




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 March 25, 2010 Board of Directors Meeting

Pg 1

3. Recognition

- LYNX Maintenance Team: Hemo Harnanan, Harry Mootoo and Chris Balroop - 2010 International Bus Rodeo Winners
- LYNX Finance Department: Bert Francis, Blanche Sherman - 2009 Certificate of Excellence
- Department of Homeland Security Recognition
- Service Awards - 30 years: John Polk, Transportation Supervisor Service Awards - 20 years: William Meeks, Supervisor-Facilities Maintenance; Cesar Dantes, Bus Operator; Pooran Harnanan, Service Island Attendant; Elisamuel Sierra, Buildings & Groundskeeper

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 Release a Request for Proposal (RFP) for Pressure Cleaning Services of LYNX Bus Shelters Pg 10


- ii.  Authorization to Release a Request for Proposal (RFP) for Paratransit Services Pg 12

B. Award Contracts


- i.  Authorization to Award a Contract for Vanpool Services Pg 14


- ii.  Authorization to Award a Contract for Installation of Passenger Shelters Pg 16


- iii.  Authorization to Award a Contract for the Upgrading of the CCTV Room. Pg 17

- iv.  Authorization to Award Contract for Functional Assessment and Travel Training Pg 19




C. Extension of Contracts

- i.  Authorization to Execute the Second Option Year of Contract #06-034 with MV Transportation Pg 22


- ii.  Authorization to Execute the Second One-Year Option on Contract #BDL-96 with Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program Pg 24

- iii.  Authorization to Exercise Second Year Option of Contract #06-005 with B&L Commercial Pg 28


Cleaning for Shelter Maintenance

- iv.  Authorization to Execute the Second One-Year Option of the Sponsorship Contract with State Farm Mutual Automobile Insurance for Advertising Under the Road Ranger Program Pg 31
- v.  Authorization to Execute the Second Option Year of Contract #08-C04 with JEJ Associates for State Consulting Services Pg 33
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D. Miscellaneous

- i.  Authorization to Amend Contract #10-C06 Long Range Transit and Financial Plan (2010-2030) Pg 35
- ii.  Authorization to Amend the Interlocal Funding Agreement with the City of Orlando Pg 38
- iii.  Authorization to Adopt the Policy for Code of Conduct for Utilizing LYNX Services Pg 40

-Attachments 
- iv.  Authorization to Release an Invitation for Bid (IFB) for LYNX Operations Center Parking Lot Expansion and Detention Pond 5 Improvements Pg 49
- v.  Authorization to Auction Surplus Equipment Pg 51
- vi.  Authorization to Execute the Transportation Disadvantaged Operating Grant from the Florida Commission for the Transportation Disadvantaged from July 2010 to June 2011 Pg 64
- vii.  Authorization to Submit the Draft Fiscal Years 2011-2020 Transit Development Plan (TDP) Update Pg 67
- viii.  Authorization to Release an Invitation for Bid (IFB) for LYNX Operations Center Improvements and the Purchase/Installation of a Paint Booth and Emergency Generators Pg 69
- ix.  Authorization to Ratify the Submittal of the Transportation Enhancement Projects Grant Application to METROPLAN ORLANDO Pg 71


-Attachments  
- x.  Authorization to Execute Supplemental Agreement to the 2009/2010 & 2010/2011 Unified Planning Work Program (UPWP) with METROPLAN ORLANDO Pg 81
- xi.  Authorization to Initiate Process for Reauthorization for LYNX as Designated Recipient of Federal Transit Administration Funds Pg 91
- xii.  Authorization to Release an Invitation for Bid (IFB) for Lawn Maintenance and Trash Removal Services at LYNX Bus Stops and Shelters Pg 92
- xiii.  Authorization to Initiate the Public Participation Process for Consideration of the Proposed Service Efficiency Changes for August 15, 2010 Pg 94


7. Action Agenda

- A.  Authorization to Submit Applications for the US Department of Transportation (USDOT) and the Federal Transit Administration (FTA) Funding through Tiger II, Tigger II and State of Good Repair Grants Pg 96

8. Work Session

- A.

 Update on Department of Homeland Security (DHS) Funding Pg 99

-Attachments 

B.  Update on the State Legislative Session Pg 117

-Attachments 

9. Other Business

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

A.  Monthly Financial Reports - March 31, 2010 Pg 125


-Attachments 

B.  Monthly Financial Reports - February 28, 2010 Pg 132

-Attachments 


C.  Monthly Financial Reports - January 31, 2010 Pg 139

-Attachments 

D.  LYNX American Recovery and Reinvestment Act Project Status Report Pg 144

E.  Ridership Report for March 2010 Pg 146

F.  Planning Report for March, April & May 2010 Pg 150

G.  Communications Report Pg 154

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I.  Monthly Employee Travel - May 2010 Pg 163

J.  Monthly Employee Travel - April 2010 Pg 165

11. Executive Session

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: **March 25, 2010**

TIME: **1:10 p.m.**

Members in Attendance:

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

Members Absent:

Osceola County Commissioner, Brandon Arrington, Vice Chair

1. Call to Order and Pledge of Allegiance

The Chairman, Commissioner Carlton Henley, called the meeting to order at 1:10 p.m. Chairman Henley asked Mayor Buddy Dyer to lead the Pledge of Allegiance.

2. Approval of Minutes

Motion was made and seconded to approve the Minutes of the January 7, 2010 Board of Directors meeting. The motion passed unanimously.

3. Recognition

The Chairman recognized Lisa Darnall, Chief Operations Officer, for employee recognitions.

Doris Williams, Operator of the Year, Florida Public Transportation Association (FPTA)

Agapito Flores, Civilian of the Year, Central Florida Crisis Intervention Team (CIT)

2010 Local and State Rodeo Winners:

Hemo Harnanan	Harry Mootoo
Chris Balroop	Pablo Perez

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

20 Years:

Bus Operator	Angel Ayala
Bus Operator	Matthew Kaminski
Transportation Supervisor	Rey Quinones
Bus Operator	Rafael Rosado
Bus Operator	Manuel Viruet

4. Public Comments

Tim McKinney addressed the transportation needs in East Orange County.

Jack Couture complimented LYNX' Public Service Bus, LYNX Board members and staff. He addressed the need to continue seeking dedicated funding for public transit.

Sara E. Brown addressed the timeliness of Link 6.

The Chairman asked staff to research Ms. Brown's concerns.

Annette Brown-Best addressed her concern that the Poinciana circulator bus will serve the residents of Polk County Village 3 but will not serve the Osceola residents of Village 5.

Ms. Watson, LYNX CEO, noted that staff will be meeting with Ms. Brown-Best following the Board meeting to discuss her concern. Ms. Watson reported that Polk County is funding a portion of the service.

Tony Short addressed the concerns of Signal Outdoor Advertising for the contract award to Tolar Manufacturing, Inc. (Tolar) for bus shelters with advertising utilizing American Recovery & Reinvestment Act (ARRA) funds. LYNX is currently under contract with Signal Outdoor Advertising for bus shelter advertising program in Orange and Seminole Counties. Signal Outdoor Advertising's position is that the contract award to Tolar places LYNX in direct competition with Signal Outdoor Advertising for bus shelters with advertising in the City of Orlando. Signal Outdoor Advertising recommends that ARRA funding be used to construct non-advertising shelters and continue utilizing Signal for the shelters with advertising.

Ms. Watson, LYNX CEO, provided pertinent details of the Board's decision to bring the bus shelter advertising program in-house due to projected annual revenue of \$500,000 compared to the current out-sourced contract program's annual revenue between \$70,000 and \$90,000. In addition, ARRA funds are utilized in the local economy.

Pat Christensen, LYNX General Counsel, opined no legal issues exist.

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. LYNX received recognition from the Sanford International Airport and Seminole County for its assistance with the Haiti Earthquake Relief efforts. LYNX provided shuttle service 24 hours a day for two weeks which provided transportation to 9,341 passengers. The costs incurred will be reimbursed by Federal Emergency Management Agency (FEMA).
2. Ms. Watson noted that she had been elected to serve on the Intelligent Transportation Society of America Board of Directors. As one of two transit representatives on the Board, the focus will be to have information technology involved in transit industry projects. An ITS World Congress is held annually and every third year the meeting is held in the United States. In October 2011, the conference will be held in Orlando with anticipated attendance of 10,000 from all over the world. The conference vendors showcase their products by implementing IT projects. It is anticipated that over \$3 million in technology projects will be implemented. LYNX staff will be meeting next week to discuss transit technology that can be implemented and showcased during the conference.

6. Consent Agenda

The Chairman announced a "Blue Sheet" Consent Agenda item will be added to the Agenda as 6.D.viii

The Chairman reported that staff is requesting the Board's authorization for the Chief Executive Officer (CEO) to assign the purchase of fifty buses to the City of Detroit under the Florida Consortium Bus Contract No. 09-C05.

A. Release Requests for Proposal (RFP)

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

B. Award Contracts

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

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.

D. Miscellaneous

- i.** Authorization to Write-off Assets as of June 30, 2009 Physical Inventory Count and Reconciliation
- ii.** Authorization to Implement Service Changes for April 25, 2010
- iii.** Authorization to Transfer Surplus Bicycles to City of Orlando
- 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)
- v.** Authorization to Adopt the Amended Human Resource Anti-Drug and Alcohol Misuse Prevention Program
- 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
- 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

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

7. Action Agenda

A. Acceptance of the Annual Financial Audit and Comprehensive annual Financial Report (CAFR) for the Fiscal Year Ending September 30, 2009

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

The Chairman noted that the Audit Committee recommended acceptance of the Annual Financial Audit and Comprehensive Annual Financial Report (CAFR) for the Fiscal Year ending September 30, 2009.

Mr. Francis reported that the CAFR will be submitted by March 31st, for approval and consideration of the Excellence in Achievement Award.

Mr. Francis introduced Mr. Ronald Conrad, Partner with the firm Cherry, Bakeart & Holland, L.L.P. to present the results of the annual financial audit and Comprehensive Annual Financial Report (CAFR) for fiscal year ending September 30, 2009.

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

Additionally, a single audit was conducted on the federal and state grant awards and issued a clean opinion on the programs with no compliance of violations in relation to either.

Motion was made and seconded to accept the Annual Financial Audit and Comprehensive Annual Financial Report (CAFR) for the Fiscal Year ending September 30, 2009.

B. FY2011 Federal Discretionary Appropriations

The Chairman recognized J March McLawhorn, Chief Government Affairs Officer, to make the presentation.

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

Senate:

- | | |
|-------------------|---|
| 1) Senator Nelson | \$5,500,000 |
| | Bus Rapid Transit Corridors Alternatives Analysis |

House:

- | | |
|-------------------------|---|
| 1) Congresswoman Brown | |
| Congressman Mica | |
| Congressman Posey | \$5,500,000 |
| | Bus Rapid Transit Corridors Alternatives Analysis |
| 2) Congressman Grayson | \$450,000 |
| | Green Savers Program |
| | Environmental Management System (EMS) |
| 3) Congresswoman Kosmas | \$150,000 |
| | Link 434 Passenger Amenities |

Motion was made and seconded to approve LYNX' Federal discretionary appropriations requests for FY2011. The Motion passed unanimously.

