightly above the amounts budgeted, our provider, MV Transportation is currently providing 1.38 trips per hour, the budget in FY2010 reflects 1.307 trips per hour. This alleviates the impact of the increase in trip costs year-to-date.

An analysis follows:

ACCESS LYNX			
FY2010	Trips (Year-to-Date)	Trip Rate	Costs
Actual (with est.)	98,472	\$30.53	\$3,006,052
Budget (rounding)	102,304	\$29.34	\$3,001,566
Excess Trips/Costs	3,832	\$ 1.19	\$ 4,486

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF NOVEMBER 2009 AND THE TWO MONTHS ENDED NOVEMBER 30, 2009
(UNAUDITED)

	Year to Date			Month of November		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 3,701,926	\$ 3,478,885	94%	\$ 1,850,963	\$ 1,642,805	89%
Contract Services:						
Local Financial Assistance	1,478,386	1,458,140	99%	739,193	728,490	99%
Other Contractual Services	1,838,848	1,426,864	78%	919,424	713,432	78%
Advertising	305,000	153,313	50%	152,500	62,725	41%
Other Operating Income	52,586	60,191	114%	26,293	38,312	146%
Total Operating Revenues	7,376,746	6,577,393	89%	3,688,373	3,185,764	86%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	125,000	336,296	269%	62,500	143,039	229%
State of Florida	1,329,116	1,329,116	100%	664,558	664,558	100%
Local	6,697,032	6,697,032	100%	3,348,516	3,348,516	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	2,797,658	1,905,712	68%	1,398,829	946,603	68%
State of Florida - Other	453,468	374,656	83%	226,734	184,981	82%
Interest Income	25,000	19,916	80%	12,500	8,841	71%
Gain / (Loss) on Sale of Assets	7,012	2,188	N/A	3,506	2,188	N/A
Total Nonoperating Revenues	11,434,286	10,664,916	93%	5,717,143	5,298,726	93%
Total Revenues	18,811,032	17,242,309	92%	9,405,516	8,484,490	90%
OPERATING EXPENSES						
Salaries and Wages	6,663,674	6,353,976	95%	3,331,837	3,124,289	94%
Fringe Benefits	3,706,732	3,378,429	91%	1,853,366	1,943,150	105%
Purchased Transportation Services	3,142,054	3,163,538	101%	1,571,027	1,532,493	98%
Fuel	1,963,292	1,666,167	85%	981,646	781,779	80%
Other Materials and Supplies	941,822	731,021	78%	470,911	405,494	86%
Professional Services	719,326	67,417	9%	359,663	46,130	13%
Other Services	808,810	478,269	59%	404,405	253,599	63%
Lease and Miscellaneous Expenses	140,856	66,788	47%	70,428	23,517	33%
Casualty and Liability Insurance	359,388	161,525	45%	179,694	139,845	78%
Utilities	221,278	202,482	92%	110,639	92,095	83%
Taxes and Licenses	76,678	105,755	138%	38,339	85,161	222%
Interest Expense	79,942	63,461	79%	39,971	31,519	79%
Total Operating Expenses	18,823,852	16,438,828	87%	9,411,926	8,459,071	90%
OPERATING GAIN / (LOSS)	\$ (12,820)	\$ 803,481	6367%	\$ (6,410)	\$ 25,419	-397%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF NOVEMBER 2009 AND THE TWO MONTHS ENDED NOVEMBER 30, 2009
 (UNAUDITED)

	Year to Date			Month of November		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 3,490,242	\$ 3,261,809	93%	\$ 1,745,121	\$ 1,541,194	88%
Contract Services:						
Local Financial Assistance	1,478,386	1,458,140	99%	739,193	728,490	99%
Other Contractual Services	459,164	51,166	11%	229,582	25,583	11%
Advertising	305,000	153,313	50%	152,500	62,725	41%
Other Income	52,586	60,191	114%	26,293	38,312	146%
Total Operating Revenues	<u>5,785,378</u>	<u>4,984,619</u>	86%	<u>2,892,689</u>	<u>2,396,304</u>	83%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	125,000	336,296	269%	62,500	143,039	229%
State of Florida	1,329,116	1,329,116	100%	664,558	664,558	100%
Local	5,137,118	5,137,118	100%	2,568,559	2,568,559	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	2,466,058	1,574,112	64%	1,233,029	780,803	63%
State of Florida - Other	453,468	374,656	83%	226,734	184,981	82%
Interest Income	25,000	19,916	80%	12,500	8,841	71%
Gain / (Loss) on the Sale of Assets	7,012	2,188	N/A	3,506	2,188	N/A
Total Nonoperating Revenues	<u>9,542,772</u>	<u>8,773,402</u>	92%	<u>4,771,386</u>	<u>4,352,969</u>	91%
Total Revenues	<u>15,328,150</u>	<u>13,758,021</u>	90%	<u>7,664,075</u>	<u>6,749,273</u>	88%
OPERATING EXPENSES						
Salaries and Wages	6,603,270	6,295,866	95%	3,301,635	3,098,335	94%
Fringe Benefits	3,670,982	3,345,068	91%	1,835,491	1,924,142	105%
Purchased Transportation Services	140,488	157,486	112%	70,244	74,525	106%
Fuel	1,686,176	1,385,575	82%	843,088	646,716	77%
Other Materials and Supplies	931,066	723,619	78%	465,533	401,347	86%
Professional Services	647,624	67,417	10%	323,812	46,130	14%
Other Services	783,862	478,269	61%	391,931	253,599	65%
Lease and Miscellaneous Expenses	137,760	65,198	47%	68,880	23,327	34%
Casualty and Liability Insurance	359,388	161,525	45%	179,694	139,845	78%
Utilities	211,588	196,701	93%	105,794	90,093	85%
Taxes and Licenses	67,788	94,690	140%	33,894	80,916	239%
Interest Expense	79,942	63,461	79%	39,971	31,519	79%
Total Operating Expenses	<u>15,319,934</u>	<u>13,034,875</u>	85%	<u>7,659,967</u>	<u>6,810,494</u>	89%
OPERATING GAIN / (LOSS)	<u>\$ 8,216</u>	<u>\$ 723,146</u>	8802%	<u>\$ 4,108</u>	<u>\$ (61,221)</u>	-1590%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 PARATRANSIT SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF NOVEMBER 2009 AND THE TWO MONTHS ENDED NOVEMBER 30, 2009
 (UNAUDITED)

	Year to Date			Month of November		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 211,684	\$ 217,076	103%	\$ 105,842	\$ 101,611	96%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	1,379,684	1,375,698	100%	689,842	687,849	100%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>1,591,368</u>	<u>1,592,774</u>	100%	<u>795,684</u>	<u>789,460</u>	99%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	1,559,914	1,559,914	100%	779,957	779,957	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	331,600	331,600	0%	165,800	165,800	0%
State of Florida - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>1,891,514</u>	<u>1,891,514</u>	100%	<u>945,757</u>	<u>945,757</u>	100%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>3,482,882</u>	<u>3,484,288</u>	100%	<u>1,741,441</u>	<u>1,735,217</u>	100%
OPERATING EXPENSES						
Salaries and Wages	60,404	58,110	96%	30,202	25,954	86%
Fringe Benefits	35,750	33,361	93%	17,875	19,008	106%
Purchased Transportation Services	3,001,566	3,006,052	100%	1,500,783	1,457,968	97%
Fuel	277,116	280,592	101%	138,558	135,063	97%
Other Materials and Supplies	10,756	7,402	69%	5,378	4,147	77%
Professional Services	71,702	-	0%	35,851	-	0%
Other Services	24,948	-	0%	12,474	-	0%
Lease and Miscellaneous Expenses	3,096	1,590	51%	1,548	190	12%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	9,690	5,781	60%	4,845	2,002	41%
Taxes and Licenses	8,890	11,065	124%	4,445	4,245	96%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>3,503,918</u>	<u>3,403,953</u>	97%	<u>1,751,959</u>	<u>1,648,577</u>	94%
OPERATING GAIN / (LOSS)	<u>\$ (21,036)</u>	<u>\$ 80,335</u>	482%	<u>\$ (10,518)</u>	<u>\$ 86,640</u>	924%

Monthly Report C: 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 - October 31, 2009

Date: 3/25/2010

Please find attached the monthly financial report for the one month ending October 31, 2009. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the one month ending October 31, 2009 reflect total revenue earned in the amount of \$8,757,819 and total expenses incurred in the amount of \$7,979,757 resulting in a net operating profit of \$778,062.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$784,367 for the first month of the fiscal year.
- Paratransit services resulted in an operating loss of \$6,305 for the first month of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than the budget at 89%. Customer fares are at 99% of the budgeted amount year-to-date, and are 1% below the budget amount for the month of October. Although ridership is down by 9.9% year-over-year for the month, October is typically the highest ridership month of 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 October 2009 for advertising on buses, shelters, and in-kind (trade) transactions are \$77,713 \$-0-, and \$12,875, respectively. The Advertising sale's staff continues to actively seek new clients and work with existing clients to offer an attractive and affordable advertising program.

On the positive side, LYNX continues to experience a decrease in the price of fuel, which is under budget by approximately 12% for the first month of the fiscal year. In the month of

October, LYNX paid an average net price of \$2.09 per gallon for diesel fuel compared to the budgeted price of \$2.25. The national diesel fuel price for the month of October 2009 was \$2.35. This is an indication of an anticipated increase in the price of fuel for LYNX throughout the 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, reductions in overtime, and less vacation, sick, and holiday pay than anticipated for the month. In addition, expenses related to materials and supplies, other services, leases, taxes, and licenses are less than budgeted.

In addition, professional services related to the “Public Awareness and Multidiscipline Training”, “Fast Track Training”, and other training grant programs are 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 than anticipated trips for the month of October 2009. Although the price of unleaded fuel for the month is on target, the use of unleaded fuel is higher than anticipated for the month. The fuel is budgeted at a net price of \$2.00 per gallon in the FY2010 budget. LYNX is currently paying \$1.99 per gallon. The national unleaded fuel price for the month of October 2009 was \$2.24. This is an indication of an anticipated increase in the price of fuel for LYNX throughout the year.

Although purchased transportation costs year-to-date is slightly above the amounts budgeted, our provider, MV Transportation, is currently providing 1.40 trips per hour, the budget in FY2010 reflects 1.307 trips per hour. This alleviates the impact of the increase in trips above budget.

An analysis follows:

ACCESS LYNX			
FY2010	Trips (Year-to-Date)	Trip Rate	Costs
Actual (with est.)	54,043	\$28.65	\$1,548,084
Budget (rounding)	51,152	\$29.34	\$1,500,783
Excess Trips/Costs	2,891	\$ (.69)	\$ 47,301

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF OCTOBER 2009 AND THE ONE MONTH ENDED OCTOBER 31, 2009
(UNAUDITED)

	Year to Date			Month of October		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 1,850,963	\$ 1,836,080	99%	\$ 1,850,963	\$ 1,836,080	99%
Contract Services:						
Local Financial Assistance	739,193	729,650	99%	739,193	729,650	99%
Other Contractual Services	919,424	713,432	78%	919,424	713,432	78%
Advertising	152,500	90,588	59%	152,500	90,588	59%
Other Operating Income	26,293	21,879	83%	26,293	21,879	83%
Total Operating Revenues	<u>3,688,373</u>	<u>3,391,629</u>	92%	<u>3,688,373</u>	<u>3,391,629</u>	92%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	62,500	193,257	309%	62,500	193,257	309%
State of Florida	664,558	664,558	100%	664,558	664,558	100%
Local	3,348,516	3,348,516	100%	3,348,516	3,348,516	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	1,398,829	959,109	69%	1,398,829	959,109	69%
State of Florida - Other	226,734	189,675	84%	226,734	189,675	84%
Interest Income	12,500	11,075	89%	12,500	11,075	89%
Gain / (Loss) on Sale of Assets	3,506	-	N/A	3,506	-	N/A
Total Nonoperating Revenues	<u>5,717,143</u>	<u>5,366,190</u>	94%	<u>5,717,143</u>	<u>5,366,190</u>	94%
Total Revenues	<u>9,405,516</u>	<u>8,757,819</u>	93%	<u>9,405,516</u>	<u>8,757,819</u>	93%
OPERATING EXPENSES						
Salaries and Wages	3,331,837	3,229,687	97%	3,331,837	3,229,687	97%
Fringe Benefits	1,853,366	1,435,279	77%	1,853,366	1,435,279	77%
Purchased Transportation Services	1,571,027	1,631,045	104%	1,571,027	1,631,045	104%
Fuel	981,646	884,388	90%	981,646	884,388	90%
Other Materials and Supplies	470,911	325,527	69%	470,911	325,527	69%
Professional Services	359,663	21,287	6%	359,663	21,287	6%
Other Services	404,405	224,670	56%	404,405	224,670	56%
Lease and Miscellaneous Expenses	70,428	43,271	61%	70,428	43,271	61%
Casualty and Liability Insurance	179,694	21,680	12%	179,694	21,680	12%
Utilities	110,639	110,387	100%	110,639	110,387	100%
Taxes and Licenses	38,339	20,594	54%	38,339	20,594	54%
Interest Expense	39,971	31,942	80%	39,971	31,942	80%
Total Operating Expenses	<u>9,411,926</u>	<u>7,979,757</u>	85%	<u>9,411,926</u>	<u>7,979,757</u>	85%
OPERATING GAIN / (LOSS)	<u>\$ (6,410)</u>	<u>\$ 778,062</u>	12238%	<u>\$ (6,410)</u>	<u>\$ 778,062</u>	12238%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF OCTOBER 2009 AND THE ONE MONTH ENDED OCTOBER 31, 2009
(UNAUDITED)