8. Work Session

A. LYNX Five Year Strategic Service Plan

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

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'.

Purpose and Benefits of a Five-Year Financially Constrained Service Plan

- Identifies what our services would look like over the next five years
 - Project newly proposed services for the outer years
 - Streamline services to improve efficiencies and effectiveness
 - Identify alternate service delivery methods
- Give an early indication of what costs would be over the next five years
 - Tool to be used by LYNX and funding partners' for planning and budgeting

Financial Model

- Serves as Cost/Revenue forecasting tool
 - Cost allocation by link/route
- Detailed O & M costs
 - Labor, materials, supplies, purchased transportation, administrative costs, etc.
- Detailed Revenue Sources
 - Farebox, federal/state/local agency funding, contract services, revenue, advertising, etc.
- Capital Projects
 - Buses, facilities, shelters, etc.

Categories of Service Environments

- Primary Corridors
- Functional Core Services
 - Links along primary corridors
 - Links with 1000+ daily passengers
 - Transit-dependent services (income, auto-ownership, Title VI areas)
 - Dense residential area (>4201 persons/square mile)
 - Employment centers (>1001 employees/square mile)
 - Inter-county links & contracted links
- Enhanced Core Services
 - Links along the primary corridor that would have headways of 10-15 minutes
 - Unique vehicles and bus shelters
 - Links with limited stops
 - Maintain level of service to transit-dependent areas
 - Access to SunRail (Light Rail and High Speed Rail)
 - Service to new regional developments (i.e., Lake Nona)
 - Identification of candidate Bus Rapid Transit (BRT) corridors
 - Identification of feeder services/corridors

In conclusion, Mr. Johnson noted that next steps will be the completion of the financial model and finalization of data analysis and the presentation of the final report to the Board at its next meeting.

B. LYNX Five Year Strategic Service Plan

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

The FY2011 Preliminary Operating Budget was prepared based on the following key assumptions:

- Orange County proposed a decrease to the LYNX funding amount in FY2011; therefore, a 7% decrease from the FY2010 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 salary or wage 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 by the Chief Executive Officer (CEO) with reducing the budget in every area across the organization by 5%.

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. This preliminary budget does not include a fare increase but does include 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	<u>\$ 21,085,287</u>
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>

Local Revenue by Jurisdiction:

	<u>FY2010</u>	<u>FY2011</u>
Orange County	\$34,819,427	\$32,384,067
Osceola County	\$ 4,601,284	\$ 4,279,194
Seminole County	\$ 4,391,342	\$ 4,083,948
City of Orlando	<u>\$ 3,744,400</u>	<u>\$ 3,482,292</u>
Total Local Funds	\$47,556,453	\$44,227,501
Cities	\$ 404,192	\$ 375,899
Other Services	\$ 2,152,084	\$ 1,861,430
Capital Contributions	<u>\$ (1,005,094)</u>	<u>\$ (1,005,094)</u>
Total	<u>\$49,107,635</u>	<u>\$45,459,736</u>

Mr. Francis presented the Budget Calendar:

March 25	Key Budget Assumptions Presentation to the Audit Committee
March 25	Present Overview of FY2011 Preliminary Operating Budget to Board of Directors
April 26	Funding Request Letters Submitted to Funding Partners
June/July	Budget Presentation Osceola & Orange Counties
August	Budget Presentation Seminole County
September 23	Final Board Action
October 1	Budget Year 2010-2011 Commences

He explained that 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.

In conclusion, Mr. Francis noted that 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 described.

9. Information Items

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

10. Other Business

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

11. Monthly Reports

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

Meeting adjourned at 2:15 p.m.

Consent Agenda Item #6.A. i

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Release Requests for Proposal (RFP)
 Authorization to Release a Request for Proposal (RFP) for Pressure
 Cleaning Services of LYNX Bus Shelters

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors’ authorization for the Chief Executive Officer (CEO) or designee to release a Request for Proposal (RFP) for pressure cleaning services of LYNX bus stops, shelters and superstops.

BACKGROUND:

In February 2006, LYNX released an IFB for pressure cleaning services. Pressure Cleaning Professionals was the successful respondent and was awarded a contract in July 2006 to begin services August 21, 2006. The contract was for a term of three years with two one-year options.

The cost of this service under contract #06-007 with contract modifications is included in the table that follows:

Company	Cost Year 1	Cost Year 2	Cost Year 3	Cost Year 4
Pressure Cleaning Professionals	\$36,036	\$38,412	\$40,986	\$55,044
Shelters x \$16.50 each per month	182	194	207	278

The current contract with Pressure Cleaning Professionals expires on August 20, 2010. Staff is recommending LYNX forego the second one-year option and seek improved pricing and performance with a new contract.

FISCAL IMPACT:

Staff has included funding in the amount of \$62,000 in FY2010 Operating Budget and \$80,000 in the FY2011 Preliminary Operating Budget for pressure cleaning services.

Consent Agenda Item #6.A. ii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

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

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release a Request for Proposal (RFP) for paratransit services.

BACKGROUND:

In February 2006, LYNX released an RFP for paratransit services. MV Transportation was the successful respondent and was awarded a contract in May 2006 to begin services October 1, 2006. The contract was for a term of three years with two one-year options. The second and final one-year option will expire September 30, 2011.

The Scope of Work of the prior RFP was developed by staff and a paratransit consultant and will be used as a template and modified to accommodate any contractual issues that were not addressed, or have changed since 2006. Additionally, considerations of lessons learned, best practices, program goals, policies and procedures, input from paratransit customers and advocates, and other items to increase program efficiencies and maximize cost savings to LYNX will be included.

The Source Evaluation Committee will include LYNX staff, paratransit customers, and/or advocates for paratransit customers.

The proposed timeline for the RFP process is as follows:

- Release RFP in October 2010
- Responses due in December 2010
- SEC evaluation in February 2011
- Authorization to award in March 2011
- Start-up on October 1, 2011

FISCAL IMPACT:

Due to the new contract being awarded in October 2011 and the contract start date coinciding with the beginning of FY2012, the contract amounts will be included in LYNX' FY2012 operating budget.

Consent Agenda Item #6.B. i

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Award Contracts
Authorization to Award a Contract for Vanpool Services

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award contract #10-R07 to Van Pool Services Inc.

BACKGROUND:

LYNX purchases vans with federal funds and contracts with an outside vendor, Vanpool Services Incorporated (VPSI) to provide fleet maintenance and insurance services. The current contract with VPSI expires on June 30, 2010.

Vanpool services across the country are operated in two ways. Either transit system vehicles are leased directly to volunteer drivers, or the service is contracted to a vanpool management company that has its own vehicles and administers the service. Under either arrangement, transit systems can perform the maintenance themselves but the usual procedure is for the volunteer driver to take the van to a local automobile dealer. LYNX operates its vanpool service, using a hybrid approach. We buy the vanpool vehicles with federal funds and hire a private company to manage the program.

On March 22, 2010, LYNX solicited the Request for Proposal (RFP) for Vanpool Services and closed the RFP on April 15. This is a unique service offered by very few companies, with VPSI and Enterprise the dominant players. Enterprise chose not to bid. Ads for the RFP were placed locally (Orlando Sentinel) and nationally (Passenger Transport Magazine), but Vanpool Services Inc. (VPSI), the current contractor, was the only company to submit a proposal. The Source Evaluation Committee (SEC) reviewed the proposal on April 27, 2010.

VPSI's proposal included provision of vehicle maintenance (preventative and unscheduled), insurance and risk management (solely for commuter vanpools) and fleet management reporting. The insurance provided is satisfactory and meets LYNX requirement for coverage. The coverage will be solely for the commuter vanpools and includes the following:

- ❑ Automobile Liability \$1,000,000 Combined Single Limit
- ❑ Workers Compensation Minimum Statutory Limits - Florida
- ❑ Comprehensive General Liability Insurance \$100,000 per Occurrence, \$300,000 Aggregate Limit
- ❑ A Certificate of Insurance will be presented to LYNX validating coverage

Within this contract VPSI will provide the following:

1. Management of our fleet inventory
2. Provision of Back Up Vehicles
3. Monthly reporting of vehicle mileage, maintenance repairs and cost and vehicle performance
4. Routine Maintenance and Repair of vans
5. Emergency Repair Service and Loaner Vehicles
6. Insurance and Risk Management
7. Review and Approval of driver's motor vehicle report
8. Accident Management (Insurance Administration and subrogation)
9. Driver Safety and Vehicle Orientation for all new vanpool groups

LYNX will continue to provide the following:

1. Procurement of Vanpool Vehicles
2. Program marketing and advertising
3. Rideshare matching
4. Monthly and annual National Transit Database ridership and accident statistics

The contract term will be for two-years with two, one-year options to renew.

DBE PARTICIPATION

VPSI will conform to 49 C.F.R. part 26. The DBE Officer from the Authority will work with VPSI to ensure full contract compliance.

FISCAL IMPACT:

There is no fiscal impact. The cost for this service on an annual basis will be covered by monthly fees received from program users. There is a projection of adding 4 vans into service annually, in addition to the current fleet for a total of 65 vans. LYNX will not be responsible for any direct costs.

Consent Agenda Item #6.B. ii

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 for Installation of Passenger Shelters

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a Contract for the construction of bus shelter pads and the installation of shelters. This project is being funded by the American Recovery & Reinvestment Act (ARRA) and non-ARRA fiscal year grant funding.

BACKGROUND:

On February 26, 2009, the LYNX Board of Directors authorized staff to release 17 Requests for Proposals (RFP's) associated with the American Recovery and Reinvestment Act (ARRA) for certain projects. The Board also authorized the Board Chairman to approve ARRA contract awards during the months when the Board does not meet. This request was made due to the intent under ARRA to expedite "spending" of federal funds. LYNX may also use this contract to benefit from the economies of scale for installation of non-ARRA shelters.

LYNX will issue a Request for Proposal the week of May 10, 2010 and intends to award the Contract in June 2010. The award will be presented to the Board at its July 2010 meeting for ratification.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

The DBE goal for this project is 10.21%.

FISCAL IMPACT:

LYNX has included ARRA funding in the amount of \$7,605,900 and \$2,717,450 of Non-ARRA federal funds in the FY2010 Capital Budget for bus shelter construction and installation.

Consent Agenda Item #6.B. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Award Contracts
Authorization to Award a Contract for the Upgrading of the CCTV Room.

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer or designee to award a Contract for the upgrading of the CCTV room with the approval of the Board Chairman. The award will be presented to the Board at the July 2010 meeting.