	Year to Date			Month of October		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 1,745,121	\$ 1,720,615	99%	\$ 1,745,121	\$ 1,720,615	99%
Contract Services:						
Local Financial Assistance	739,193	729,650	99%	739,193	729,650	99%
Other Contractual Services	229,582	25,583	11%	229,582	25,583	11%
Advertising	152,500	90,588	59%	152,500	90,588	59%
Other Income	26,293	21,879	83%	26,293	21,879	83%
Total Operating Revenues	<u>2,892,689</u>	<u>2,588,315</u>	89%	<u>2,892,689</u>	<u>2,588,315</u>	89%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	62,500	193,257	309%	62,500	193,257	309%
State of Florida	664,558	664,558	100%	664,558	664,558	100%
Local	2,568,559	2,568,559	100%	2,568,559	2,568,559	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	1,233,029	793,309	64%	1,233,029	793,309	64%
State of Florida - Other	226,734	189,675	84%	226,734	189,675	84%
Interest Income	12,500	11,075	89%	12,500	11,075	89%
Gain / (Loss) on the Sale of Assets	3,506	-	N/A	3,506	-	N/A
Total Nonoperating Revenues	<u>4,771,386</u>	<u>4,420,433</u>	93%	<u>4,771,386</u>	<u>4,420,433</u>	93%
Total Revenues	<u>7,664,075</u>	<u>7,008,748</u>	91%	<u>7,664,075</u>	<u>7,008,748</u>	91%
OPERATING EXPENSES						
Salaries and Wages	3,301,635	3,197,531	97%	3,301,635	3,197,531	97%
Fringe Benefits	1,835,491	1,420,926	77%	1,835,491	1,420,926	77%
Purchased Transportation Services	70,244	82,961	118%	70,244	82,961	118%
Fuel	843,088	738,859	88%	843,088	738,859	88%
Other Materials and Supplies	465,533	322,272	69%	465,533	322,272	69%
Professional Services	323,812	21,287	7%	323,812	21,287	7%
Other Services	391,931	224,670	57%	391,931	224,670	57%
Lease and Miscellaneous Expenses	68,880	41,871	61%	68,880	41,871	61%
Casualty and Liability Insurance	179,694	21,680	12%	179,694	21,680	12%
Utilities	105,794	106,608	101%	105,794	106,608	101%
Taxes and Licenses	33,894	13,774	41%	33,894	13,774	41%
Interest Expense	39,971	31,942	80%	39,971	31,942	80%
Total Operating Expenses	<u>7,659,967</u>	<u>6,224,381</u>	81%	<u>7,659,967</u>	<u>6,224,381</u>	81%
OPERATING GAIN / (LOSS)	<u>\$ 4,108</u>	<u>\$ 784,367</u>	19094%	<u>\$ 4,108</u>	<u>\$ 784,367</u>	19094%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 PARATRANSIT SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF OCTOBER 2009 AND THE ONE MONTH ENDED OCTOBER 31, 2009
 (UNAUDITED)

	Year to Date			Month of October		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 105,842	\$ 115,465	109%	\$ 105,842	\$ 115,465	109%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	689,842	687,849	100%	689,842	687,849	100%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>795,684</u>	<u>803,314</u>	101%	<u>795,684</u>	<u>803,314</u>	101%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	779,957	779,957	100%	779,957	779,957	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	165,800	165,800	0%	165,800	165,800	0%
State of Florida - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>945,757</u>	<u>945,757</u>	100%	<u>945,757</u>	<u>945,757</u>	100%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>1,741,441</u>	<u>1,749,071</u>	100%	<u>1,741,441</u>	<u>1,749,071</u>	100%
OPERATING EXPENSES						
Salaries and Wages	30,202	32,156	106%	30,202	32,156	106%
Fringe Benefits	17,875	14,353	80%	17,875	14,353	80%
Purchased Transportation Services	1,500,783	1,548,084	103%	1,500,783	1,548,084	103%
Fuel	138,558	145,529	105%	138,558	145,529	105%
Other Materials and Supplies	5,378	3,255	61%	5,378	3,255	61%
Professional Services	35,851	-	0%	35,851	-	0%
Other Services	12,474	-	0%	12,474	-	0%
Lease and Miscellaneous Expenses	1,548	1,400	90%	1,548	1,400	90%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	4,845	3,779	78%	4,845	3,779	78%
Taxes and Licenses	4,445	6,820	153%	4,445	6,820	153%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>1,751,959</u>	<u>1,755,376</u>	100%	<u>1,751,959</u>	<u>1,755,376</u>	100%
OPERATING GAIN / (LOSS)	<u>\$ (10,518)</u>	<u>\$ (6,305)</u>	60%	<u>\$ (10,518)</u>	<u>\$ (6,305)</u>	60%

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

To: LYNX Board Of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
Rudolph Walter
(Technical Contact)
Belinda Balleras
(Technical Contact)
Catherine Cavins
(Technical Contact)

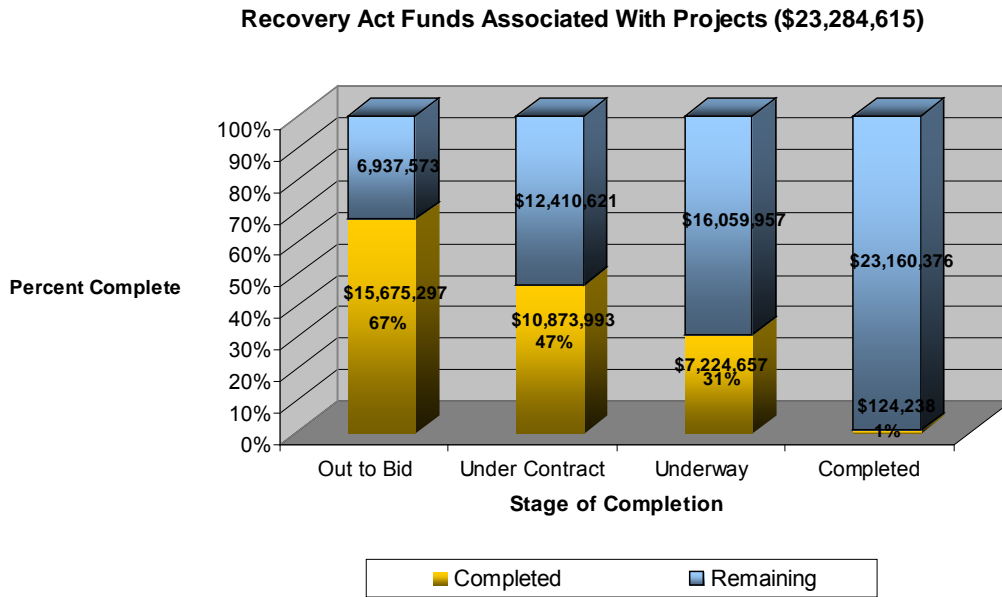
Phone: 407.841.2279 ext: 6058

Item Name: LYNX American Recovery and Reinvestment Act Project Status Report
LYNX American Recovery and Reinvestment Act Project Status Report for
December 2009, January & February 2010

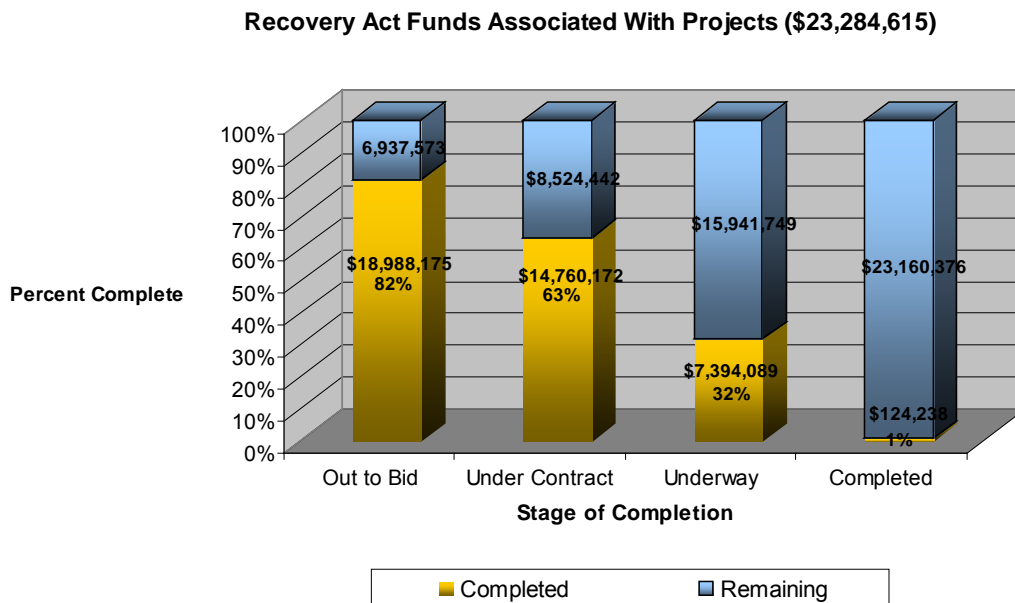
Date: 3/25/2010

The following tables and charts show, on a cumulative basis, the status and stage of completion of each specific American Recovery and Reinvestment Act (ARRA) project as of December 31, 2009, January 31, 2010 and February 28, 2010. The stages of completion being reported include Out-to-Bid, Under Contract, Underway and Completed. Also included is the number of jobs created/retained and the associated hours worked and payroll (see Table of LYNX Project Status).

LYNX Progress Chart on ARRA projects as of December 31, 2009:



LYNX Progress Chart on ARRA projects as of January 31, 2010:



LYNX Progress Chart on ARRA projects as of February 28, 2010:

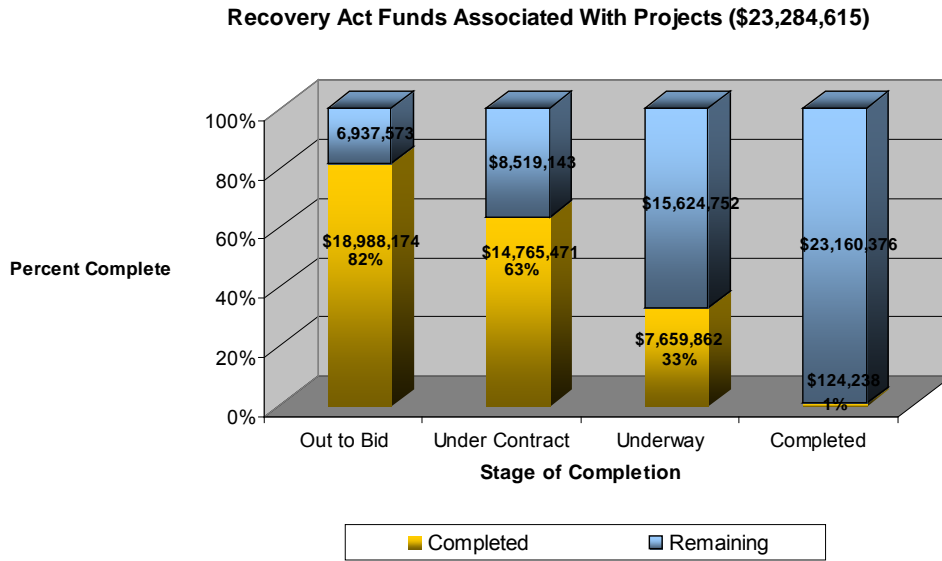


Table of LYNX Project Status for ARRA projects as of December 31, 2009:

PROJECT	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlaid	Number of Projects Put Out to Bid	Funds Associated with Projects Put Out to Bid	Number of Projects Under Contract	Funds Associated with Projects Under Contract	Number of Projects in which Work Has Begun	Funds Associated with Projects in which Work Has Begun	Number of Completed Projects	Funds Associated with Completed Projects	Direct, On-Project Jobs Created or Sustained	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
Emergency Generators	872,770													
Roller Brake Dynamometer	175,000			1	175,000									
Paint Booth	225,523													
Parking Lot Improvements- LOC	400,000	87,694	29,231	1	87,694	1	87,694	1	87,694			7	297	9,996
Elect/Mech Improvements	259,764													
Bus Shelters (Counties & City)	7,857,651	209,396	88,593	2	4,544,773	2	4,060,629	2	611,293			20	868	27,194
Fare Payment System Upgrade	937,710													
Bus Surveillance/Cameras	1,545,340			1	1,545,340									
Kissimmee Transfer Ctr Design	200,000			1	200,000	1	200,000							
Rosement Transfer Center	416,083													
West Oaks Transfer Center	416,083	7,660		1	7,660	1	7,660	1	7,660					
Sanford Transfer Center	416,083	3,830		1	3,830	1	3,830	1	3,830					
Integrate CCTV System	449,000			1	449,000									
LYMMO Buses	5,000,000	4,608,617		1	5,000,000	1	4,608,617	1	4,608,617					
Circulator Vehicles	451,608													
Paratransit Vehicles	3,220,000	1,630,125		1	3,220,000	1	1,630,125	1	1,630,125					
Energy Eff Lighting Upgrade	125,000			1	125,000									
Energy Eff/Sec Window Film	192,000	151,200		1	192,000	1	151,200	1	151,200					
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	6,822,760	242,062	14	15,675,297	10	10,873,993	9	7,224,657	1	124,238	27	1,165	37,190
Urban Preventative Maint	4,890,000													
Urban Cap Cost of Contracting	1,000,000													
Project Administration	400,000	47,261	47,261	1	400,000	1	47,261	1	47,261			2	1,184	47,261
SUBTOTAL Urban Grant	29,574,615	6,870,021	289,323	15	16,075,297	11	10,921,254	10	7,271,918	1	124,238	29	2,349	84,451
Rural Preventative Maint	534,468													
Rural Cap Cost of Contracting	1,416,802													
SUBTOTAL Rural Grant	1,951,270	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS	31,525,885	6,870,021	289,323	15	16,075,297	11	10,921,254	10	7,271,918	1	124,238	29	2,349	84,451

Table of LYNX Project Status for ARRA projects as of January 31, 2010:

PROJECT	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlayed	Number of Projects Put Out to Bid	Funds Associated with Projects Put Out to Bid	Number of Projects Under Contract	Funds Associated with Projects Under Contract	Number of Projects in which Work Has Begun	Funds Associated with Projects in which Work Has Begun	Number of Completed Projects	Funds Associated with Completed Projects	Direct, On-Project Jobs Created or Sustained	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
Emergency Generators	872,770													
Roller Brake Dynamometer	175,000	92,745		1	175,000	1	92,745	1	92,745					
Paint Booth	225,523													
Parking Lot Improvements- LOC	400,000	87,865	40,678	1	87,694	1	87,694	1	87,865			7	297	9,996
Elect/Mech Improvements	259,764													
Bus Shelters (Counties & City)	7,857,651	691,396	90,348	2	7,857,651	2	7,857,651	2	691,396			20	868	27,194
Fare Payment System Upgrade	937,710													
Bus Surveillance/Cameras	1,545,340			1	1,545,340									
Kissimmee Transfer Ctr Design	200,000			1	200,000	1	200,000							
Rosement Transfer Center	416,083													
West Oaks Transfer Center	416,083	7,660		1	7,660	1	7,660	1	7,660					
Sanford Transfer Center	416,083	3,830		1	3,830	1	3,830	1	3,830					
Integrate CCTV System	449,000			1	449,000									
LYMMO Buses	5,000,000	4,608,617		1	5,000,000	1	4,608,617	1	4,608,617					
Circulator Vehicles	451,608													
Paratransit Vehicles	3,220,000	1,630,125		1	3,220,000	1	1,630,125	1	1,630,125					
Energy Eff Lighting Upgrade	125,000			1	125,000									
Energy Eff/Sec Window Film	192,000	147,612		1	192,000	1	147,612	1	147,612					
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	7,394,088	255,264	14	18,988,175	11	14,760,172	10	7,394,088	1	124,238	27	1,165	37,190
Urban Preventative Maint	4,890,000													
Urban Cap Cost of Contracting	1,000,000													
Project Administration	400,000	59,745	59,745	1	400,000	1	59,745	1	59,745			3	1,460	59,745
SUBTOTAL Urban Grant	29,574,615	7,453,833	315,009	15	19,388,175	12	14,819,917	11	7,453,833	1	124,238	30	2,625	96,935
*Rural Preventative Maint	534,468	939,948	939,948	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	54	667	939,948
Rural Cap Cost of Contracting	1,416,802													
SUBTOTAL Rural Grant	1,951,270	939,948	939,948	-	-	-	-	-	-	-	-	54	667	939,948
TOTALS	31,525,885	8,393,781	1,254,957	15	19,388,175	12	14,819,917	11	7,453,833	1	124,238	84	3,292	1,036,883

* Budget Revision submitted to FDOT for Capital Cost of Contracting to be added to Preventative Maintenance

Table of LYNX Project Status for ARRA projects as of February 28, 2010:

PROJECT	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlaid	Number of Projects Put Out to Bid	Funds Associated with Projects Put Out to Bid	Number of Projects Under Contract	Funds Associated with Projects Under Contract	Number of Projects in which Work Has Begun	Funds Associated with Projects in which Work Has Begun	Number of Completed Projects	Funds Associated with Completed Projects	Direct, On-Project Jobs Created or Sustained	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
Emergency Generators	872,770													
Roller Brake Dynamometer	175,000	92,745		1	175,000	1	92,745	1	92,745					
Paint Booth	225,523													
Parking Lot Improvements- LOC	400,000	87,865	40,678	1	87,694	1	87,694	1	87,865			17	522	17,119
Elect/Mech Improvements	259,764													
Bus Shelters (Counties & City)	7,857,651	951,869	90,348	2	7,857,651	2	7,857,651	2	951,869			23	923	29,404
Fare Payment System Upgrade	937,710													
Bus Surveillance/Cameras	1,545,340			1	1,545,340									
Kissimmee Transfer Ctr Design	200,000			1	200,000	1	200,000							
Rosement Transfer Center	416,083													
West Oaks Transfer Center	416,083	7,660		1	7,660	1	7,660	1	7,660					
Sanford Transfer Center	416,083	3,830		1	3,830	1	3,830	1	3,830					
Integrate CCTV System	449,000			1	449,000									
LYMMO Buses	5,000,000	4,613,917		1	5,000,000	1	4,613,917	1	4,613,917					
Circulator Vehicles	451,608													
Paratransit Vehicles	3,220,000	1,630,125		1	3,220,000	1	1,630,125	1	1,630,125					
Energy Eff Lighting Upgrade	125,000			1	125,000									
Energy Eff/Sec Window Film	192,000	147,612		1	192,000	1	147,612	1	147,612					
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	7,659,861	255,264	14	18,988,175	11	14,765,472	10	7,659,861	1	124,238	40	1,445	46,523
Urban Preventative Maint	4,890,000													
Urban Cap Cost of Contracting	1,000,000													
Project Administration	400,000	73,827	59,745	1	400,000	1	73,827	1	73,827			3	1,880	72,731
SUBTOTAL Urban Grant	29,574,615	7,733,688	315,009	15	19,388,175	12	14,839,299	11	7,733,688	1	124,238	43	3,325	119,254
*Rural Preventative Maint	534,468	1,144,239	1,144,239	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	51,280	1,144,239
Rural Cap Cost of Contracting	1,416,802													
SUBTOTAL Rural Grant	1,951,270	1,144,239	1,144,239	-	-	-	-	-	-	-	-	53	51,280	1,144,239
TOTALS	31,525,885	8,877,927	1,459,248	15	19,388,175	12	14,839,299	11	7,733,688	1	124,238	96	54,605	1,263,493

* Budget Revision submitted to FDOT for Capital Cost of Contracting to be added to Preventative Maintenance

Monthly Report E: Ridership Report

To: LYNX Board Of Directors

From: **Edward Johnson**
 CHIEF ADMINISTRATIVE OFFICER
Rudolph Walter
 (Technical Contact)
Jerry Bryan
 (Technical Contact)
William Hearndon
 (Technical Contact)

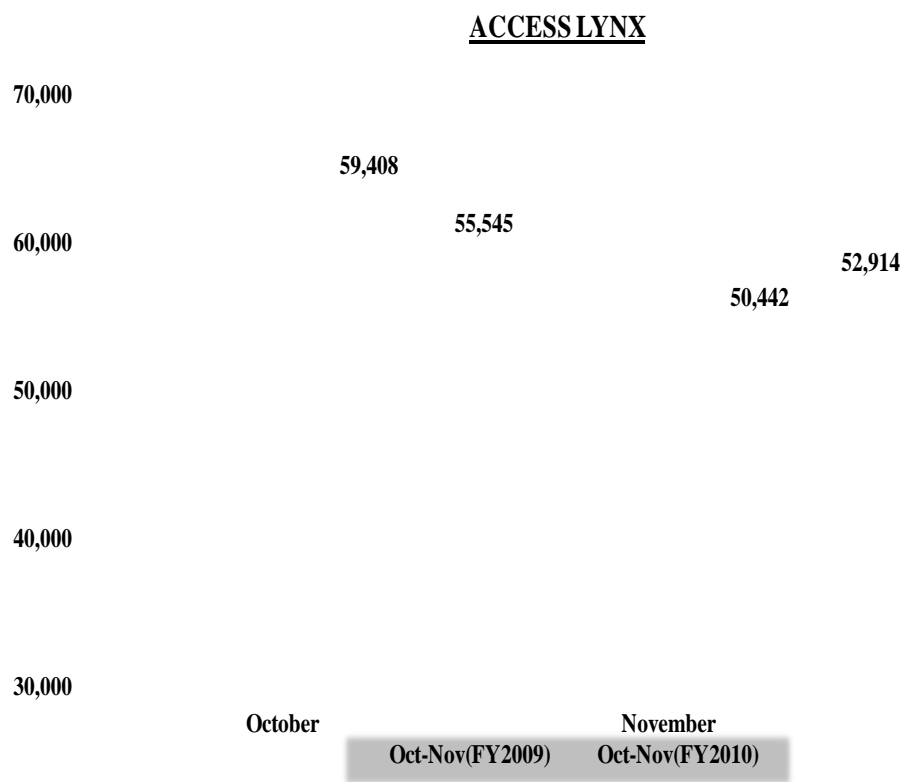
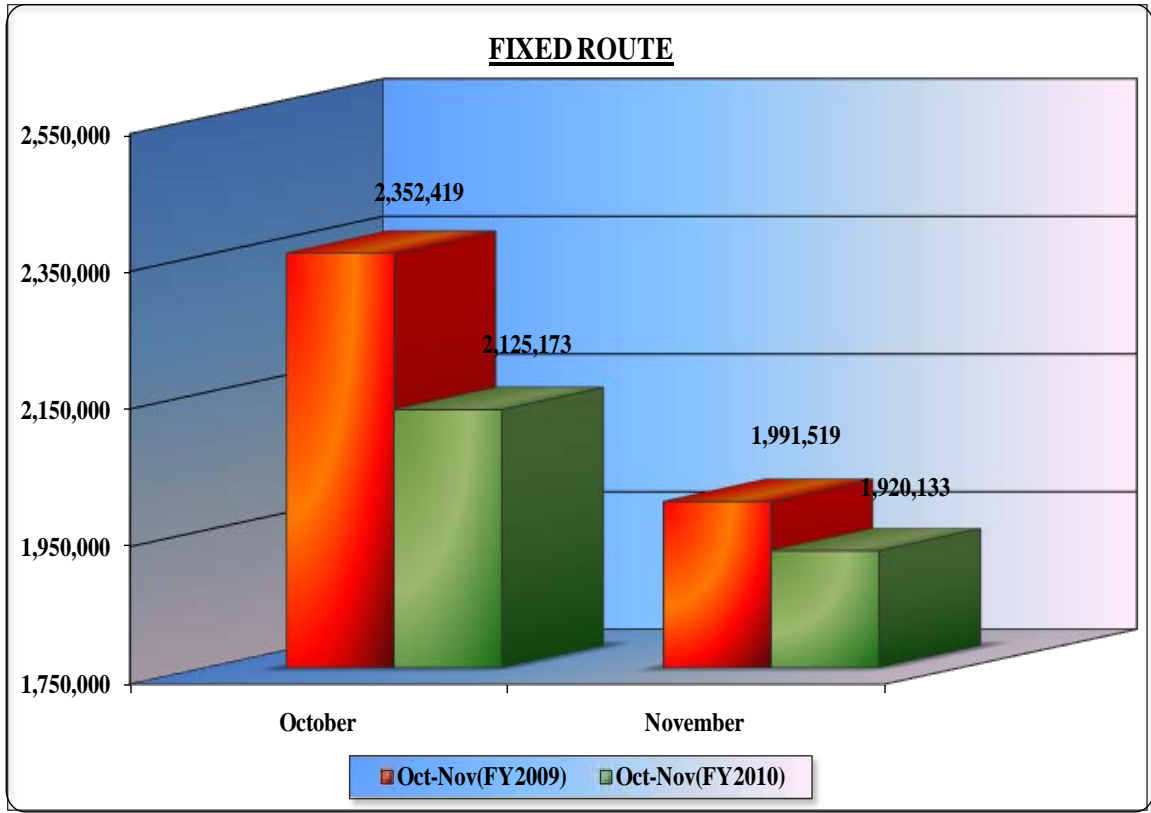
Phone: 407.841.2279 ext: 6058

Item Name: Ridership Report
 Ridership Reports For November/December 2009 and January/February 2010

Date: 3/25/2010

Year to date (October – November) Final

<i>Service Mode</i>	<i>Oct-Nov(FY2009)</i>	<i>Oct-Nov(FY2010)</i>	<i>% Change</i>
LYMMO	192,952	192,970	0.01%
Fixed Route	4,149,527	3,835,229	-7.57%
Pick Up Line	1,459	17,107	1072.52%
SUBTOTAL - FIXED ROUTE	4,343,938	4,045,306	-6.87%
Special Shuttles	13,301	6,603	-50.36%
ACCESS LYNX	109,850	108,459	-1.27%
VanPlan	32,008	29,950	-6.43%
SUBTOTAL - OTHER SERVICES	155,159	145,012	-6.54%
TOTAL ALL SERVICES	4,499,097	4,190,318	-6.86%



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>November-08</i>	<i>November-09</i>	<i>% Change</i>
LYMMO	Weekday	3,948	3,742	-5.24%
	Saturday	1,519	1,258	-17.20%
	Sunday	850	787	-7.43%
All Other Links	Weekday	77,544	70,596	-8.96%
	Saturday	52,734	49,410	-6.30%
	Sunday	27,690	28,835	4.14%
Total Fixed Route	Weekday	81,492	74,338	-8.78%
	Saturday	54,253	50,668	-6.61%
	Sunday	28,540	29,622	3.79%
ACCESS LYNX	Weekday	2,181	2,230	2.28%
	Saturday	935	1,058	13.23%
	Sunday	431	368	-14.56%
Pick Up Line	Weekday	27	343	1151.48%
	Saturday	25	255	928.23%
VanPlan	Weekday	546	648	18.86%
	Saturday	84	77	-8.33%
	Sunday	85	88	3.77%
TOTAL LYNX SERVICES	Weekday	84,246	77,560	-7.94%
	Saturday	55,296	52,058	-5.86%
	Sunday	29,056	30,078	3.52%

The following new links began service in April 2009:

- Link 434 – SR 434 Crosstown
- Link 611 – Ocoee Pick Up Line
- Link 621 – Bithlo Pick Up Line

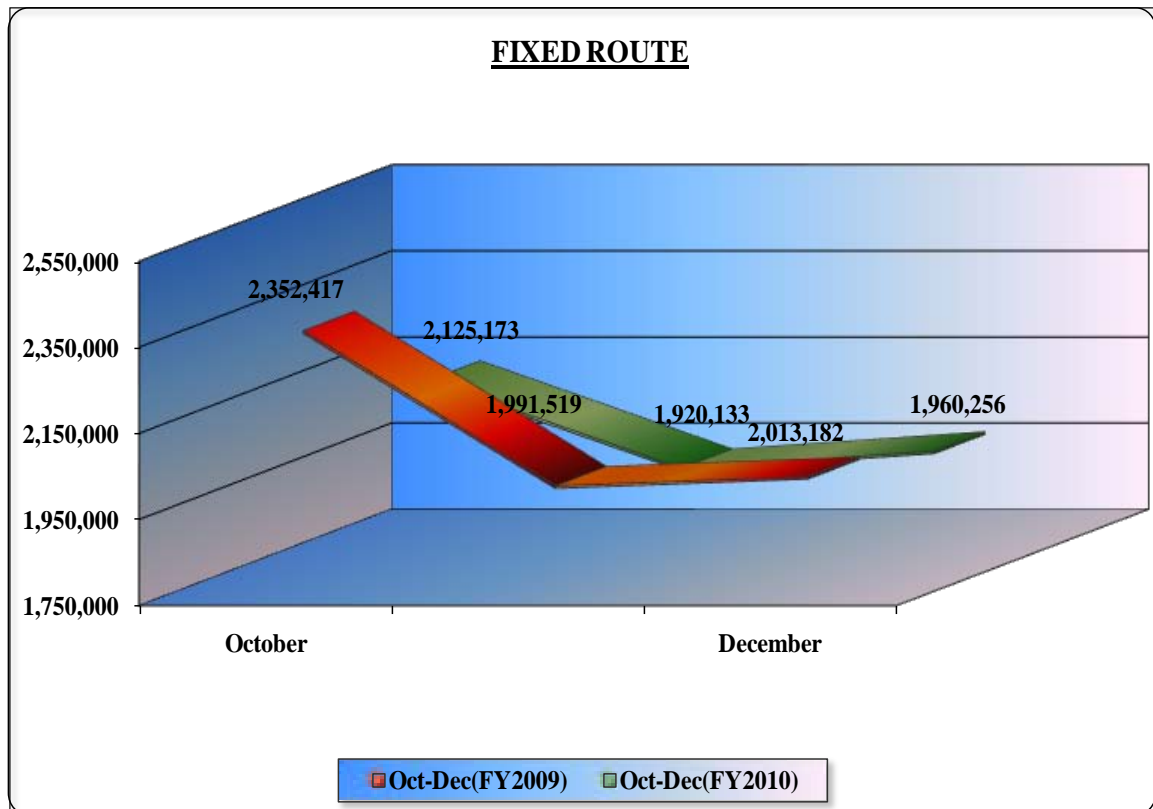
LYNX Monthly Ridership

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											192,970
Fixed Route	2,010,859	1,824,370											3,835,229
Pick Up Line	8,886	8,221											17,107
SUBTOTAL - FIXED ROUTE	2,125,173	1,920,133											4,045,306
Special Shuttles	65	6,538											6,603
ACCESS LYNX	55,545	52,914											108,459
VanPlan	15,586	14,364											29,950
SUBTOTAL - OTHER SERVICES	71,196	73,816											145,012
TOTAL ALL SERVICES	2,196,369	1,993,949											4,190,318
% Change From Fiscal Year 2009 To 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	0.2%	-0.2%											0.0%
Fixed Route	-10.5%	-4.1%											-7.6%
Pick Up Line	1029.1%	1123.4%											1072.5%
SUBTOTAL - FIXED ROUTE	-9.7%	-3.6%											-6.9%
Special Shuttles	-99.1%	9.0%											-50.4%
ACCESS LYNX	-6.5%	4.9%											-1.3%
VanPlan	-10.9%	-1.1%											-6.4%
SUBTOTAL - OTHER SERVICES	-15.4%	4.0%											-6.5%
TOTAL ALL SERVICES	-9.9%	-3.3%											-6.9%
Fiscal Year 2009													
<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	105,234	87,718	90,839	96,493	104,201	108,814	116,807	117,118	110,958	107,677	113,928	97,397	1,257,184
Fixed Route	2,246,398	1,903,129	1,920,255	1,838,792	1,722,664	1,858,160	1,810,775	1,753,285	1,798,719	1,846,546	1,859,440	1,887,488	22,445,651
Pick Up Line	787	672	2,088	3,711	4,448	5,320	4,874	6,213	7,232	8,685	8,619	8,612	61,261
SUBTOTAL - FIXED ROUTE	2,352,419	1,991,519	2,013,182	1,938,996	1,831,313	1,972,294	1,932,456	1,876,616	1,916,909	1,962,908	1,981,987	1,993,497	23,764,096
Special Shuttles	7,305	5,996	7,367	23,954	246	0	7	77	0	0	0	33	44,985
ACCESS LYNX	59,408	50,442	54,418	55,268	54,129	59,551	55,738	55,970	56,851	54,636	52,116	53,096	661,623
VanPlan	17,488	14,520	14,030	15,783	14,068	15,706	15,602	12,640	15,684	15,332	14,804	15,518	181,175
SUBTOTAL - OTHER SERVICES	84,201	70,958	75,815	95,005	68,443	75,257	71,347	68,687	72,535	69,968	66,920	68,647	887,783
TOTAL ALL SERVICES	2,436,620	2,062,477	2,088,997	2,034,001	1,899,756	2,047,551	2,003,803	1,945,303	1,989,444	2,032,876	2,048,907	2,062,144	24,651,879

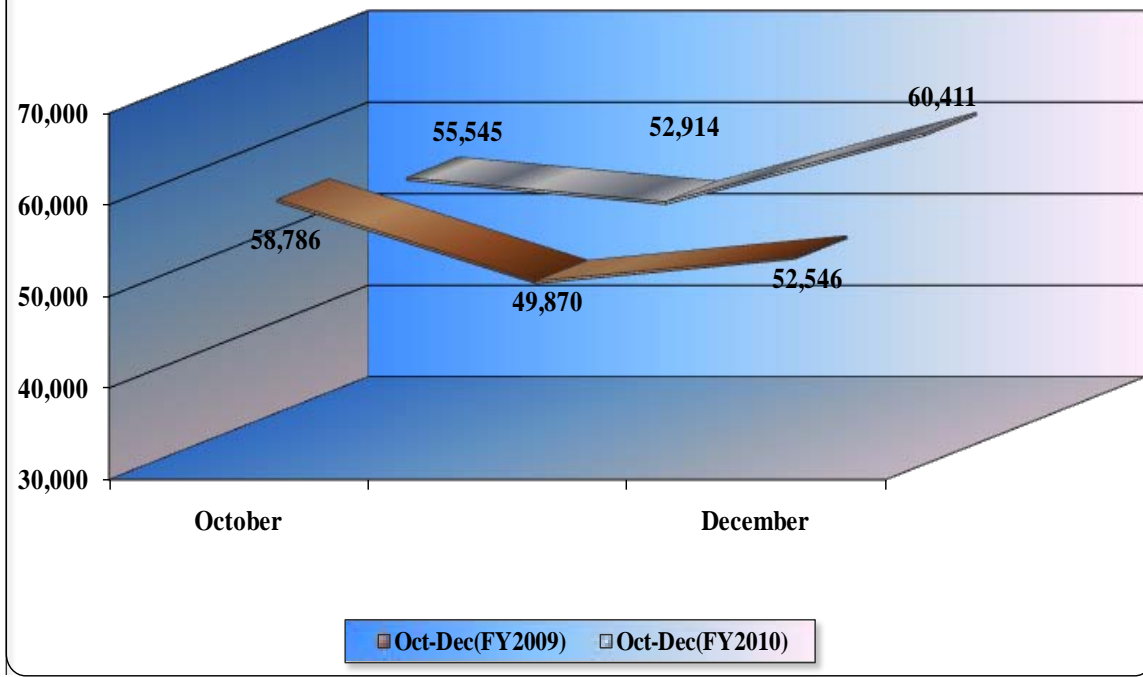
* NOTE: VanPlan ridership may not be a full representation of total ridership due to information received from subscribers.

Year to date (October – December) Final

<i>Service Mode</i>	<i>Oct-Dec(FY2009)</i>	<i>Oct-Dec(FY2010)</i>	<i>% Change</i>
LYMMO	283,791	282,681	-0.39%
Fixed Route	6,069,782	5,696,359	-6.15%
Pick Up Line	3,545	26,522	648.15%
SUBTOTAL - FIXED ROUTE	6,357,118	6,005,562	-5.53%
Special Shuttles	20,668	6,603	-68.05%
ACCESS LYNX	161,202	168,870	4.76%
VanPlan	46,038	44,598	-3.13%
SUBTOTAL - OTHER SERVICES	227,908	220,071	-3.44%
TOTAL ALL SERVICES	6,585,026	6,225,633	-5.46%



ACCESS LYNX



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>December-08</i>	<i>December-09</i>	<i>% Change</i>
LYMMO	Weekday	3,674	3,445	-6.21%
	Saturday	1,175	1,674	42.49%
	Sunday	1,063	942	-11.40%
All Other Links	Weekday	71,655	69,630	-2.83%
	Saturday	51,051	48,648	-4.71%
	Sunday	27,722	27,440	-1.02%
Total Fixed Route	Weekday	75,329	73,075	-2.99%
	Saturday	52,226	50,322	-3.65%
	Sunday	28,785	28,382	-1.40%
ACCESS LYNX	Weekday	2,090	2,349	12.39%
	Saturday	973	1,113	14.33%
	Sunday	612	482	-21.36%
Pick Up Line	Weekday	79	369	368.15%
	Saturday	67	235	251.31%
VanPlan	Weekday	576	596	3.59%
	Saturday	93	107	15.05%
	Sunday	104	117	12.50%
TOTAL <i>LYNX</i> <i>SERVICES</i>	Weekday	78,074	76,389	-2.16%
	Saturday	53,359	51,776	-2.97%
	Sunday	29,501	28,981	-1.76%

The following new links began service in December 2009:

Link 306 – Poinciana/Downtown Disney Westside Transfer Center

Link 612 – Winter Garden Pick Up Line

Link 622 – Oviedo Pick Up Line

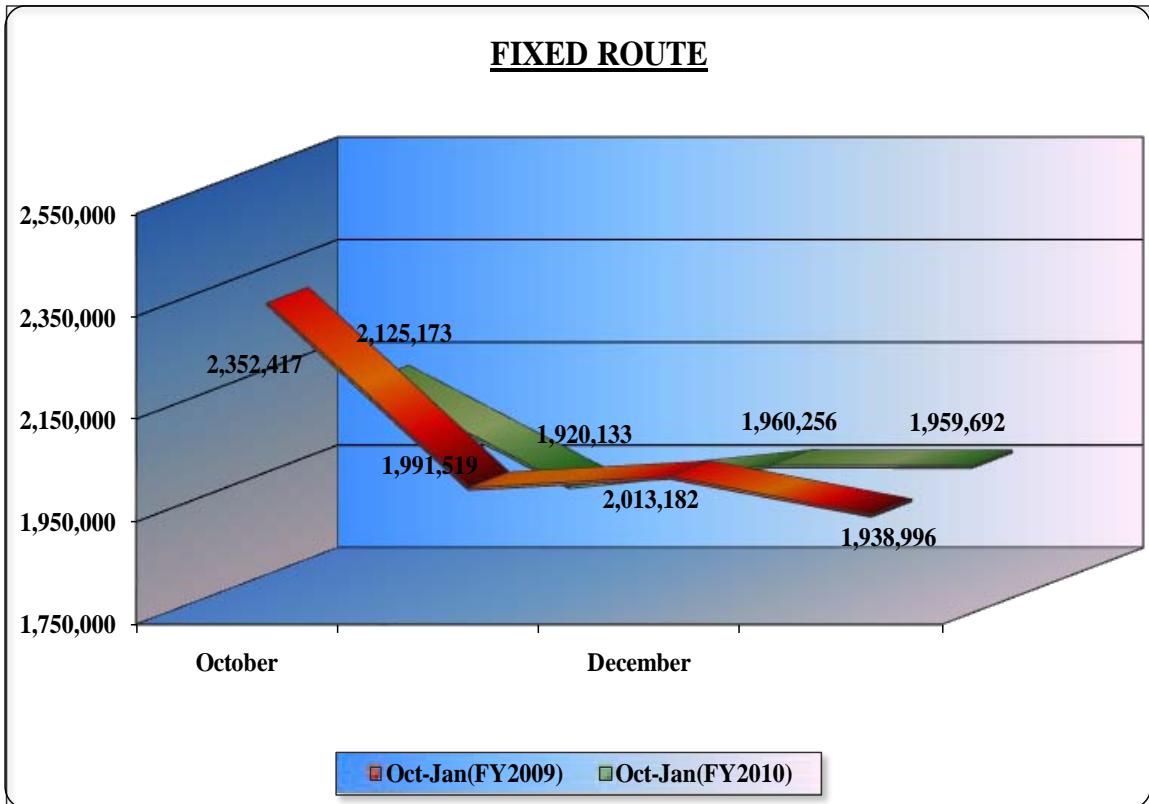
LYNX Monthly Ridership

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										282,681
Fixed Route	2,010,859	1,824,370	1,861,130										5,696,359
Pick Up Line	8,886	8,221	9,415										26,522
SUBTOTAL - FIXED ROUTE	2,125,173	1,920,133	1,960,256										6,005,562
Special Shuttles	65	6,538	0										6,603
ACCESS LYNX	55,545	52,914	60,411										168,870
VanPlan	15,586	14,398	14,614										44,598
SUBTOTAL - OTHER SERVICES	71,196	73,850	75,025										220,071
TOTAL ALL SERVICES	2,196,369	1,993,983	2,035,281										6,225,633
% Change From Fiscal Year 2009 To 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	0.2%	-0.2%	-1.2%										-0.4%
Fixed Route	-10.5%	-4.1%	-3.1%										-6.2%
Pick Up Line	1032.0%	1123.4%	350.9%										648.2%
SUBTOTAL - FIXED ROUTE	-9.7%	-3.6%	-2.6%										-5.5%
Special Shuttles	-99.1%	9.0%	-100.0%										-68.1%
ACCESS LYNX	-5.5%	6.1%	15.0%										4.8%
VanPlan	-10.9%	-0.8%	4.2%										-3.1%
SUBTOTAL - OTHER SERVICES	-14.8%	4.9%	1.5%										-3.4%
TOTAL ALL SERVICES	-9.8%	-3.3%	-2.5%										-5.5%
Fiscal Year 2009													
<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	105,234	87,718	90,839	96,493	104,201	108,814	116,807	117,118	110,958	107,677	113,928	97,397	1,257,184
Fixed Route	2,246,398	1,903,129	1,920,255	1,838,792	1,722,664	1,858,160	1,810,775	1,753,285	1,798,719	1,846,546	1,859,440	1,887,488	22,445,651
Pick Up Line	785	672	2,088	3,711	4,448	5,412	5,007	6,213	7,232	8,621	8,619	8,611	61,419
SUBTOTAL - FIXED ROUTE	2,352,417	1,991,519	2,013,182	1,938,996	1,831,313	1,972,386	1,932,589	1,876,616	1,916,909	1,962,844	1,981,987	1,993,496	23,764,254
Special Shuttles	7,305	5,996	7,367	23,954	246	0	7	77	0	0	0	33	44,985
ACCESS LYNX	58,786	49,870	52,546	51,702	49,804	54,331	52,646	49,860	52,098	51,987	49,934	51,275	624,839
VanPlan	17,488	14,520	14,030	15,783	14,068	15,706	15,606	13,788	15,714	15,332	14,808	15,518	182,361
SUBTOTAL - OTHER SERVICES	83,579	70,386	73,943	91,439	64,118	70,037	68,259	63,725	67,812	67,319	64,742	66,826	852,185
TOTAL ALL SERVICES	2,435,996	2,061,905	2,087,125	2,030,435	1,895,431	2,042,423	2,000,848	1,940,341	1,984,721	2,030,163	2,046,729	2,060,322	24,616,439

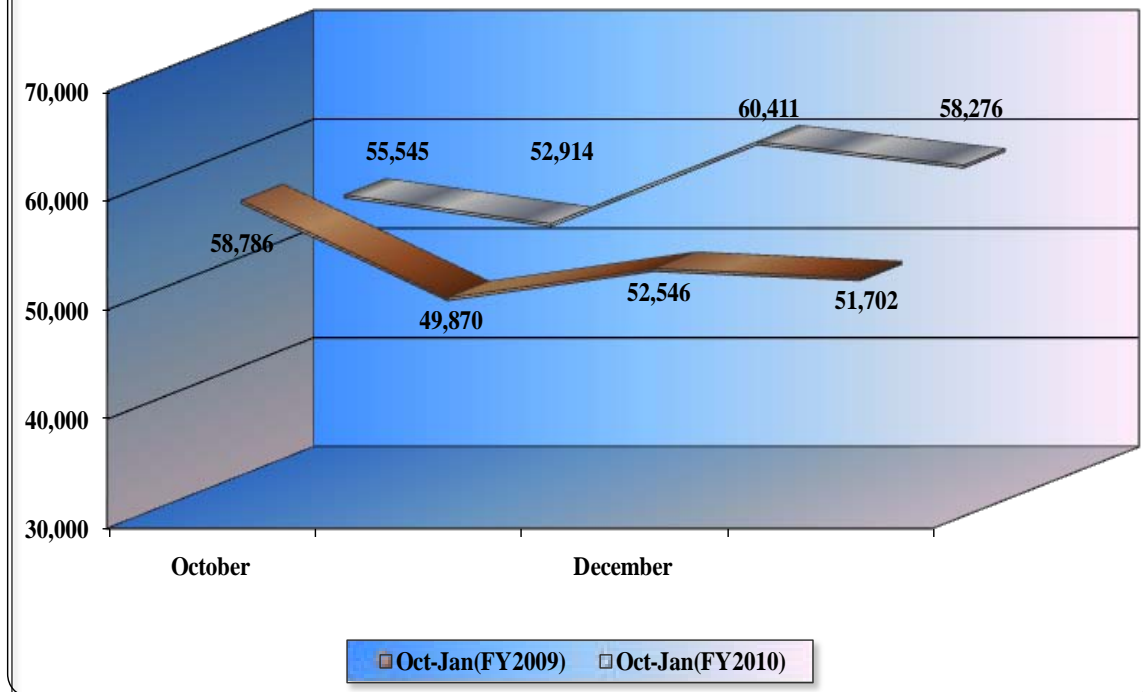
* NOTE: VanPlan ridership may not be a full representation of total ridership due to information received from subscribers.

Year to date (October – January) Final

<i>Service Mode</i>	<i>Oct-Jan(FY2009)</i>	<i>Oct-Jan(FY2010)</i>	<i>% Change</i>
LYMMO	380,284	380,713	0.11%
Fixed Route	7,908,574	7,548,024	-4.56%
Pick Up Line	7,256	36,517	403.27%
SUBTOTAL - FIXED ROUTE	8,296,114	7,965,254	-3.99%
Special Shuttles	44,622	36,536	-18.12%
ACCESS LYNX	212,904	227,146	6.69%
VanPlan	61,821	60,113	-2.76%
SUBTOTAL - OTHER SERVICES	319,347	323,795	1.39%
TOTAL ALL SERVICES	8,615,461	8,289,049	-3.79%



ACCESS LYNX



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>January-09</i>	<i>January-10</i>	<i>% Change</i>
LYMMO	Weekday	4,112	4,111	-0.03%
	Saturday	1,199	1,965	63.87%
	Sunday	829	999	20.43%
All Other Links	Weekday	69,263	72,697	4.96%
	Saturday	48,716	46,850	-3.83%
	Sunday	28,110	27,246	-3.07%
Total Fixed Route	Weekday	73,375	76,808	4.68%
	Saturday	49,915	48,815	-2.20%
	Sunday	28,939	28,245	-2.40%
ACCESS LYNX	Weekday	2,213	2,416	9.19%
	Saturday	1,021	1,133	10.93%
	Sunday	370	374	1.33%
Pick Up Line	Weekday	148	416	180.29%
	Saturday	123	254	106.68%
VanPlan	Weekday	680	628	-7.62%
	Saturday	88	128	45.12%
	Sunday	96	138	44.50%
TOTAL LYNX SERVICES	Weekday	76,416	80,268	5.04%
	Saturday	51,147	50,330	-1.60%
	Sunday	29,404	28,757	-2.20%

The following new links began service in December 2009:

Link 306 – Poinciana/Downtown Disney Westside Transfer Center

Link 612 – Winter Garden Pick Up Line

Link 622 – Oviedo Pick Up Line

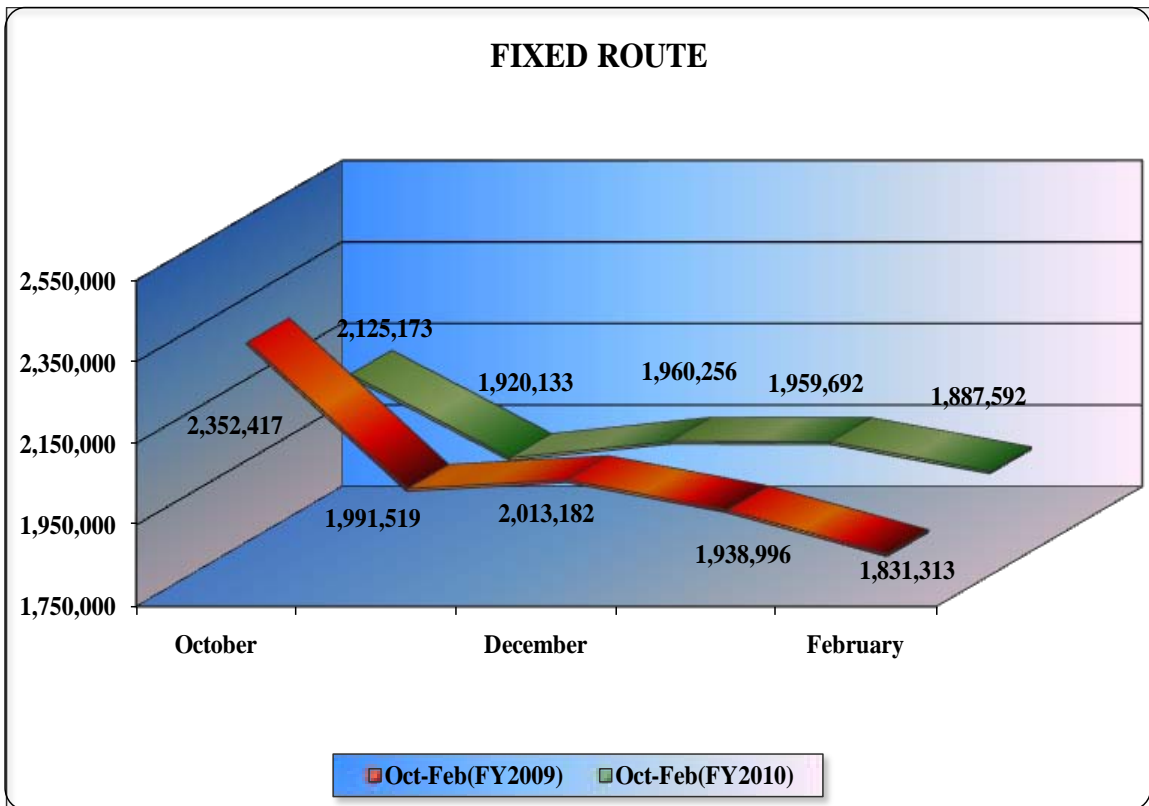
LYNX Monthly Ridership

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									380,713
Fixed Route	2,010,859	1,824,370	1,861,130	1,851,665									7,548,024
Pick Up Line	8,886	8,221	9,415	9,995									36,517
SUBTOTAL - FIXED ROUTE	2,125,173	1,920,133	1,960,256	1,959,692									7,965,254
Special Shuttles	65	6,538	8,301	21,632									36,536
ACCESS LYNX	55,545	52,914	60,411	58,276									227,146
VanPlan	15,586	14,398	14,614	15,515									60,113
SUBTOTAL - OTHER SERVICES	71,196	73,850	83,326	95,423									323,795
TOTAL ALL SERVICES	2,196,369	1,993,983	2,043,582	2,055,115									8,289,049
% Change From Fiscal Year 2009 To 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	0.2%	-0.2%	-1.2%	1.6%									0.1%
Fixed Route	-10.5%	-4.1%	-3.1%	0.7%									-4.6%
Pick Up Line	1032.0%	1123.4%	350.9%	169.3%									403.3%
SUBTOTAL - FIXED ROUTE	-9.7%	-3.6%	-2.6%	1.1%									-4.0%
Special Shuttles	-99.1%	9.0%	12.7%	-9.7%									-18.1%
ACCESS LYNX	-5.5%	6.1%	15.0%	12.7%									6.7%
VanPlan	-10.9%	-0.8%	4.2%	-1.7%									-2.8%
SUBTOTAL - OTHER SERVICES	-14.8%	4.9%	12.7%	4.4%									1.4%
TOTAL ALL SERVICES	-9.8%	-3.3%	-2.1%	1.2%									-3.8%
Fiscal Year 2009													
<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	105,234	87,718	90,839	96,493	104,201	108,814	116,807	117,118	110,958	107,677	113,928	97,397	1,257,184
Fixed Route	2,246,398	1,903,129	1,920,255	1,838,792	1,722,664	1,858,160	1,810,775	1,753,285	1,798,719	1,846,546	1,859,440	1,887,488	22,445,651
Pick Up Line	785	672	2,088	3,711	4,448	5,412	5,007	6,213	7,232	8,621	8,619	8,611	61,419
SUBTOTAL - FIXED ROUTE	2,352,417	1,991,519	2,013,182	1,938,996	1,831,313	1,972,386	1,932,589	1,876,616	1,916,909	1,962,844	1,981,987	1,993,496	23,764,254
Special Shuttles	7,305	5,996	7,367	23,954	246	0	7	77	0	0	0	33	44,985
ACCESS LYNX	58,786	49,870	52,546	51,702	49,804	54,331	52,646	49,860	52,098	51,987	49,934	51,275	624,839
VanPlan	17,488	14,520	14,030	15,783	14,068	15,706	15,606	13,788	15,714	15,332	14,808	15,518	182,361
SUBTOTAL - OTHER SERVICES	83,579	70,386	73,943	91,439	64,118	70,037	68,259	63,725	67,812	67,319	64,742	66,826	852,185
TOTAL ALL SERVICES	2,435,996	2,061,905	2,087,125	2,030,435	1,895,431	2,042,423	2,000,848	1,940,341	1,984,721	2,030,163	2,046,729	2,060,322	24,616,439