BACKGROUND:

LYNX received authorization by the Board at the February 26, 2009 meeting to release an RFP. The RFP was issued on October 12, 2009. During the RFP process, LYNX received several protests pertaining to the specifications and the selection of the firm. After consulting with our general counsel it was decided it would be in the best interest of LYNX to cancel the RFP and to reissue a new RFP with a better defined scope of work and evaluation criteria. A new RFP is being released the week of May 10, 2010 with an anticipated award by mid June 2010.

This is multi-phase project with \$1,071,658 funding from the Department of Homeland Security (DHS) and the Florida Department of Transportation (FDOT). This is Phase I of the project. The funding provided by FDOT requires LYNX to have a Contract in place by June 30, 2010. Due to the exigent circumstances, LYNX is requesting this action be approved in order to insure we do not lose this funding opportunity.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

The DBE goal for this project is 3%.

FISCAL IMPACT:

LYNX has included \$317,909 for Phase I of this project in the FY2010 Capital Budget for the LYNX Central Station control room redesign and related equipment.

LYNX Bard Agenda

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Consent Agenda Item #6.B. iv

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Award Contracts
Authorization to Award Contract for Functional Assessment and Travel Training

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a contract to Adaride.com, LLC, for paratransit eligibility functional assessment and travel training.

BACKGROUND:

Functional assessments are in-person assessments that screen ACCESS LYNX applicants to ensure that they need paratransit service and cannot access the LYNX fixed route bus or PickUpLine services. Travel training teaches those who are denied ACCESS LYNX eligibility and/or those who want to learn how to access the LYNX fixed route or PickUpLine services.

By providing functional assessment and travel training services, LYNX is able to transition customers from costly paratransit service to considerably less costly fixed route and PickUpLine services. LYNX experiences a savings of approximately \$30 for each one-way passenger trip transitioned.

From 1992 to June 2002, LYNX' Paratransit Operations Division allowed customers to apply for services using a two-step written application process by way of a self-certification with professional verification. In June 2002, LYNX entered into our first paratransit eligibility functional assessment and travel training agreement with Quest, Inc., which added an additional level of eligibility verification and provided a significant reduction in eligibility approvals. On January 1, 2005, LYNX began our second contract for paratransit eligibility functional assessment and travel training with Quest, Inc. This contract has been extended through June 30, 2010, to accommodate the Request for Proposal (RFP) procurement process.

At the February 9, 2009, Board of Directors meeting, staff received authorization to release a Request for Proposal (RFP) for Paratransit Eligibility Functional Assessment and Travel Training.

The RFP for Paratransit Eligibility Functional Assessment and Travel Training was released on March 22, 2010, with responses due on April 13, 2010. There were four responsive proposals received:

- Adaride.com, LLC
- Kinsman Transportation, Inc.
- Medical Transportation Management, Inc.
- Quest, Inc. (incumbent provider)

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

- Bill Hearndon, Manager of Paratransit Operations
- Tim May, Supervisor of Paratransit Operations
- Tyler Griffin, Paratransit Data Analyst and Report Writer
- Mark Forsyth, Senior Contract Administrator (non-voting)

The SEC met on Wednesday April 21, 2010, to discuss the four proposals. The meeting was publicly noticed and each firm was notified.

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

1. Respondent's Professional Qualifications and Experience 40%
 - Proposer's qualifications as determined by recent relevant experience and performance on similar programs.
 - Qualifications of the firm, individuals, and sub-consultants (ability, capacity, and skill of the firm, individual and sub-consultants to perform the required services).
2. Respondent's Proposed Solution to the Scope of Work 35%
 - Understand the program requirements
 - Ability of the firm in reference to workload along with the ability and capacity of the proposer to perform services in a timely manner
 - Meeting time and budget constraints
3. Overall Program Cost 25%
 - Proposed cost to LYNX when all components of the eligibility process is considered

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

	<u>Score</u>	<u>Ordinal</u>
Adaride.com, LLC	289	1
Medical Transportation Management, Inc.	276	2
Quest, Inc.	255	3
Kinsman Transportation, Inc.	155	4

Following discussions on April 21, 2010, the SEC unanimously recommend the award to Adaride.com.

Adaride was selected first overall based on the following:

- Nationally known for paratransit eligibility functional assessments for transit agencies.
- Over 25 years of experience in occupational therapy and vocational rehabilitation, including travel training.
- Offered 12 locations throughout our service area and offered service Monday through Friday.
- Partnered locally with Select Physical Therapy, a nationally recognized company specializing in paratransit eligibility functional assessments.
- Offered option for web-based services and document storage, currently handled by LYNX, to be considered at a later time.

Adaride's fee schedule is as follows:

Cost per Functional Assessment	\$103.50
Cost per Travel Training Hour	\$ 57.50
Cost per No Show	\$ 52.00

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

There is no DBE goal for this project. However, there was Minority Business participation in the RFP process. 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:

LYNX has included \$200,000 in the FY2010 Operating Budget and FY2011 Preliminary Operating Budget for paratransit eligibility functional assessment and travel training costs.

Consent Agenda Item #6.C. i

To:	LYNX Board of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER William Hearndon (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Extension of Contracts Authorization to Execute the Second Option Year of Contract #06-034 with MV Transportation
Date:	5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the second option year of Contract #06-034 with MV Transportation, Inc., to provide paratransit services.

BACKGROUND:

In 2006, LYNX completed a competitive selection process for a transportation provider to operate our ACCESS LYNX paratransit program. MV Transportation was selected and awarded a three-year contract with two one-year options. The initial contract term was from October 1, 2006, to September 30, 2009, in the amount of \$43,568,707. The first option year extended the contract for the period of October 1, 2009, to September 30, 2010, and added a contractual "Not to Exceed" amount of \$16,301,502 to the contract. The second option year would extend the contract for the period of October 1, 2010, to September 30, 2011.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

The Authority has established an approved annual DBE goal of 12.25%. The approved annual goal was established for the Request for Proposal (RFP) #06-034 Paratransit Services. MV Transportation has stated and agreed it will work with the Authority's Disadvantaged Business Enterprise (DBE) Officer to ensure a good faith effort to contract with DBE firms to meet the established goal. The DBE Officer will work with MV Transportation to ensure full contract compliance.

FISCAL IMPACT:

LYNX has included \$15,848,020 in the FY2011 Preliminary Operating Budget to cover paratransit services provided MV Transportation.

Consent Agenda Item #6.C. ii

To:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Lisa Darnall (Technical Contact) Joe Cheney (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Extension of Contracts Authorization to Execute the Second One-Year Option on Contract #BDL-96 with Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program
Date:	5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the second one-year option on Contract #BDL-96 with the Florida Department of Transportation (FDOT) to continue the existing Road Ranger Assistance Program effective July 1, 2010.

FDOT is funding the program in the amount of \$1,171,000. In the event the funding is greater than estimated, we will adjust the agreement and expand coverage accordingly. Also, LYNX will have the ability to add additional Road Rangers in order to meet the service requirements. Any change that would require an adjustment to the head count would be funded 100% by the funding we receive for this program.

BACKGROUND:

On May 18, 1998, LYNX and FDOT initiated the Highway Helper Program. The partnership with FDOT began with two technicians assisting stranded motorists, free of charge, on forty miles of the busiest sections of I-4, during weekday rush hour traffic. The goal was to provide a service to assist stranded motorists and minimize instances where roadside breakdowns and accidents distract and slow down traffic. The trucks are specifically equipped to make minor vehicle repairs and the technicians are trained to assist with non-injury accidents and other emergency services. They also communicate with law enforcement and emergency services to ensure a quick response to traffic incidents, which occur on the most congested corridor of the region. As the Central Florida Regional Transportation Authority, it is the job of LYNX to

enhance the movement of people and goods throughout Central Florida by reducing congestion on the area's roadways through a full array of transportation services. The Road Ranger Program now consists of 13 Road Rangers, 1 Supervisor and 11 trucks. The patrol coverage area encompasses 76 miles of I-4 beginning at the Champions Gate – Exit 58, Polk County line, through Exit 132, I-95 Daytona Beach area in Volusia County and operates Monday through Friday from 6:00 a.m. to midnight, 6:00 a.m. – 3:00 a.m. on Saturday and Sunday.

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

FISCAL IMPACT:

The services provided under the existing contract agreement are funded 100% by FDOT and State Farm. This agreement will execute a second one-year option on the contract with FDOT for \$1,171,000 plus the State Farm portion of \$321,000, for a total effort of \$1,492,000.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
STANDARD WRITTEN AGREEMENT
MODIFICATION # 4

Amendment # 4

Agreement No. BDL 96
Financial Project I.D. 41095717205 & 41095727205
Vendor No. F 592982959 003
Procurement No. N/A
DMS Catalog Class No. 991 395

This Agreement, made and entered into this day _____ of _____, 2010
By and between the STATE OF FLORIDA OF TRANSPORTATION, hereinafter called the "Department" and
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY, d/b/a Linx
455 NORTH GARLAND AVENUE
ORLANDO, FL. 32801

duly authorized to conduct business in the State of Florida, hereinafter called the "Vendor."

WITNESSETH:

WHEREAS, the Department and the Vendor heretofore on 29 AUGUST 2008,
entered into an agreement, hereinafter called the "Original Agreement," whereby the Department retained the Vendor to
furnish certain services in connection with ROAD RANGER MOTORIST ASSISTANCE PROGRAM FOR INTERSTATE 4
_____ ; and

WHEREAS, the Department has determined it necessary, within the general description of the project as originally
planned, to amend the maximum amount of this TERM CONTRACT for an Indefinite Quantity;
NOW, THEREFORE, this Agreement witnesseth that for and in consideration of the mutual benefits to flow each to the other the
parties agree that the maximum amount is INCREASED by the amount of \$ 1,171,000.00
which will make the budgetary ceiling \$ 3,172,882.00 for all services required under said agreement dated
29 AUGUST 2008 as amended hereby. The Contract maximum amount is hereby amended with
ATTACHMENT "A"

Except as hereby modified, amended, or changed, all of the terms and conditions of said agreement and any amendments
thereto will remain in full force and effect.
IN WITNESS WHEREOF, the parties have executed this Agreement by their duly authorized officers on the day, month and year set
forth above.