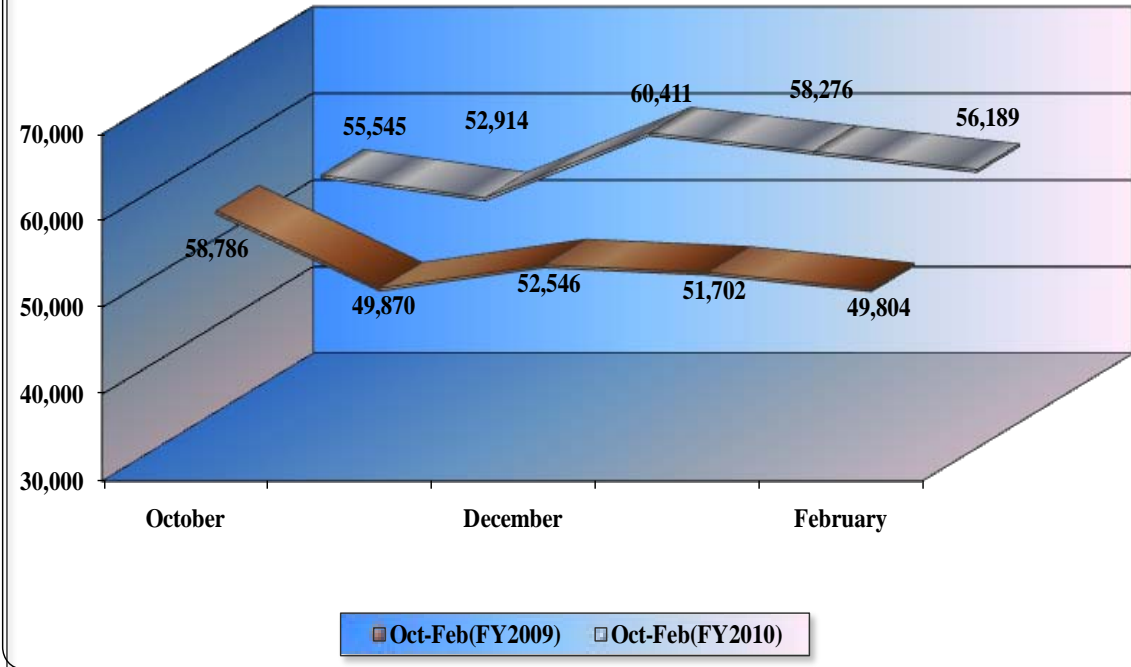
* NOTE: VanPlan ridership may not be a full representation of total ridership due to information received from subscribers.

Year to date (October – February) Final

<i>Service Mode</i>	<i>Oct-Feb(FY2009)</i>	<i>Oct-Feb(FY2010)</i>	<i>% Change</i>
LYMMO	484,485	462,901	-4.46%
Fixed Route	9,631,238	9,343,025	-2.99%
Pick Up Line	11,704	46,920	300.89%
SUBTOTAL - FIXED ROUTE	10,127,427	9,852,846	-2.71%
Special Shuttles	44,868	36,618	-18.39%
ACCESS LYNX	262,708	283,335	7.85%
VanPlan	75,889	75,509	-0.50%
SUBTOTAL - OTHER SERVICES	383,465	395,462	3.13%
TOTAL ALL SERVICES	10,510,892	10,248,308	-2.50%



ACCESS LYNX



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>February-09</i>	<i>February-10</i>	<i>% Change</i>
LYMMO	Weekday	4,734	3,546	-25.11%
	Saturday	1,222	1,442	18.02%
	Sunday	1,157	1,376	18.98%
All Other Links	Weekday	70,495	73,943	4.89%
	Saturday	50,345	49,557	-1.57%
	Sunday	27,847	29,479	5.86%
Total Fixed Route	Weekday	75,229	77,489	3.00%
	Saturday	51,567	50,999	-1.10%
	Sunday	29,003	30,855	6.39%
ACCESS LYNX	Weekday	2,413	2,518	4.35%
	Saturday	1,067	1,127	5.55%
	Sunday	400	332	-17.13%
Pick Up Line	Weekday	186	468	151.78%
	Saturday	161	263	63.86%
VanPlan	Weekday	557	630	13.00%
	Saturday	118	109	-7.23%
	Sunday	112	99	-11.61%
TOTAL LYNX SERVICES	Weekday	78,385	81,104	3.47%
	Saturday	52,912	52,498	-0.78%
	Sunday	29,515	31,286	6.00%

The following new links began service in December 2009:

Link 306 – Poinciana/Downtown Disney Westside Transfer Center

Link 612 – Winter Garden Pick Up Line

Link 622 – Oviedo Pick Up Line

LYNX Monthly Ridership

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								462,901
Fixed Route	2,010,859	1,824,370	1,861,130	1,851,665	1,795,001								9,343,025
Pick Up Line	8,886	8,221	9,415	9,995	10,403								46,920
SUBTOTAL - FIXED ROUTE	2,125,173	1,920,133	1,960,256	1,959,692	1,887,592								9,852,846
Special Shuttles	65	6,538	8,301	21,632	82								36,618
ACCESS LYNX	55,545	52,914	60,411	58,276	56,189								283,335
VanPlan	15,586	14,398	14,692	15,515	15,318								75,509
SUBTOTAL - OTHER SERVICES	71,196	73,850	83,404	95,423	71,589								395,462
TOTAL ALL SERVICES	2,196,369	1,993,983	2,043,660	2,055,115	1,959,181								10,248,308
% Change From Fiscal Year 2009 To 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	0.2%	-0.2%	-1.2%	1.6%	-21.1%								-4.5%
Fixed Route	-10.5%	-4.1%	-3.1%	0.7%	4.2%								-3.0%
Pick Up Line	1032.0%	1123.4%	350.9%	169.3%	133.9%								300.9%
SUBTOTAL - FIXED ROUTE	-9.7%	-3.6%	-2.6%	1.1%	3.1%								-2.7%
Special Shuttles	-99.1%	9.0%	12.7%	-9.7%	-66.7%								-18.4%
ACCESS LYNX	-5.5%	6.1%	15.0%	12.7%	12.8%								7.9%
VanPlan	-10.9%	-0.8%	4.7%	-1.7%	8.9%								-0.5%
SUBTOTAL - OTHER SERVICES	-14.8%	4.9%	12.8%	4.4%	11.7%								3.1%
TOTAL ALL SERVICES	-9.8%	-3.3%	-2.1%	1.2%	3.4%								-2.5%
Fiscal Year 2009													
<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	105,234	87,718	90,839	96,493	104,201	108,814	116,807	117,118	110,958	107,677	113,928	97,397	1,257,184
Fixed Route	2,246,398	1,903,129	1,920,255	1,838,792	1,722,664	1,858,160	1,810,775	1,753,285	1,798,719	1,846,546	1,859,440	1,887,488	22,445,651
Pick Up Line	785	672	2,088	3,711	4,448	5,412	5,007	6,213	7,232	8,621	8,619	8,611	61,419
SUBTOTAL - FIXED ROUTE	2,352,417	1,991,519	2,013,182	1,938,996	1,831,313	1,972,386	1,932,589	1,876,616	1,916,909	1,962,844	1,981,987	1,993,496	23,764,254
Special Shuttles	7,305	5,996	7,367	23,954	246	0	7	77	0	0	0	33	44,985
ACCESS LYNX	58,786	49,870	52,546	51,702	49,804	54,331	52,646	49,860	52,098	51,987	49,934	51,275	624,839
VanPlan	17,488	14,520	14,030	15,783	14,068	15,706	15,606	13,788	15,714	15,332	14,808	15,518	182,361
SUBTOTAL - OTHER SERVICES	83,579	70,386	73,943	91,439	64,118	70,037	68,259	63,725	67,812	67,319	64,742	66,826	852,185
TOTAL ALL SERVICES	2,435,996	2,061,905	2,087,125	2,030,435	1,895,431	2,042,423	2,000,848	1,940,341	1,984,721	2,030,163	2,046,729	2,060,322	24,616,439

* NOTE: VanPlan ridership may not be a full representation of total ridership due to information received from subscribers.

Monthly Report F: 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
Planning & Development Report - January & February 2010

Date: 3/25/2010

Geography Network

The main page and the three web applications currently available on LYNX Geography Network had been loaded on a desktop 2,958 times between November 1 and January 30, 2009

GIS

GIS and Planning staff updated and shared with the local GIS community the following LYNX GIS layers – bus stop locations, fixed bus routes database, stop level ridership information, regional county street centerline and regional aerial photography. Analysis and support maps were prepared for the Unified Shelter Program, Rural Area Services, National Transit Database updates, and proposed service changes in April 2010. Maps with FY 2009 fixed route ridership information; ADA Customers and bus stop amenities information by political district were published at LYNX Geography Network.

The GIS staff began a Beta testing mode for LYNX Map, a new web base GIS application. The program is enhanced with the latest ArcGIS server technology and will replace the applications currently used by LYNX Geography Network. Upon completion of final implementation, the web based map will be shared with LYNX' partnering organizations and transit customers. Benefits for LYNX and outside agencies include providing user friendly access to LYNX geographic data such as bus stops, bus routes and the cross jurisdictional base map information and data within the LYNX service area. Public safety and law enforcement agencies will have immediate access to LYNX geographic data such as bus routes, bus stops and related amenities with connectivity to static aerial photographic information so the agency can assess the potential safety and security impacts to the general public, LYNX customers and agency personnel for incidents involving LYNX vehicles, street side infrastructure and adjacent properties and businesses.

GIS and Planning staff and GeoDecisions started implementation of Transit Boarding Estimation and Simulation Tool (TBEST). The program provides comprehensive transit analysis and

ridership forecasting. TBEST is also capable of simulating travel demand at the individual stop level. LYNX will utilize TBEST for short-term transit service planning, as a ridership estimation technique for the 2011 Transportation Development Plan (TDP) and to provide input for the Alternative Mobility Standards procedure for the jurisdictions in LYNX' service area.

Intelligent Transportation Systems (ITS)

Staff has released the Request for Proposals (RFP) for ITS Project Management approved at the January 2010 Board meeting. The successful respondent will provide expert assistance with scoping, pricing, managing, and acceptance testing for ITS projects. This will also include assisting staff with the update of the *LYNX ITS Strategic Plan*.

In January, staff attended the quarterly Central Florida ITS Consortium meeting in Deland. This informal group consists of ITS professionals from local government entities including FDOT, Florida's Turnpike, OOCEA, LYNX, VOTRAN, and Central Florida counties and cities. Members provide updates on ITS projects both planned and underway to encourage and facilitate cooperation and coordination of efforts.

Conversations are underway with USDOT, APTA, and FDOT to coordinate LYNX involvement in the 18th ITS World Congress, to be held in Orlando in October 2011. This is the largest conference gathering ITS professionals from the Americas, Europe, and Asia. Demonstrations will be held throughout the Central Florida region demonstrating ITS systems under development and advanced systems in use. LYNX is working with the sponsoring agencies to facilitate participation in the transit workshops and demonstrations.

MORE TMCC

The project team is in the process of procuring the internet interface and the interactive voice response interfaces to allow customers to manage their ACCESS LYNX trips. The team is also working on the procurement of the identification and fare payment card system for ACCESS LYNX. This will provide each customer with an identification card containing their eligibility information and photo identification and the ability to load electronic value for fare payment. These deployments will be followed with system testing to ensure they are operating as designed before deployment for use in revenue service.

Shelters and Amenities

Unified Shelter Program - LYNX has been continuing the process of the Unified Shelter Program. In January, LYNX received guidance from each of the affected partners (Orange, Seminole, Osceola County and the City of Orlando) with respect to shelter design. With this guidance, LYNX has issued an RFP for the desired shelter type. Orange County has decided to use the same shelter type as the City of Orlando.

Orange County: LYNX installed a total of 6 ARRA-funded 6' x 9' shelters and 1 fiscal year funded shelter. (4 on Silver Star Road, 1 near Oakridge High School, 1 on McCoy Road and 1 at the Radisson UCF).

Site design for locations of ARRA and fiscal year funded shelters continue.

City of Orlando: Due to supplier related delays, LYNX is still in the process of installing three ARRA program shelters on the SR 436 corridor. We anticipate that these shelters will be installed by the March board meeting date.

Site design for locations of ARRA and fiscal year funded shelters continue.

Osceola County: LYNX received a final decision from Osceola County, St Cloud and City of Kissimmee staff on shelter locations in mid-January. LYNX started the permitting process for a total of 76 shelters at designated locations provided to LYNX. Shelters have been ordered for these sites and will be installed as permits are issued.

Seminole County – LYNX received final direction from Seminole County staff not to put shelters in the unincorporated portions of the county until contract issues with Signal Outdoor have been resolved. As a result, 8 shelters that were purchased during last fiscal year were reassigned to the City of Sanford and have been permitted and installed, 6 on US 17-92 and 2 at the Seminole County Health Department on Airport Blvd. LYNX has started the engineering process for additional shelters in Lake Mary, Longwood and Sanford.

Road Projects

Staff provided comments and/or was involved in the regional review process for the following road projects:

SR 500/US 192 – Staff reviewed roadway plans for several projects along the US 192 corridor and attended a coordination meeting March 12th for stakeholders groups to discuss current projects and future plans for the corridor. Bus stops and shelter locations were identified and reviewed for possible relocation or reconfiguration. Bus pull out bays were identified where practical. ADA upgrades at stops and shelters were also discussed with FDOT staff and consultants.

SR 600 John Young Parkway from Portage Street to N. of Vine Street – Staff reviewed proposed roadway plans and participated in Design Team Meeting at FDOT District 5 offices. ADA upgrades have been included in the design for all bus stops affected.