Central Florida Regional Transportation Auth. STATE OF FLORIDA
Name of Vendor DEPARTMENT OF TRANSPORTATION

BY: _____ BY: _____
Authorized Signature

(Print/Type) Alan E. Hyman, P.E.
(Print/Type)

Title: _____ Title: Director of Transportation Operations

FOR DEPARTMENT USE ONLY

APPROVED: _____ LEGAL REVIEW: _____

ROAD RANGER MOTORIST ASSISTANCE PROGRAM FOR
INTERSTATE 4
CONTRACT BDL 96
Financial Project ID No.'s: 410957-1-72-05 and 410957-2-72-05
ATTACHMENT "A"

1. Additional funds are hereby added to this contract in the amount of \$1,171,000.00 for services. This increases the maximum amount under this contract to \$3,172,882.00 for all services required in Exhibit "A" of the original Agreement as amended.
 2. For the services to be provided during the Fiscal year of 2011 starting July 1, 2010 through June 30, 2011, the Vendor shall provide a minimum of 1951 hours of patrol services per month. The progress payments amount for the Fiscal year will be \$97,583.33 per month. Payment shall be made in accordance with Exhibit "B" of the Original Agreement as amended.
- The parties agree that the modifications to the Agreement as set forth herein are in the parties' respective best interests and supported by adequate consideration, including, without limitation, a continued advantageous business relationship and good will. By their signatures below, the parties hereby acknowledge the receipt, adequacy and sufficiency of consideration provided in this Amendment and forever waive the right to object to or otherwise challenge the same.
 - Each party warrants and represents to the other: (1) that this Amendment incorporates and includes any and all negotiations, correspondence, conversations, agreements and/or understandings applicable to the matters contained herein and that the parties further agree that there are no commitments, agreements and/or understandings concerning the subject matter of the Agreement and Amendment that are not contained in the Agreement or Amendment, which alone sets forth the full and complete understanding between the parties; (2) that each provision of this Amendment has been negotiated fairly and at arm's length; (3) that the parties do hereby execute this Amendment freely and voluntarily and not as the result of any duress, coercion, or undue influence; and (4) that each party has had the opportunity to obtain independent legal advice by counsel of its own choosing in the negotiation and execution of this Amendment and that both parties have contributed to the drafting of this Amendment which shall not be construed more severely against either party.

Consent Agenda Item #6.C. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
 Authorization to Exercise Second Year Option of Contract #06-005 with
 B&L Commercial Cleaning for Shelter Maintenance

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors’ authorization for the Chief Executive Officer (CEO) or designee to exercise the second one-year option of Contract #06-005 with B&L Commercial Cleaning in the amount of \$30,936 for shelter maintenance.

BACKGROUND:

LYNX has four separate contracts for bus stops and shelters including lawn maintenance, trash removal, shelter cleaning, and shelter maintenance. This contract is for shelter maintenance.

The cost of this service through B&L Commercial Cleaning is as follows:

Company	Cost Year 1	Cost Year 2	Cost Year 3	Cost Year 4	Cost Year 5
B&L Commercial Cleaning	\$13,354	\$26,366	\$27,572	\$29,828	\$30,936

The contract extension for Contract #06-005 will be effective May 26, 2010 and will include shelter maintenance at over 500 different locations. See details in the attached pricing schedule.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

There is a 100% DBE participation on this contract.

FISCAL IMPACT:

The contract cost of the one year extension in the amount of \$30,936 has been included in the FY2011 Preliminary Operating Budget.

**PRICING SCHEDULE FOR CONTRACT YEAR FIVE
May 26, 2010 through May 25, 2011**

SHELTER TYPE: LYNX DESIGNED 15' X 15'

Description	Quantity	Unit Price	Total
Replacement of Glass or Plexiglas panels	19	\$28.50	\$541.00
Replace Ceiling Dome Panel.	3	\$85.00	\$255.00

SHELTER TYPE: COLUMBIA 9' X 27'

Replacement of Glass or Plexiglas panels	38	\$28.50	\$1,083.00
Seat Repair.	7	\$28.50	\$199.50
Whole Shelter Repaint	7	\$390.00	\$2,730.00
Replace Ceiling Dome Panel	2	\$85.00	\$170.00

SHELTER TYPE: COLUMBIA 6' X 10' & 6' X 12'

Replacement of Glass or Plexiglas panels	38	\$28.50	\$1,083.00
Seat Repair.	23	\$28.50	\$655.50
Whole Shelter Repaint	38	\$390.00	\$14,820.00
Replace Ceiling Dome Panel	2	\$85.00	\$170.00

LYNX DESIGNED 10' X 10'

Replacement of Glass or Plexiglas panels	38	\$28.50	\$1,083.00
Whole Shelter Repaint	7	\$390.00	\$2,730.00
Replace Ceiling Dome Panel	2	\$85.00	\$170.00

SHELTER TYPE: FLUTIE 10' X 10'

Replacement of Glass or Plexiglas panels	74	\$28.50	\$2,109.00
Seat Repair.	22	\$28.50	\$627.00
Whole Shelter Repaint	6	\$390.00	\$2,340.00
Replace Ceiling Dome Panel	2	\$85.00	\$170.00

Consent Agenda Item #6.C. iv

To:	LYNX Board of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER Joe Cheney (Technical Contact) Bert Francis (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Extension of Contracts Authorization to Execute the Second One-Year Option of the Sponsorship Contract with State Farm Mutual Automobile Insurance for Advertising Under the Road Ranger Program
Date:	5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the second one-year option of the Sponsorship Contract with State Farm Mutual Automobile Insurance Company for advertising under the Road Ranger Program.

BACKGROUND:

At the August 21, 2008 Board meeting, the Board of Directors authorized the execution of a ten-month contract with the Florida Department of Transportation (FDOT) to continue the Road Ranger Program, effective September 1, 2008 and ending June 30, 2009, in the amount of \$717,209, which under-funded the program by approximately 50%. Additionally, the Board authorized LYNX to seek funding opportunities through advertising in an effort to make up some of the funding shortfall for the program.

At the September 25, 2008 Board meeting, the Board of Directors authorized the Chief Executive Officer (CEO) or designee to enter into an agreement with State Farm and to have the ability to extend the term of the agreement up to two (2) one-year option renewals so that the term will end June 30, 2011, if FDOT is successful in continuing to fund the Program.

LYNX entered into an advertising agreement with State Farm pursuant to Administrative Rule 4.4.6, that provided enough funding to add additional trucks on the road during the new operating hours of 6 a.m. to 10:30 p.m. Monday through Friday, which increased the coverage on Interstate 4.

Staff desires to extend the term of the agreement with State Farm if the program continues to be funded by FDOT at the current level.

FISCAL IMPACT:

LYNX will receive \$321,000 from State Farm for the period of July 1, 2010 through June 30, 2011. The services provided under the existing contract agreement are funded 100% by FDOT and State Farm.

Consent Agenda Item #6.C. v

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6064

Item Name: Extension of Contracts
Authorization to Execute the Second Option Year of Contract #08-C04 with
JEJ Associates for State Consulting Services

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Office (CEO) or designee to execute the second option year of Contract #08-C04 with JEJ Associates to provide state consulting services.

BACKGROUND:

The Board of Directors approved the award of this contract on December 6, 2007. The initial contract term was for period of February 1, 2008 through August 31, 2009. Staff believes it is desirable to continue to contract for state lobbying services to ensure that LYNX is assisted in efforts regarding transportation legislation and appropriations affecting Central Florida and LYNX directly or indirectly. These services also include any appropriate legislative or pre-legislative session committee meetings, hearings and conferences and the preparation of requests for funding for various transportation projects to the Florida Department of Transportation, the Florida Legislature and other appropriate governmental agencies.

FISCAL IMPACT:

If approved, staff will extend the term of the contract for twelve months with a "Not to Exceed" amount of \$50,000 which is included the FY2011 preliminary operating budget.

Consent Agenda Item #6.C. vi

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6064

Item Name: Extension of Contracts
Authorization to Execute the Second Option Year of Contract #08-C05 with Gray Robinson for State Consulting Services

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the second option year of Contract #08-C05 with Gray Robinson to provide state consulting services.

BACKGROUND:

The Board of Directors approved the award of this contract on December 6, 2007. The initial contract term was for period of February 1, 2008 through August 31, 2009. Staff believes it is desirable to continue to contract for state lobbying services to ensure that LYNX is assisted in efforts regarding transportation legislation and appropriations affecting Central Florida and LYNX directly or indirectly. These services also include any appropriate legislative or pre-legislative session committee meetings, hearings and conferences and the preparation of requests for funding for various transportation projects to the Florida Department of Transportation, the Florida Legislature and other appropriate governmental agencies.

FISCAL IMPACT:

If approved, staff will extend the term of the contract for twelve months with a "Not to Exceed" amount of \$50,000 which is included in the FY2011 Preliminary Operating Budget.

Consent Agenda Item #6.D. 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: Miscellaneous
Authorization to Amend Contract #10-C06 Long Range Transit and
Financial Plan (2010-2030)

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to amend contract #10-C06 with Tindale-Oliver and Associates Inc. to develop a Long Range Transit and Financial Plan (LRTFP) to a total contract amount of \$385,000, an increase of \$135,000.

BACKGROUND:

The Long Range Transit and Financial Plan Study is to refine the network of fourteen (14) high-capacity (Bus Rapid Transit) transit corridors identified in the 2006 Comprehensive Operations Analysis and Transit Development Plan. The study will also develop associated collector/distributor or circulation systems and establish a prioritization process. This resulting information is used by LYNX and its partners, going through the METROPLAN processes, for the implementation of projects that will create the envisioned network. A key goal of the plan is to significantly increase the level of transit usage in the region by creating a seamless, linked transit network, using a variety of mobility services (fixed route, Bus Rapid Transit (BRT), flex and point deviation service, neighborhood circulators, commuter and light rail) to build on the framework of a balanced transportation system envisioned in the regional METROPLAN Orlando 2030 Long Range Transportation Plan.

At the January 7, 2010 Board meeting, the Board awarded a contract to Tindale-Oliver and Associates to develop a Long Range Transit and Financial Plan (2010 – 2030) in an amount not to exceed \$250,000. During finalization of the scope of work, two requests for additional information were received which fall within the original scope of work, but require additional consultant work to provide the information and deliverables requested. Following are detailed explanations of the requests.

PROPOSED NEW EXPANSION:

The first request came from the METROPLAN ORLANDO Board and Transportation Technical Committee (TTC) to LYNX to consider merging the Long Range Transit and Financial Plan (LRTFP) study with METROPLAN's Street Car/BRT study they were about to begin. The TTC recognized that both studies are essentially seeking the same information and recommendations along the same, adjacent and extended corridors. In an effort to efficiently use the limited planning dollars available to the region, merging the two studies will save over \$100,000 that will be used to further other transportation efforts within the region.

The METROPLAN ORLANDO Board at their April 14, 2010 meeting approved merging their Street Car/BRT study into the LRTPF study as well as the required amendments to the Unified Planning Work Program (UPWP) to facilitate the pass through of funds to LYNX for the additional work. After negotiations with the LYNX consultant, the additional cost to the LRTPF is \$86,000.

The second request is from LYNX staff to expand the level of effort in several work tasks to facilitate additional work not anticipated in the original scope. In Task 4: Financial Planning staff recommends updating the revenue/cost model to be sensitive to the various types of transit technologies. The current model, developed as part of the 5-Year Service Plan study is based on fixed route bus service. Updating the model to include various levels of BRT, neighborhood circulator service, PickUpLine, demand response, rubber tire and steel wheel street car and other rail service will provide a valuable tool now and in the future to assist staff and the Board to make informed recommendations and decisions regarding service improvements. The cost for Task 4 increases from \$30,000 to \$53,000, an increase of \$23,000.