John Young Parkway from SR 528 (Beach Line Expwy) to Florida Turnpike – This is an Orange County project. Staff reviewed proposed construction plans and met with the consultants assigned to the project. The widening will require the relocation of 4 shelters within the corridor. LYNX staff provided comments raising concerns regarding design speed of 65 miles per hour, typical roadway cross sections with drainage swales and guard railing that will impede pedestrians from safely accessing bus stops and meeting American with Disabilities Act requirements and access to bus stops during construction.

SR 434 Design/Build from Maitland Blvd to Lotus Landing/Trailwood Dr. – This project is located in Seminole County and is an ARRA project. Staff reviewed plans and met with the design team to discuss improvements. ADA upgrades are included in the corridor and 2 bus pullout bays are included in the design.

SR 50 from West of Avalon Road to SR 429 – This project is located in Orange County. LYNX staff has met with the design team and attended meetings related to the project.

Construction has commenced and staff continues to coordinate with the contractor regarding ADA upgrades at bus stops and access to LYNX service during construction.

Developments of Regional Impact (DRI)

Rybolt Park DRI – Staff reviewed the proposed development plan and provided comments to the ECFRPC regarding transit concerns. The project was denied by a recent Orange County vote.

Innovation Way East DRI – Staff reviewed the proposed development plan and provided comments to the ECFRPC regarding transit concerns. The project is located within the planned Innovation Way Multi-Modal Transportation District east of Lake Nona. Comments called for additional information regarding assumptions in the applicant's ridership estimates as well as identifying future transit facilities included in the TDP.

Quadrangle DRI – A request was made by the developer of a parcel within this DRI located along University Blvd and Quadrangle Blvd. The applicant requested that LYNX agree to the vacation of a portion of Right-of Way along Quadrangle Blvd. It was determined that LYNX had no formal objection to the vacation as no service on Quadrangle Blvd is provided or planned in the TDP.

Agreements

Following is the status of outstanding Transit License Agreements:

Disney - Once a license agreement is finalized, LYNX will move forward with the installation of 9 shelters.

Wal-Mart Poinciana-The license agreement is waiting on signature from Wal-Mart.

Following is the status of Adopt-A-Stop agreements

Curry Ford/SR 436-A fully-executed agreement has been finalized. Because this is part of the Keep Orlando Beautiful Program, LYNX is coordinating a training session with the adopter and the City.

The Colony-A fully-executed agreement has been finalized. A trash can has been installed.

Planning Studies

Long Range Strategic Master Plan – The kick off meeting for the Long Range Strategic Master Plan occurred on March 1, 2010. Monthly progress reports will be provided to the Board.

Downtown Orlando Circulator Expansion Alternatives Analysis – Staff met with the PB Americas, the consultant March 5, 2010 to begin work on this project. One of the first tasks is to identify key stakeholders and prepare a public involvement meeting. We anticipate the first meeting of the stakeholders will occur in April. Monthly progress reports will be provided to the Board.

Monthly Report G: 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 - January & February 2010

Date: 3/25/2010

Commuter Choice Transportation Program 2010:

COMMUTER CHOICE TRANSPORTATION PROGRAM		
CARPOOL/VANPOOL INQUIRIES	JANUARY 2009 / JANUARY 2010	FEBRUARY 2009 / FEBRUARY 2010
Phone	49 / 20	58 / 35
Internet	11 / 20	12 / 3
Letters	18 / 1	23 / 4
Matches	6 / 6	3 / 4
VANPOOLS	JANUARY 2009 / JANUARY 2010	FEBRUARY 2009 / FEBRUARY 2010
Commuter Choice Vanpool Participants	586 / 547	604 / 545
Total Revenue Miles YTD	291,864 / 280,912	389,814 / 376,189
New Vanpools	0 / 1	2 / 0
Returned Vanpools	0 / 0	5 / 0
Current Vans in Service	65 / 63	62 / 63
Pending Vanpool Interest	<ul style="list-style-type: none"> • Osceola Health Care Center • Osceola Council on Aging • City of Orlando –Street Div. 	<ul style="list-style-type: none"> • Osceola Health Care Center • Osceola Council on Aging • City of Orlando –Street Div.
No. of Employers Contacted	16	38

No. of Employees Contacted	85		63	
Employer Program Presentations	• FAMLEE Investment Co.		• Fairwinds Credit Union	
Employee Program Presentations	LOCATION	PARTICIPANTS	LOCATION	PARTICIPANTS
	Connexions, Inc.	80	Orange County Correction	15
	Total Participants	80	Total Participants	15

Other Business Presentations/Meetings	LOCATION	PARTICIPANTS	LOCATION	PARTICIPANTS
	Allan Grayson Appropriation Meeting	4	I- Drive Tourism Orlando Class	26
	Lee Vista, Inc – Owner’s Association Meeting	11	African American Chamber – “Doing Business w/ LYNX”	10
			VA Medical Center- “Career Expo for Independence”	65
	Total Participants	15	Total Participants	101

Program Implementation:

Winter Park Care & Rehabilitation Center (ETC, Guaranteed Ride Home program)

Bus Pass Sales to Employees Implementation:

Winter Park Care & Rehabilitation Center (Employer Bus Pass program)

Commuter Services Events

Connexions, Inc – “Flap Jack” Day

LYNX staff was invited to be a vendor at their employee appreciation “Flap Jack Day”. Information about LYNX’ fixed-route service, Carpool program and the Guaranteed Ride Home

program was shared with the employees. The offer to assist in implementing these programs was presented to more than 80 employees.

Lee Vista, Inc – Owner’s Association Meeting

LYNX has partnered with Lee Vista Center in efforts to implement the Carpool, Vanpool, Bus Pass and Guaranteed Ride Home programs with all the tenants within the Lee Vista Center area. LYNX was able to share the family of services that LYNX has and implement step one of this implementation phase with some 11 owners at this Association Meeting.

Orange County Corrections

LYNX met with our Customer Service representatives at the facility to provide Travel Training to about 15 Correction Facilities’ employees. LYNX was invited to speak in detail about the family of services which complements fixed route services.

I-Drive Chamber – Tourism Orlando Leadership Class

This event was part of the Chamber’s “Transportation Day.” LYNX was invited to host the first part of this “Transportation Day” in which Linda Watson, CEO shared her thoughts on leadership followed by an informational presentation of LYNX’ transportation options to 26 individuals representing various companies in Central Florida. The options were well received and further meetings are to follow.

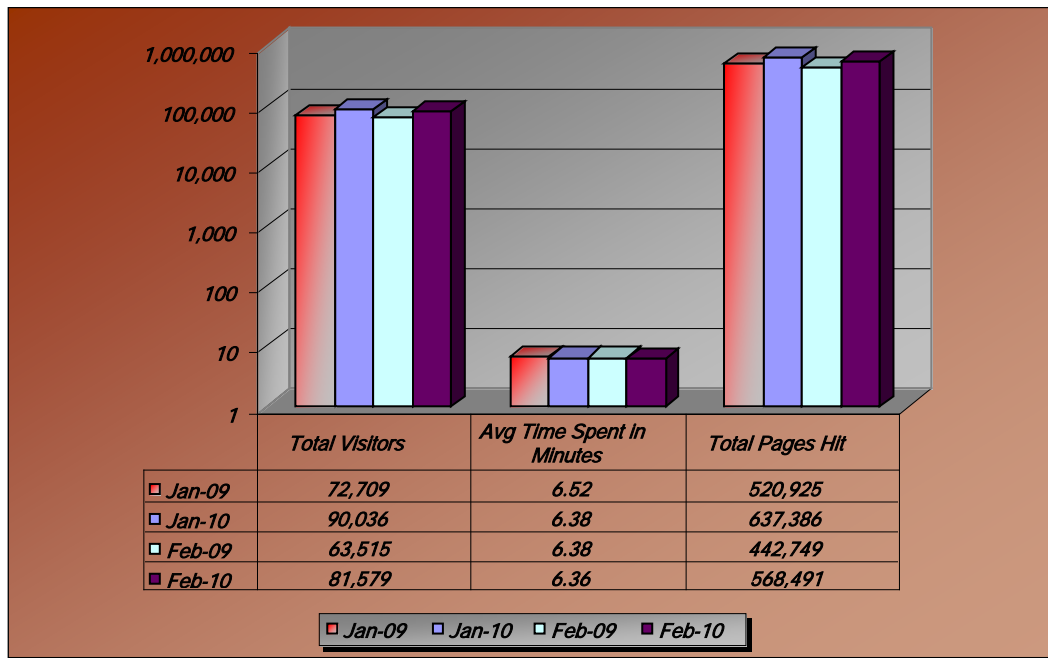
African American Chamber presents – “Doing Business with LYNX”

LYNX hosted this event, allowing local business to gather information on “Doing Business with LYNX.” LYNX was invited to speak about the family of services that complements the fixed route services to about 10 in attendance.

VA Medical Center – “Career Expo for Independence”

LYNX had a booth at this event at the VA Medical Center. More than 65 people stopped by the booth for information regarding LYNX family of services.

Web Statistics



The number of visitors to the website in January-February 2010 (171,615) rose 26 percent over January-February 2009. The number of page hits (1,205,877) went up accordingly, about 25 percent. Time spent on the website was stable, averaging 6 minutes, 37 seconds.

Media Relations December 2009 – February 2010

Dec. 1...Sent press release on December Board Meeting postponement.

Dec. 1...Orlando Sentinel Ticked Off! mention on bus breaking down and a replacement bus being sent 15 minutes later.

Dec. 2...Interview with UCF journalism student on Link 434 expansion. This is the student's final class project to graduate.

Dec. 4...WESH-TV/Channel 2 did a ride-a-long with the Holiday Bus.

Dec. 6...Winter Park/Maitland Observer had a story on the mid-November Senior First event.

Dec. 6...www.golynx.com updated with new schedules.

Dec. 11...Sent press release for ribbon cutting with Orange County Commissioner S. Scott Boyd on Link 30 extension and Link 612 addition.

Dec. 11...Orlando Sentinel printed a brief on an accident where the other vehicle was ticketed.

Dec. 15...WFTV-TV/Channel 9 shot promotional video for the station at LYNX Central Station.

Dec. 17...Sent press release for wedding of couple who met on a LYNX bus to wed on a bus.

Dec. 18...POSTPONED (weather)...Ribbon cutting with Orange County Commissioner S. Scott Boyd on Link 30 extension and Link 612 addition.

Dec. 18...Central Florida News 13-TV covered a VIPR/TSA demonstration.

Dec. 20...Wedding of couple who met on a LYNX bus. The event was covered by WESH-TV/Channel 2, WKMG-TV/Channel 6 and WOFL-TV/FOX 35.

Dec. 20...Orlando Sentinel printed an editorial on finding funding for SunRail, LYNX, etc. projects in Central Florida.

Dec. 20...Orlando Sentinel, WESH-TV/Channel 2 and WOFL-TV/FOX 35 called and ran stories on an apartment shootout shattering a bus window as it drove past the scene.

Jan. 5...Orlando Sentinel called for FY09 Ridership Report information. Specifically where we saw gains/decreases.

Jan. 6...Received a letter from WFTV-TV/Channel 9 regarding a wheelchair customer complaining that operators on fixed routes are not forcing passengers to give up seats for him. The ADA Code of Federal Regulations states passengers do not have to give up seats. Our operators are only allowed to request that a passenger give up a seat for someone in need but can not force a passenger to give up the seat. Channel 9 was satisfied with the response.

Jan. 7...Orlando Sentinel reporter and photographer came to LYNX Central Station for interviews and photos on ridership story.

Jan. 7...Lakeland Ledger had a mention that Polk County Commission wanted their staff to work with LYNX regarding Poinciana to Haines City service.

Jan. 7...Received inquiry from WOFL-TV/FOX 35 on unified shelter plan. City of Orlando PIO received same inquiry.

Jan. 7... WOFL-TV/FOX 35 and Central Florida News 13 covered the Board of Directors Meeting for a unified shelter story.

Jan. 7...Orlando Sentinel ran a blurb regarding the decision to pull the shelter RFP. Media Relations called in corrections. CORRECTED version was posted.

Jan. 8...Orlando Sentinel printed a story on ridership numbers.

Jan. 8...Orlando Business Journal inquired on a LYMMO expansion story.

Jan. 8...WOFL-TV/FOX 35 did a ride-a-long with a Road Ranger regarding cold weather and call boxes being removed along I-4 in Volusia County.

Jan. 9...Orlando Sentinel editorial on supporting LYNX with funding.

Jan. 12...RESCHEDULED...sent press release for ribbon cutting with Orange County Commissioner S. Scott Boyd on Link 30 extension and Link 612 addition.

Jan. 15...Sent press release for a Connecting Communities event LYNX will host with Homeland Security.

Jan. 15...Orlando Business Journal story on LYMMO expansion.

Jan. 17...Orlando Sentinel mention on moving Haiti arrivals.

Jan. 18... Resent press release for ribbon cutting with Orange County Commissioner S. Scott Boyd on Link 30 extension and Link 612 addition.

Jan. 19...Hosted event with Orange County Commissioner S. Scott Boyd on Link 30 extension and Link 612 addition. The West Orange Times, WOFL-TV/FOX 35, WKMG-TV/Channel 6.

Jan. 20...Orlando Sentinel mention on moving Haiti arrivals.

Jan. 20...Central Florida News 13 ran a piece on Connecting Communities Workshop.

Jan. 21...Orlando Sentinel mention on moving Haiti arrivals.

Jan. 22...Orlando Sentinel called for ARRA information. They will be a writing a piece within the next week on various agencies who received funding.

Jan. 22...Orlando Sentinel mention on moving Haiti arrivals called in correction. Corrected version printed.

Jan. 25...Linda Watson did an interview with Passenger Transport regarding LYNX' involvement with Haiti relief.

Jan. 25...Edward Johnson and Tony Walter did an interview with the Orlando Sentinel on LYNX' early SunRail plans.

Jan. 26... Co-hosted event with Rep. Grayson on ARRA funding being used to purchase paratransit vehicles and saving two companies. The Orlando Sentinel, WDBO-AM, WOFL-TV/FOX 35, WKMG-TV/Channel 6, WFTV-TV/Channel 9 and Central Florida News 13 covered the event.

Jan. 27...Orlando Sentinel printed a photo from Rep. Grayson event.

Jan. 31...Mention in Orlando Sentinel story on High-Speed Rail and SunRail.

Feb. 1...Sent press release for Public Workshops for proposed April service changes.

Feb. 2...Sent updated press release for Public Workshops for proposed April service changes.

Feb. 3...Osceola News Gazette story on Public Workshops for proposed April service changes.

Feb. 7...Orlando Sentinel mention of LYMMO in editorial on rail connectivity.

Feb. 8...Orlando Sentinel editorial on connecting LYNX to SunRail.

Feb. 9...CNN inquired about our shelter program.

Feb. 9...Central Florida News 13-TV ran a story on the Public Workshops.

Feb. 10...WOFL-TV/FOX 35 inquired if we are spending public dollars for donations to Haiti relief. We are not.

Feb. 12...Sent press release for local Roadeo competition.

Feb. 16...Orlando Magazine interview with Joe Cheney and Ricky Sonny on alternative fuels.

Feb. 18...Interview with Insight Magazine on SunRail connectivity and Link 32/PickUpLine 623.

Feb. 18...Inquiry from WESH-TV/Channel 2 and WFTV-TV/Channel 9 on potential budget issues.

Feb. 22...Public Records Request by WFTV-TV/Channel 9 for information on LYNX salaries, facilities, employees and budget breakdown. Separate request came in for fuel agreement.

Feb. 22...www.orlandosentinel.com blog entry by consumer columnist about positive LYNX experience.

Feb. 23...Sent press release regarding Orange County initial budget proposal presentation.

Feb. 23...Orlando Sentinel, WESH-TV/Channel 2, WKMG-TV/Channel 6, WFTV-TV/Channel 9, Central Florida News 13-TV and WOFL-TV/FOX 35 all either covered the Orange County initial budget proposal presentation or interviewed Linda Watson.

Feb. 24... Sent WFTV-TV/Channel 9 fuel agreement.

Feb. 25...West Orange Times printed an Editor's Notebook on service and a story on Public Workshops.

Feb. 26...Sent press release announcing PSA Bus application.

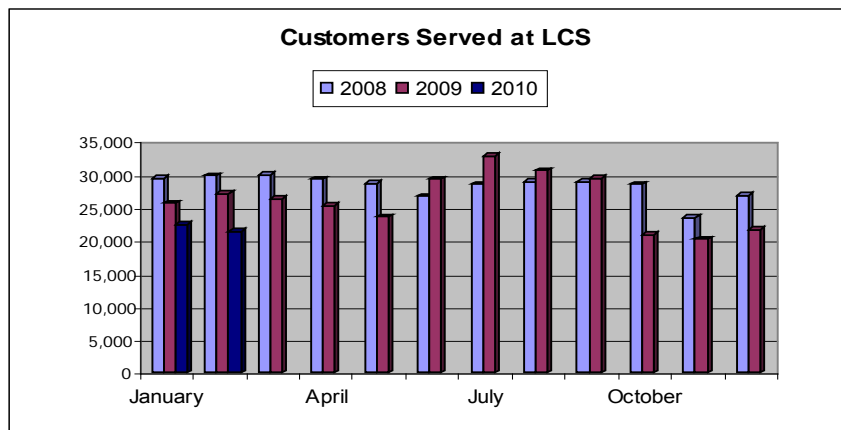
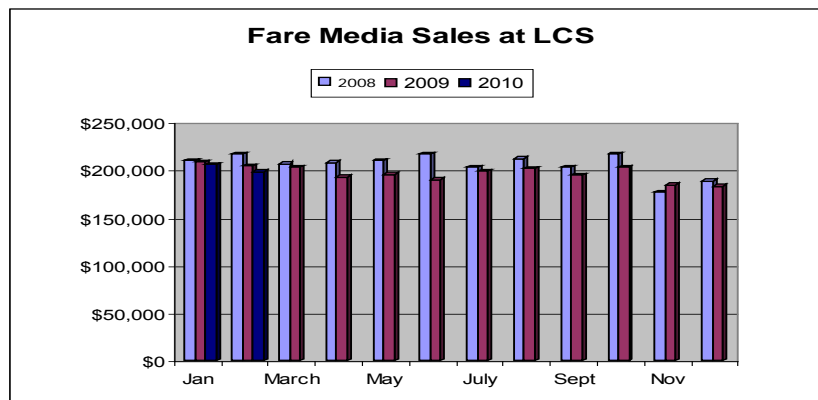
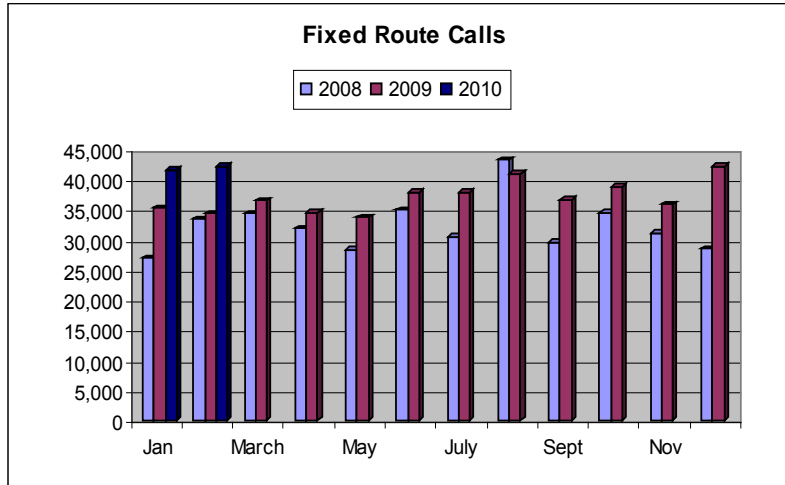
Feb. 26...Sent Orange TV Community Café information on PSA Bus for April inclusion.

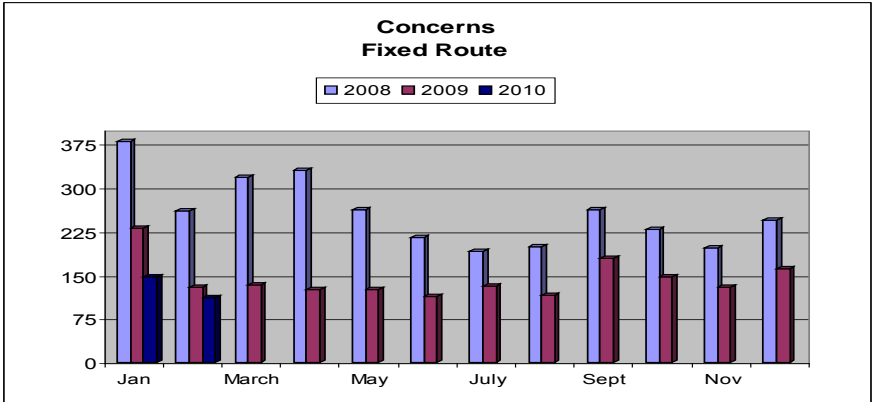
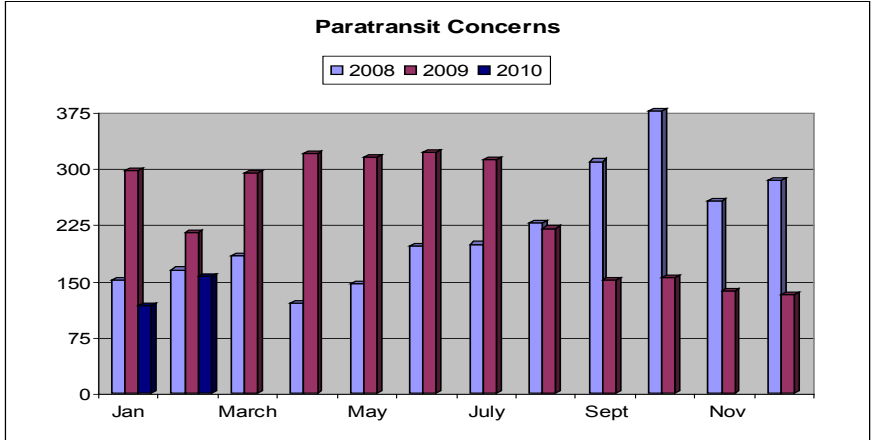
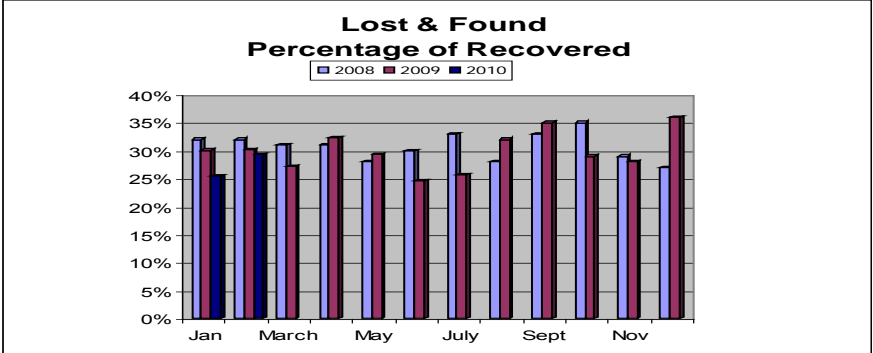
Feb. 26...Lakeland Ledger Mention in story on Donna Dowless.

Feb. 26...Sent press release about Clermont Park N Ride log being closed for one day.

Feb. 27...Sent press release with parking solution for Clermont Park N Ride.

Call Center:





Monthly Report H: Employee Travel Report

To: LYNX Board Of Directors

From: Linda Watson
CHIEF EXECUTIVE OFFICER
Deborah Henderson
(Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Employee Travel Report
Monthly Employee Travel Report - March 2010

Date: 3/25/2010

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
David Burnett Operations	Tampa, Fl	To attend Transit Operations Planning Course	03/15/10-03/18/10	0	0
Linda Watson Executive	Gainesville, FL	To attend Board Meeting for the University of Florida Center for Multimodal Solutions	03/04/10-03/05/10	0	0
James Mc Lawhorn Government Affairs	Tallahassee, FL	To attend 2010 State Legislative Session, Opening Day Session	03/01/10-03/04/10	585	585
TOTAL ESTIMATED COSTS and AGENCY COSTS				585	585

Monthly Report I: Employee Travel Report

To: LYNX Board Of Directors

From: Linda Watson
 CHIEF EXECUTIVE OFFICER
 Deborah Henderson
 (Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Employee Travel Report
 Monthly Employee Travel Report - February 2010

Date: 3/25/2010

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
James McLawhorn Government Affairs	Lakeland, FL	To speak in Linda Watson's place at Connecting the Region meeting hosted by the Central Florida Development Council	02/23/10	47	47
Matthew Friedman Administrative	Ft Lauderdale, FL	To attend 2010 APTA Marketing and Communications Workshop	02/21/10-02/24/10	1,410	1,410
TOTAL ESTIMATED COSTS and AGENCY COSTS				1,457	1,457

Monthly Report J: Employee Travel Report

To: LYNX Board Of Directors

From: **Linda Watson**
 CHIEF EXECUTIVE OFFICER
Blanche Sherman
 (Technical Contact)
Deborah Henderson
 (Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Employee Travel Report
 Employee Travel Report - January 2010

Date: 3/25/2010

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Rajendranath Beharry Operations	Tampa, Fl	To attend Transportation Safety Institutes Instructors Course(CUTR funded)	01/10/10-01/14/10	0	0
Linda Watson Executive	Washington, DC	To attend Transportation Research Board Annual Meeting as Executive Committee Member	01/12/10-01/14/10	0	0
Doug Jamison Administrative	Deland, FL	To attend Central Florida ITS Consortium Meeting	01/14/10	0	0
Linda Connell Finance	Tallahassee, Fl	Review and Evaluation of SEON system Tallahassee has in place	01/14/10	0	0
Rey Quinones, Jr Operations	Tallahassee, Fl	Review and Evaluation of SEON system Tallahassee has in place	01/14/10	0	0
Ricky Sonny Operations	Tallahassee, Fl	Review and Evaluation of SEON system Tallahassee has in place	01/14/10	0	0
Greg Barowski Operations	Tallahassee, Fl	Review and Evaluation of SEON system Tallahassee has in place	01/14/10	0	0

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Rey Quinones, Jr Operations	Lakeland, Fl	Site visit to exam the REI wireless camera system being installed at Lakeland Area Transit	01/20/10	0	0
Greg Barowski Operations	Lakeland, Fl	Site visit to exam the REI wireless camera system being installed at Lakeland Area Transit	01/20/10	0	0
Ricky Sonny Operations	Lakeland, Fl	Site visit to exam the REI wireless camera system being installed at Lakeland Area Transit	01/20/10	0	0
Sue Masselink Administrative	Atlanta, GA	To attend FTA Review Workshop(in place of Laura Minns)	01/20/10-01/22/10	724	0
Doug Jamison Administrative	Tampa, Fl	To attend National Transit Institutes Integrating Transportation Systems class	01/25/10-01/27/10	338	338
Doug Jamison Administrative	Minneapolis, MN	Invitation of an expert review panel of ITS projects for funding by Intelligent Transportation Systems	01/27/10-01/29/10	0	0
TOTAL ESTIMATED COSTS and AGENCY COSTS				1,062	338