In Task 7: Develop Preliminary Regional Alternatives, staff recommends increasing the number of alternatives developed from two to three. Adding the third alternative provides a mid-range alternative to consider when the Board and staff are considering implementing premium service improvements within the corridors studied. The cost for Task 7 increases from \$35,000 to \$49,000, an increase of \$14,000. Increasing the number of alternative also impacts Task 8: Technical Process, where the consultant analyzes the alternatives and develops prioritization criteria and recommendations for implementation phases. The cost for Task 8 increases from \$20,000 to \$25,000, an increase of \$5,000. The total combined increase in costs for Task 7 and 8 is \$19,000.

In Task 3: Public Involvement Program, staff recommends increasing the effort to include additional effort to educate the stakeholders and general public about how Central Florida can grow the existing public transportation network into an efficient and effective multi-modal system that serves the community's needs and at a level they are willing to support. The increased effort is to facilitate participating in the upcoming public involvement programs for SunRail, High Speed Rail and numerous local jurisdictional meeting, web meetings and neighborhood events. The cost for Task 3 increases from \$25,000 to \$32,000, an increase of \$7,000.

FISCAL IMPACT:

Increase the total amount of Contact #09-C06 with Tindale-Oliver and Associates, Inc. to develop a Long Range Transit and Financial Plan (LRTFP), to \$385,000, an increase of \$135,000. The \$49,000 for the specific tasks detailed above is through State and Federal grants with no match.

Consent Agenda Item #6.D. ii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Miscellaneous
Authorization to Amend the Interlocal Funding Agreement with the City of Orlando

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the LYNX Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to amend the Inter-Local Agreement with the City of Orlando to incorporate a revision to make the remaining City local match of \$514,000 available to LYNX prior to execution of the second earmark for the Alternatives Analysis Study Grant.

BACKGROUND:

In January 2009 the LYNX Board authorized staff to submit grant applications to the Federal Transit Administration (FTA) totaling \$926,000 and to execute an Inter-local Agreement with the City of Orlando for the LYMMO Expansion Alternatives Analysis (AA) study and subsequent funding for the expansion program. The FTA funding consists of two earmarks. The federal funds from the first earmark of \$240,000 and City matching funds of \$60,000 were received by LYNX and work on the Alternatives Analysis is underway.

Paragraph 6 – Project Budget states that the City will provide the remaining portion of the local match within 30-days of the execution of the AA Study Grant agreement with FTA for the \$686,000 earmark. LYNX has submitted for federal funds from the second earmark of \$686,000 but due to the increased FTA funding activities we do not expect the funds to be available in time to keep the study on schedule. The consultant will complete the current work task in June, expending all of the funds available. Note that FTA must make the funds available no later than September 2010. City and LYNX staffs anticipate a funding gap for the study of approximately 2-months which results in a delay in completing the study by April 2011 putting future federal funds identified in jeopardy.

City and LYNX staffs agree that modification of the agreement permitting the City to provide their local match, up to \$514,000, earlier than permitted by the current language in the agreement is warranted to keep the study moving forward as scheduled.

FISCAL IMPACT:

Receipt of up to \$514,000 to continue funding the LYMMO Circulator Expansion Alternatives Analysis as budgeted.

Consent Agenda Item #6.D. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
Authorization to Adopt the Policy for Code of Conduct for Utilizing LYNX Services

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to implement a policy for Riders' Code of Conduct.

BACKGROUND:

The improvements LYNX can make to provide a safe and secure environment for its' riders is a way to increase ridership.

Currently LYNX has ridership rules for our passengers in order to make riding the bus for them and other customers safer and more comfortable. These rules or guidelines have been printed in each schedule book over the years and have been placed inside buses. They have been described as the "ten commandments" and "travel tips." However, these suggested guidelines have not been presented in a way that can be enforceable and they have often been applied inconsistently. Further, they do not adequately address applications of rules for safety and security of LYNX customers and employees.

LYNX needs to implement a policy/procedure that can be used by Safety, Security and Risk Management to improve the security of LYNX customers and employees. These rules, called "Riders Code of Conduct," will apply to LYNX revenue vehicles, facilities, bus stops and transfer points. By applying this policy consistently through the organization, the safe and secure environment will be improved.

LYNX Board Agenda

The Safety, Security & Risk Management Division will assume the role and responsibility for implementation of the policy and the development of procedures for LYNX employees to apply this policy. It also authorizes the use of Florida Statutes regarding this policy.

If approved, the policy will take effect immediately. LYNX' Communication Division will reach out to the customers by placing the "Rules" in collateral information to customers. LYNX will incorporate the "Rules" into our employee training program and roll out the "Rules" to all LYNX employees.

CONCLUSION:

LYNX continues to work diligently to maintain the highest level of safety & security for employees, customers and the communities we serve.

FISCAL IMPACT:

There is no fiscal impact with this policy.

Safety and Security Policy/Procedure		No. SOP - 2010
		Revision 001
Office of Primary Responsibility: Safety, Security & Risk Management	Effective Date: 5/26/2010	Page 1 of 7

Subject: Riders' Code of Conduct

Revision History

Revision Number	Revision Date	Summary of Changes	Author
Revision 001	5-26-2010	Initial Release of SOP	Safety, Security & Risk Management

Document Location

This is an on-line document. Paper copies are valid only on the day they are printed. Refer to the Safety, Security & Risk Management Division if you are in any doubt of the accuracy of this document.

Approvals

This document requires the following approvals:

Name	Title	Signature
Linda Watson	Chief Executive Officer	
Bert Francis	Chief Financial Officer	
William E. Zielonka	Director, Safety, Security & Risk Management	

Distribution

This document has been distributed to:

Name	Title
File	Safety, Security & Risk Management Division
InLYNX	Safety, Security & Risk Management Division

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1. **Introduction** – Central Florida Regional Transportation Authority, d.b.a. LYNX has taken many measures to ensure the safety and security of its employees, customers and the communities that it serves and to facilitate the proper use of its transit facilities. LYNX employees are trained professionals and each is fully prepared to handle an emergency situation. However, customers also have the responsibility to themselves and others to ensure that everyone has a safe and secure trip by refraining from inappropriate behavior/conduct, threats, violence and/or any activities that may provoke violence. Public safety and security is everyone's responsibility.

1.1 **Purpose** - In the interest of promoting a safe, secure and pleasant journey for all those on board, LYNX has established a standard of conduct called the Riders' Code of Conduct (Code) and all peoples are expected to abide by this Code.

1.2 **Scope** – This Standard Operating Procedure (SOP) covers all LYNX facilities, equipment, passengers and employees. This policy supersedes all and any previous policies, guidelines, memorandum, etc.

1.3 **Definitions** – The following terms as used in these rules shall have the following meanings:

- a. "LYNX" means collectively the Central Florida Regional Transportation Authority.
- b. "Facilities" includes all property and equipment, including without limitation, power, fuel, communication and ventilation systems, power plants, terminals, storage yards, repair and maintenance shops, yards, transit stops, transfer centers, or offices and other real estate of LYNX.
- c. "Rule" means these rules.
- d. "Person" means any individual, employee, firm, co-partnership, corporation, association or company.
- e. "Fare" mean the lawful charges established by LYNX for the use of transit and its facilities.
- f. The singular shall mean and include the plural; the masculine gender shall mean the feminine and the neuter genders; and vice versa.

1.4 **Authority** – The Central Florida Regional Transportation Authority's Board of Directors has formally adopted this Riders' Code of Conduct. Any violation of these conduct standards may cause the person(s) to lose the privilege of using LYNX services and may be enforced by the issuance of a civil penalty of trespassing by the law enforcement agency having jurisdiction. The Division of Safety, Security & Risk Management is given the role of administering this policy within the agency.

2. Procedures – Riders' Code of Conduct

2.1 Payment of Fare and Access to LYNX facilities

- a. Refusing to pay proper fare is unlawful, and can result in arrest, fines or ejection from the bus.
 - b. No person shall use or enter a LYNX bus, for any purpose, without the payment of fare or tender of other valid fare media used in accordance with any conditions and restrictions imposed by LYNX.
 - c. No person shall put or attempt to put any paper, article, instrument or item, other than fare media issued by LYNX and valid for the place, time and manner in which used or legal tender of the United States of America into any farebox or other collection instrument, receptacle, device, machine or location.
 - d. Fare media that have been forged, counterfeited, imitated or improperly transferred or that have been used in a manner inconsistent with the rules shall be confiscated.
 - e. Customers must follow the provisions of LYNX' Discount Fares. Customers must provide valid proof when requested by LYNX. Failure to provide valid proof will require the customer to pay LYNX' full fare.
 - f. Customers must have exact change and pay the correct fare.
- 2.2 Riders must wear appropriate clothing (shirt and shoes) while riding. Riders wearing clothing with offensive or obscene pictures or sayings will be asked to cover or remove these articles of clothing.
- 2.3 Smoking, expelling the residue of any other tobacco product including chewing tobacco, drinking, or eating on any LYNX bus is prohibited. Smoking is allowed in designated areas only. No smoking within twenty-five (25) feet of any bus or shelter or facility.
- 2.4 Possession of an open container of any alcoholic beverage is prohibited on the bus and/or LYNX facilities.
- 2.5 Possession of any article defined as a weapon is prohibited on any LYNX bus or LYNX facilities.
- 2.6 Possession, use or sale of any illegal or controlled substance is prohibited on any LYNX bus or LYNX facilities.
- 2.7 Congregating or loitering on a bus or at LYNX Central Station or bus stop in a way that causes an inconvenience to other riders is prohibited.
- 2.8 No rider shall interfere with the safe operation of any LYNX bus and will at all times respect the instructions of the bus operator in regard to the vehicle's operation.

Riders' Code of Conduct SOP 2010

- 2.9 Riders must remain behind the yellow line. Riders should stay seated or secure until the bus comes to a complete stop. For courtesy, please move to rear of the vehicle when boarding and exit via the back door.
- 2.10 Conversations between passengers or on cell phones shall be kept at a reasonable volume. At no time will vulgar or abusive language including profanity be tolerated.
- 2.11 The playing of personal radios and other musical devices is not allowed except with ear phones. Volume on the ear phones shall be kept at a level which does not disturb other passengers.
- 2.12 Only service animals are allowed on board a LYNX bus or at its facilities and the animals are not allowed to run at large, unreasonably disturb others or interfere with transit related activities.
- 2.13 Children age six (6) and younger must be accompanied by an adult.
- 2.14 Videotaping or taking photographs on any LYNX vehicle is prohibited without prior consent of LYNX.
- 2.15 Soliciting money or distributing literature on LYNX buses or facilities is not allowed at any time.
- 2.16 Lying down or otherwise occupying more than one seat, bench or tables on the bus, at LYNX Central Station or service stops is not allowed.
- 2.17 Flammable liquid, combustible material or other dangerous substances such as gasoline, kerosene or propane are not allowed to be carried on the bus.
- 2.18 Disruptive conduct of any nature by passengers will not be tolerated on LYNX buses or in LYNX facilities, including but not limited to excretion of any bodily fluid or spit upon or at another person, obscene, threatening, or inciting language or gestures. This conduct will result in the trespass or ejection of the disruptive passenger from the bus or facilities.
- 2.19 LYNX and its service contractors may deny passage to any rider that is identified as being disruptive or a threat to other passengers.
- 2.20 Vandalizing any vehicle, facilities, service stops by writing, marking, scribbling, defacing or causing damage to the vehicle, equipment or facilities in any manner is prohibited.

- 2.21 The employees of all the companies providing LYNX services are trained professionals and each is fully prepared to handle an emergency situation. If an emergency occurs, follow the instructions of the bus operator.
- 2.22 The public is prohibited from trespassing upon any area not open to the public and posted as such.
- 2.23 LYNX reserves the right to search customers' bags, packages, etc.
- 2.24 Riding of roller skates, in-line skates, skateboards, coasters, toy vehicles, or similar devices is prohibited on LYNX facilities. Bicycles must be walked on LYNX property.
- 2.25 It is prohibited to operate, stop, stand or park a vehicle in any roadway or location intended for use solely by transit personnel.
- 2.26 Pedestrians shall use marked crosswalks to cross transit vehicle roadways, except as directed by safety personnel.
- 2.27 It is unlawful to falsely claim to be, or create a false impression that one is a transit operator or other transit employee.
- 2.28 It is prohibited to litter, dump garbage, liquids or other matter, or create a nuisance, hazard or unsanitary condition (including, but not limited to, spitting, urinating, except in facilities provided). Trash and other waste materials contained in waste receptacles shall not be removed, except by persons duly authorized by LYNX.
- 2.29 It is prohibited to engage in any form of gambling on LYNX property.
- 2.30 Customers are responsible for loading and unloading their bicycles from the bike racks. Board and de-board the bus at the front door. Notify the driver where you will be unloading your bicycle. Return the bike rack to its upright position when you are finished unloading. No additional fare is required for the bicycle. Bicycle racks will not hold tandem bicycles, tricycles, long base recumbents, bicycles with training wheels, motorized cycles or equipment that obstruct the bus driver's view.
- 2.31 Only infant strollers that are folded are permitted on vehicles.
- 2.32 The storing of personal property in unauthorized areas of transit property is prohibited.

2.33 Customers shall be prohibited from extending an object or a portion of one's body through the door or window of a transit vehicle while it is in motion.

Riders' Code of Conduct

SOP 2010

2.34 The public will not violate any other act prohibited by Federal, State or Municipal civil or criminal law.

2.35 Customers shall be prohibited from boarding the transit vehicle with motorized vehicles such as mini-bikes, lawnmowers, etc.

3. Responsibility

3.1 The Riders' Code of Conduct may be modified, amended or added to, from time to time, at the sole discretion of LYNX in accordance with law.

3.2 LYNX reserves the right from time to time to suspend, modify or revoke the application of any or all of the rules as it deems necessary or desirable.

3.3 Rules shall apply with equal force to any person assisting, aiding or abetting another, including a minor, in any of the acts prohibited by the rules or assisting, aiding or abetting another in the avoidance of any of the requirements of the rules.

3.4 The Safety, Security & Risk Management Division shall review this SOP at least once every two (2) years.

3.5 The Central Florida Regional Transportation Authority Board of Directors shall adopt changes and updates to this Riders' Code of Conduct.

3.6 LYNX has the right to implement the Trespass Chapter 810 of the Florida Statute.

4. Documentation

4.1 Reference Documents

4.1.1 Florida State Statutes 775.082

4.1.2 Florida State Statutes 775.083

4.1.3 Florida State Statutes 775.084

4.1.4 Florida State Statutes 810.08

4.1.5 Florida State Statutes 877.03

4.1.6 Florida State Statutes 856.011

4.1.7 Florida State Statutes 856.021

4.1.8 Florida Statutes 810

4.1.9 Federal Regulations and Laws

Consent Agenda Item #6.D. iv

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
Authorization to Release an Invitation for Bid (IFB) for LYNX Operations Center Parking Lot Expansion and Detention Pond 5 Improvements

Date: 5/26/2010

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 LYNX Operations Center parking lot expansion and detention pond 5 improvements.

BACKGROUND:

The existing LYNX Operations Center (LOC) maintenance employee parking lot needs to be expanded to meet the increased demand at the site. Currently, employees are parking on grassy areas. The expansion will include the current grass area that was not completed in the original LOC design and additional areas that were proposed for Building A. This will add approximately 150 additional parking spaces and includes landscaping, irrigation and lighting to match the existing parking lot.

Detention pond 5 was designed as a dry pond in 1999 prior to the construction of the LOC. It now has a drainage problem which needs to be corrected prior to the parking lot expansion in order to be in compliance with the St. Johns River Water Management District. This will require the replacement of two feet of sand and the installation of a French drain system to ensure proper drainage. A dry pond is designed to detain water for no more than 72 hours and the LYNX detention pond 5 is retaining water. AECOM determined by way of testing soil samples that upgrades are need to allow the water to drain properly.

In order to meet the schedule for this project, the solicitation package for the LOC parking lot expansion and detention pond 5 re-construction must be advertised in July 2010. Bids will be accepted in August 2010. Board action is anticipated at the September 2010 Board meeting.

FISCAL IMPACT:

The preliminary engineering estimate for construction costs of the parking lot expansion are \$550,000. However, only \$400,000 of ARRA funding is included in the FY2010 Capital Budget. If the costs are higher than \$400,000, we will have to reprogram available ARRA funds from other projects. The estimated construction costs of the improvements to detention pond 5 are \$100,000 will require an amendment to the LYNX Capital Budget for the capital related expenses. LYNX will absorb any operating related expenses for detention pond 5 in the FY2010 operating budget.

Consent Agenda Item #6.D. v

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 Auction Surplus Equipment

Date: 5/26/2010

ACTION REQUESTED:

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

BACKGROUND:

It is LYNX' policy to hold an annual auction to dispose of Board approved surplus assets. This year's auction is scheduled for June 30, 2010. The following surplus items require authorization for retirement and disposal at the public auction:

Revenue Vehicles and Components:

Nineteen (19) revenue vehicles (buses, engines, transmissions, radios) and four (4) support vehicles with a total net book value of \$33,919.13.

Furniture, Fixtures and Equipment:

Surplus and obsolete furniture, fixtures, equipment, and software including computers, telephones, copiers, printers, forklifts, and golf carts with a total net book value of \$2,268.65.

Van Pool Vans:

Four (4) Dodge vans with zero net book value.

FISCAL IMPACT:

The total net book value of the surplus items is \$36,187.78. The net proceeds from this sale will be included in LYNX' non-operating revenue or in amounts due to the Federal Transit Administration (FTA), whichever is applicable in FY2010.

LYNX Board Agenda

System No	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value as of 5/31/10	Due to FTA
2149	2156	COMPUTER, DELL LAT. XPI486	6/15/1995	\$5,122.50	\$0.00	\$0.00
3479	2103	PRINTER HP LASERJET 5 W/MISC	11/27/1996	\$1,916.00	\$0.00	\$0.00
4132	2151	POWER EDGE 6100 (ENGINEER SVR)	2/23/1998	\$17,626.00	\$0.00	\$0.00
5541	2546	COMPUTER-DELL P111 550K GX1/T+	8/17/2000	\$1,189.00	\$0.00	\$0.00
5550	2555	COMPUTER-DELL P111 550K GX1/T+	9/15/2000	\$1,019.00	\$0.00	\$0.00
8989	4820	Computer - Dell Optiplex GX280	5/2/2005	\$1,012.48	\$0.00	\$0.00
8993	4824	Computer - Dell Optiplex GX280	5/2/2005	\$1,012.48	\$0.00	\$0.00
9001	4832	Computer - Dell Optiplex GX280	5/12/2005	\$1,018.58	\$0.00	\$0.00
9002	4833	Computer - Dell Optiplex GX280	5/12/2005	\$1,018.58	\$0.00	\$0.00
9005	4836	Computer - Dell Optiplex GX280	5/5/2005	\$1,018.58	\$0.00	\$0.00
9007	4838	Computer - Dell Optiplex GX280	5/12/2005	\$1,018.58	\$0.00	\$0.00
9008	4839	Computer - Dell Optiplex GX280	5/12/2005	\$1,018.58	\$0.00	\$0.00
9012	4843	Computer - Dell Optiplex GX280	5/12/2005	\$1,018.58	\$0.00	\$0.00
9015	4846	Computer - Dell Optiplex GX280	5/12/2005	\$1,018.58	\$0.00	\$0.00
9016	4847	Computer - Dell Optiplex GX280	5/12/2005	\$1,018.58	\$0.00	\$0.00
9017	4848	Computer - Dell Optiplex GX280	5/5/2005	\$1,018.58	\$0.00	\$0.00
CE Total						\$0.00
605	91117STQ3037	2 CONSOLES	6/6/1991	\$472,051.36	\$0.00	\$0.00
608	92117STQ3041	FNL PMT-SPECTRA MOBILES, 2 BASE STN	9/30/1992	\$10,000.00	\$0.00	\$0.00
613	74019STGA005	ENGINE PARTS RACK	4/30/1974	\$729.20	\$0.00	\$0.00
636	74019STGA028	AIR HYDRAULIC PRESS INV 1540-1	12/18/1974	\$1,271.63	\$0.00	\$0.00
670	84057STG5062	ROTOR SCREEN AIR COMPRESSOR 30HP	3/15/1984	\$6,794.00	\$0.00	\$0.00
741	2490	PROLINK 900M+DDR-READER	3/15/1990	\$1,522.38	\$0.00	\$0.00
749	90073STG8141	2 CHAMPION AIR COMPRESSOR 120 GAL	8/23/1990	\$8,534.32	\$0.00	\$0.00
757	2063	PR61 TESTER FOR TRANSMISSION	3/14/1991	\$900.00	\$0.00	\$0.00
767	2074	DUO SEAL VACUUM PUMP 1376	11/14/1991	\$2,003.41	\$0.00	\$0.00
772	2053	HAND RADAR GUN,K15,K-BAND & CASE	2/20/1992	\$934.00	\$0.00	\$0.00
782	2085	GLYCLEAN ANTIFREEZE RECYCLER	7/20/1992	\$2,999.33	\$0.00	\$0.00
807	92073STG5183	FORKLIFT & ACCES, NISSAN #16	12/17/1992	\$23,261.00	\$0.00	\$0.00
812	92117STG5042	MOBILE RADIO SUP VEHIC	11/12/1992	\$16,375.00	\$0.00	\$0.00
881	94233STQA045	(7) PORTABLE RADIOS	5/5/1994	\$5,179.00	\$0.00	\$0.00
1108	2069	ROBINAIR REFRIG RECOV/RECYC	12/15/1994	\$3,038.94	\$0.00	\$0.00
1111	95233SMQ3001	RADIO & SPEAKER	1/26/1995	\$6,151.00	\$0.00	\$0.00
1263	2221	SPECTRACOM NETCLOCK2	4/13/1995	\$4,730.00	\$0.00	\$0.00
1430	95233SDF5081	WORKSTATION, W/HUTCH, GREY	5/25/1995	\$825.00	\$0.00	\$0.00
1436	95233STF5703	WORKSTATION,W/TK/CRAN	8/24/1995	\$1,234.44	\$0.00	\$0.00
1752	95233SHF5123	WORKSTATION, HUTCH/LITE/TKBD	6/22/1995	\$1,316.00	\$0.00	\$0.00
1859	92177SHT5101	TYPEWRITER, IBM WHEELWRTR 15	9/30/1992	\$997.00	\$0.00	\$0.00
1876	2444 A	EDSAL SHELF OPEN UNITS (30)	10/20/1994	\$2,445.13	\$0.00	\$0.00
1923	95233LFF5253	WORKSTATION W/2 HUTCHES, MAU	9/29/1995	\$1,332.44	\$0.00	\$0.00

System No	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value as of 5/31/10	Due to FTA
2134	95233LGF5153	WORKSTATION, MODULAR, GRAY	7/27/1995	\$1,026.00	\$0.00	\$0.00
2192	95233LDT5440	FAX, CANON NP550, UBW51609	9/29/1995	\$1,737.00	\$0.00	\$0.00
2383	2046A	VOICE MAIL	8/19/1993	\$14,733.00	\$0.00	\$0.00
2511	2046E	VOICE MAIL	8/19/1993	\$824.00	\$0.00	\$0.00
2714	95233LVT5156	WORKSTATION, MODULAR, GRAY	7/27/1995	\$1,488.48	\$0.00	\$0.00
2827	95233LFF5484	WORKSTATION/DOVE TKBD/KYBD,CS#2	11/24/1995	\$1,510.48	\$0.00	\$0.00
2938	95233STT5472	FAX, CANON, S/N#UBW52323	12/14/1995	\$1,737.00	\$0.00	\$0.00
3212	2058	MITSUBISHI 33" TV MONITOR	3/21/1996	\$3,664.59	\$0.00	\$0.00
3214	2056	MITSUBISHI 33" TV MONITORS	3/21/1996	\$3,664.59	\$0.00	\$0.00
3223	2060	SHARPVISION DATA VIDEOPROJECTOR	3/28/1996	\$7,370.19	\$0.00	\$0.00
3482	2050B	SECURITY SYS OBT MONEY RM	12/12/1996	\$2,673.00	\$0.00	\$0.00
3483	2050C	SECURITY SYS OBT MONEY RM	12/12/1996	\$2,425.00	\$0.00	\$0.00
3673	2050A	SECURITY SYS OBT MONEY RM	4/17/1997	\$1,305.00	\$0.00	\$0.00
3737	2444 B	EDSAL SHELF UPG & (18) UNITS	6/5/1997	\$2,580.56	\$0.00	\$0.00
3739	2411	PALLET RACK SYS (20 RACKS)	6/26/1997	\$2,744.00	\$0.00	\$0.00
3803	2445	SHELVING UNITS PRINCETON	7/31/1997	\$14,246.11	\$0.00	\$0.00
3817	97271PDE5309	COPIER, SHARP W/ ACCESS #SF2025J	7/17/1997	\$3,999.00	\$0.00	\$0.00
3898	97316PTF5202	CHAIR, 19 STACK, POLYSSHELL, BURG.	8/21/1997	\$836.00	\$0.00	\$0.00
3901	97316PTF5244	CHAIRS, 32 STACKABLE, BURGUNDY	8/21/1997	\$2,704.00	\$0.00	\$0.00
4020	2049	SECURITY SYS MONEY RM PRC	9/30/1997	\$5,250.00	\$0.00	\$0.00
4056	1007	CAMERA, KODAK DIGITAL DC50 #117532-3RD FLR COMP RM	1/15/1998	\$626.61	\$0.00	\$0.00
4130	98271STQ5422	CENTRACOM SERIES II COMPACT CONSOLE A	1/8/1998	\$22,372.00	\$0.00	\$0.00
4231	98316SMG530	SCISSORS, ELEC, SLAB 22-26'	4/23/1998	\$14,195.00	\$0.00	\$0.00
4262	1300	PRINTER-HPC LASERJET 4000N 17PPM	7/30/1998	\$1,638.16	\$0.00	\$0.00
4359	1783	SONY DIGITAL MAVICA CAMERA & CASE	8/14/1998	\$757.66	\$0.00	\$0.00
4361	1302	PRINTER-HPC LASER 4000 17PPM	7/30/1998	\$1,638.17	\$0.00	\$0.00
4693	2046D	VOICE MAIL Y2K UPGRADE/ PBX SYS	8/28/1998	\$4,233.14	\$0.00	\$0.00
4770	1518	88 SHELF UNITS (AQUA) 8 UNITS"	10/29/1998	\$7,592.40	\$0.00	\$0.00
4780	1512	DELL LATITUDE NOTEBOOK	11/24/1998	\$3,483.00	\$0.00	\$0.00
4852	1577	COMPUTER-LATTITUDE CP1300XT 13.3 WITH CASE"	2/19/1999	\$3,389.00	\$0.00	\$0.00
4914	1574	PRINTER-HEWLETT PACKARD LASERJET 4000N	3/19/1999	\$2,816.00	\$0.00	\$0.00
4915	1546	PRINTER-HP JETDIRECT 5000N	3/19/1999	\$2,020.00	\$0.00	\$0.00
4929	1645	CRT TABLE WITH PULL OUT KEYBOARD TRAY MED CHERRY ON WALNUT	3/19/1999	\$1,281.60	\$0.00	\$0.00
4938	1680	3 PHASE GEARED HEAD MILLING & DRILLING MACHINE W/TOOLING PACKAGE	4/30/1999	\$2,050.00	\$0.00	\$0.00
4939	1685	3 PHASE GEARED HEAD MILLING & DRILLING MACHINE W/TOOLING PACKAGE	4/30/1999	\$2,050.00	\$0.00	\$0.00
4945	1631	CAMERA-SONY MAVICA DIGITAL W/BATTERY CHARGER	4/22/1999	\$766.98	\$0.00	\$0.00
4946	1689	CAMERA-SONY MAVICA DIGITAL WITH BATTERY CHARGER	4/22/1999	\$766.98	\$0.00	\$0.00
4956	1652	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4957	1653	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00

LYNX Board Agenda

System No	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value as of 5/31/10	Due to FTA
4958	1654	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4959	1655	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4960	1656	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4961	1657	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4962	1658	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4963	1659	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4964	1660	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4965	1661	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4966	1662	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4967	1663	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4968	1664	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4969	1665	RADIO-MTX8000 PORTABLE W/DESKTOP CHARGER	4/15/1999	\$560.00	\$0.00	\$0.00
4970	1666	RADIO-MTX8000 W/PAGING & DESKTOP CHARGER	4/15/1999	\$670.00	\$0.00	\$0.00
4971	1667	RADIO-MTX8000 W/PAGING & DESKTOP CHARGER	4/15/1999	\$670.00	\$0.00	\$0.00
4972	1668	RADIO-MTX8000 W/PAGING & DESKTOP CHARGER	4/15/1999	\$670.00	\$0.00	\$0.00
4973	1669	RADIO-MTX8000 W/PAGING & DESKTOP CHARGER	4/15/1999	\$670.00	\$0.00	\$0.00
4974	1670	RADIO-MTX8000 W/PAGING & DESKTOP CHARGER	4/15/1999	\$670.00	\$0.00	\$0.00
4975	1671	RADIO-MTX8000 W/PAGING & DESKTOP CHARGER	4/15/1999	\$670.00	\$0.00	\$0.00
4976	1672	RADIO-MTX8000 W/PAGING & DESKTOP CHARGER	4/15/1999	\$670.00	\$0.00	\$0.00
4977	1673	RADIO-MTX8000 W/PAGING & DESKTOP CHARGER	4/15/1999	\$670.00	\$0.00	\$0.00
4987	2046C	TELEPHONE UPGRADE-VX3 FROM 12 TO 16 PORTS	5/28/1999	\$3,287.86	\$0.00	\$0.00
5061	1754	LAMINATE WORK STATION 36X36X24(TYPE A)	8/16/1999	\$1,569.60	\$0.00	\$0.00
5069	1763	MAXTRAC RADIO PROGRAMMING & POWER SUPPLY	8/5/1999	\$2,900.00	\$0.00	\$0.00
5086	1759	SHARP 25' TV / VCR COMBO	3/5/1999	\$349.99	\$0.00	\$0.00
5136	1788	GAS AIR CXCOMPRESSOR(MOUNTED ON TRUCK 13)	9/20/1999	\$1,147.11	\$0.00	\$0.00
5144	1798	PRINTER-HEWLETT PACKARD COLOR LASERJET	9/29/1999	\$2,773.97	\$0.00	\$0.00
5227	1939	PRINTER-HEWLETT PACKARD 5000N	11/24/1999	\$1,979.41	\$0.00	\$0.00
5286	1994	APC SMART UPS 1400	12/30/1999	\$597.00	\$0.00	\$0.00
5330	2009	REELCRAFT HOSEREEL	7/31/1997	\$544.00	\$0.00	\$0.00
5331	2010	REELCRAFT HOSEREEL	7/31/1997	\$544.00	\$0.00	\$0.00
5332	2011	REELCRAFT HOSEREEL	7/31/1997	\$544.00	\$0.00	\$0.00
5333	2012	REELCRAFT HOSEREEL	7/31/1997	\$544.00	\$0.00	\$0.00
5334	2013	REELCRAFT HOSEREEL	7/31/1997	\$544.00	\$0.00	\$0.00
5336	11	CLUB CAR/GOLF CART	5/30/1996	\$4,475.00	\$0.00	\$0.00
5342	2070	REFRIG RECOVERY & RECYCLING SYSTEM SERCON 9000	6/6/1991	\$2,795.00	\$0.00	\$0.00
5344	2079	SERVICE JACK, OTC 10 TON	4/11/1996	\$1,461.90	\$0.00	\$0.00
5415	2125	FREON RECOVERY/RECYCLER MACHINE	1/20/2000	\$2,500.00	\$0.00	\$0.00
5457	2140	COMPUTER-OPTIPLEX GX1	5/11/2000	\$2,550.00	\$0.00	\$0.00
5535	2515	BATTERY CHARGER	8/10/2000	\$1,108.40	\$0.00	\$0.00
5539	2544	BATTERY MAINTENANCE SYSTEM	8/10/2000	\$570.00	\$0.00	\$0.00

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System No	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value as of 5/31/10	Due to FTA
5789	2681	DIGITAL CAMERA	1/18/2001	\$699.00	\$0.00	\$0.00
5810	2711	COMPUTER-DELL PENTIUM III MINI TOWER	1/25/2001	\$1,476.01	\$0.00	\$0.00
5812	2710	PRINTER-HEWLETT PACKARD LASERJET 4050	1/11/2001	\$1,327.01	\$0.00	\$0.00
5818	2718	COMPUTER-LATITUDE C800	2/9/2001	\$4,184.01	\$0.00	\$0.00
5960	2804	AIR COMPRESSOR	6/7/2001	\$3,969.99	\$0.00	\$0.00
6104	2758	PRINTER-HEWLETT PACKARD 4100N	8/16/2001	\$1,708.96	\$0.00	\$0.00
6109	2869	RADIO-MOTOROLA MTX8000B3	8/16/2001	\$779.00	\$0.00	\$0.00
6110	2870	RADIO-MOTOROLA MTX8000B3	8/16/2001	\$779.00	\$0.00	\$0.00
6111	2871	RADIO-MOTOROLA MTX8000B3	8/16/2001	\$779.00	\$0.00	\$0.00
6112	2872	RADIO-MOTOROLA MTX8000B3	8/16/2001	\$779.00	\$0.00	\$0.00
6113	2873	RADIO-MOTOROLA MTX8000B3	8/16/2001	\$779.00	\$0.00	\$0.00
6131	2902	PRINTER-HEWLETT PACKARD LASERJET	9/20/2001	\$1,991.89	\$0.00	\$0.00
6256	3008	AIR COMPRESSOR PACKAGE	10/31/2001	\$1,545.00	\$0.00	\$0.00
6257	3009	AIR COMPRESSOR PACKAGE	10/31/2001	\$1,545.00	\$0.00	\$0.00
6258	3010	AIR COMPRESSOR PACKAGE	10/31/2001	\$1,545.00	\$0.00	\$0.00
6259	3011	AIR COMPRESSOR PACKAGE	10/31/2001	\$1,545.00	\$0.00	\$0.00
6260	3012	AIR COMPRESSOR PACKAGE	10/31/2001	\$1,545.00	\$0.00	\$0.00
6261	3013	AIR COMPRESSOR PACKAGE	10/31/2001	\$1,545.00	\$0.00	\$0.00
6264	3038	APC SMARTUPS	10/18/2001	\$578.99	\$0.00	\$0.00
6271	3037	SERVER-DELL POWEREDGE 6400	11/30/2001	\$7,428.00	\$0.00	\$0.00
6280	3028	COMPUTER-DELL 1700 MINITOWER	11/30/2001	\$1,289.00	\$0.00	\$0.00
6291	3022	PRINTER-HEWLETT PACKARD LASERJET 8550	11/30/2001	\$5,105.89	\$0.00	\$0.00
6372	3094	Printer - Hewlett Packard LaserJet	1/3/2002	\$540.78	\$0.00	\$0.00
6389	3233	Router - Cisco 1720 Modular	2/21/2002	\$1,726.97	\$0.00	\$0.00
6404	3120	Server - PowerEdge 6450 700MHz/1M Celeron	3/27/2002	\$7,793.00	\$0.00	\$0.00
6430	3129	UPS - Smart 1500VA	4/3/2002	\$571.00	\$0.00	\$0.00
6431	3131	PowerEdge 6450	4/30/2002	\$14,711.00	\$0.00	\$0.00
6447	3130	UPS 1500 120V	4/24/2002	\$485.00	\$0.00	\$0.00
6450	3136	Computer - Dell 1800 GX400/Minitower	4/22/2002	\$1,357.00	\$0.00	\$0.00
6537	3231	Server - PowerEdge 4600	6/20/2002	\$5,338.00	\$0.00	\$0.00
6540	3244	UPS 1400V PowerSupply	6/6/2002	\$509.00	\$0.00	\$0.00
6546	3235	Router - 1760 Modular	4/25/2002	\$3,480.94	\$0.00	\$0.00
6699	3408	FAREBOX-ODYSSEY	6/5/2002	\$9,999.35	\$1,111.03	\$1,111.03
6806	3254	Printer - Laserjet Color	7/25/2002	\$6,170.00	\$0.00	\$0.00
6850	3539	Computer, Dell 1700 GX400 Minitower	8/1/2002	\$1,221.00	\$0.00	\$0.00
7021	3586	COPIER - DIGITAL	9/30/2002	\$9,161.30	\$0.00	\$0.00
7022	3587	COPIER - DIGITAL	9/30/2002	\$7,826.68	\$0.00	\$0.00
7061	3506	Telephone Line Simulator	2/28/2002	\$803.02	\$0.00	\$0.00
7066	3232	Catalyst 4006	4/4/2002	\$19,692.76	\$0.00	\$0.00
7236	3677	Printer - HP LaseJet 4300TN	2/28/2003	\$1,998.89	\$0.00	\$0.00

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7237	3678	Monitor - Accu Sync 120 21CRT"	2/28/2003	\$452.00	\$0.00	\$0.00
7332	326BB	Rebuilt Transmission B400R	4/1/2003	\$4,500.00	\$0.00	\$0.00
7333	329BB	Rebuilt Transmission B400R	4/1/2003	\$4,500.00	\$0.00	\$0.00
7337	464BB	Rebuilt Transmission	4/1/2003	\$8,645.31	\$0.00	\$0.00
7353	3693A	Server Rack - UPS Interface Card	4/24/2003	\$155.00	\$0.00	\$0.00
7368	3770	Printer - LaserJet HP4300TN	5/30/2003	\$1,891.99	\$0.00	\$0.00
7371	3773	Printer - LaserJet HP4300TN	5/30/2003	\$1,891.99	\$0.00	\$0.00
7401	3803	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7406	3808	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7407	3809	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7410	3812	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7411	3813	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7413	3815	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7415	3817	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7418	3820	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7420	3822	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7422	5027	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7431	3833	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7436	3838	Computer - Optiplex GX260T	7/24/2003	\$1,253.00	\$0.00	\$0.00
7464	3862	Server - PowerEdge 2650 & UPS Interface Card	9/19/2003	\$4,989.00	\$0.00	\$0.00
8026	3884	Printer HP Office Jet	9/30/2003	\$399.99	\$0.00	\$0.00
8143	3922	Server - PowerEdge 2650	4/30/2004	\$4,733.25	\$0.00	\$0.00
8153	3929	Computer - Optiplex GX270	5/13/2004	\$728.63	\$0.00	\$0.00
8154	3930	Computer - Optiplex GX270	5/13/2004	\$728.63	\$0.00	\$0.00
8172	3949	Copier- Sharp Digital AR-M350U	6/24/2004	\$6,450.00	\$0.00	\$0.00
8373	4075	HP Laserjet 4650 DN Printer	10/15/2004	\$2,191.00	\$0.00	\$0.00
8379	4081	Computer-Optiplex GX280	10/15/2004	\$1,027.28	\$0.00	\$0.00
8382	4084	Computer-Optiplex GX280	10/15/2004	\$1,027.28	\$0.00	\$0.00
9074	4859	Satellite Phone	6/22/2005	\$664.00	\$11.07	\$11.07
9180	4983	COMPUTER, DELL OPTIPLEX GX280	7/14/2005	\$766.80	\$12.78	\$12.78
9582	5020	Monitor, 17 Security NuTech Sec Sys"	11/30/2004	\$622.50	\$0.00	\$0.00
9876	6951	Computer, Go Book III Rugged Laptop	10/31/2005	\$5,057.00	\$421.42	\$421.42
9958	7008	Projector, Epson Powerlite 62C	3/31/2006	\$1,116.50	\$186.09	\$186.09
11022	7538	Fax, Toshiba e-studio 170F	9/30/2006	\$850.00	\$226.67	\$226.67
11193	2730A	Board, Fax Digital	9/30/2006	\$3,595.00	\$299.59	\$299.59
FE Total						\$2,268.65
272	6	AMER LINCOLN SWEEPER & ACCESSORIES	8/8/1991	\$19,940.00	\$0.00	\$0.00
3376	96294SVV5002	GOLF CART	7/25/1996	\$4,394.50	\$0.00	\$0.00
4298	S105	98 DODGE RAM MAXIVAN - 15 PASSENGER	8/14/1998	\$28,619.00	\$0.00	\$0.00
5057	77	FORD CROWN VICTORIA 1999	8/25/1999	\$20,765.10	\$0.00	\$0.00

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5224	14509	2000 DODGE RAM MAXIVAN (12 PASSENGER)	11/24/1999	\$28,956.85	\$0.00	\$0.00
5569	15907A	2000 DODGE MAXIVAN	9/30/2000	\$18,065.80	\$0.00	\$0.00
5726	15908	2000 DODGE MAXIVAN 11 PASSENGER	9/30/2000	\$28,940.85	\$0.00	\$0.00
6395	40302	Road Ranger F350 Super Duty Truck	2/18/2002	\$34,273.50	\$0.00	\$0.00
6876	90	Crown Vic	8/22/2002	\$20,409.00	\$0.00	\$0.00
OV Total						\$0.00
3366	291	GILLIG - PHANTOM-35/96TBM-11	7/18/1996	\$200,237.54	\$0.00	\$0.00
3371	285	GILLIG - PHANTOM-35/96TBM-11	7/18/1996	\$200,237.54	\$0.00	\$0.00
3924	331	GILLIG - PHANTOM-C20D096N4	8/28/1997	\$196,024.36	\$0.00	\$0.00
3936	326	GILLIG - PHANTOM-C20D096N4	8/28/1997	\$198,914.66	\$0.00	\$0.00
3938	328	GILLIG - PHANTOM-C20D096N4	8/28/1997	\$196,024.36	\$0.00	\$0.00
3939	329	GILLIG - PHANTOM-C20D096N4	8/28/1997	\$198,914.66	\$0.00	\$0.00
4182	340	GILLIG-PHANTOM 40/96 SERIES 50	5/28/1998	\$209,741.61	\$0.00	\$0.00
4183	341	GILLIG - PHANTOM 40/96 SERIES 50	5/28/1998	\$209,741.61	\$0.00	\$0.00
4185	343	GILLIG PHANTOM 40/96 SERIES 50	5/28/1998	\$209,741.61	\$0.00	\$0.00
4188	346	GILLIG - PHANTOM 40/96 SERIES 50	5/28/1998	\$212,834.16	\$0.00	\$0.00
4248	361	PHANTOM- C21D096N4- M-11 Gillig Bus	6/18/1998	\$209,741.61	\$0.00	\$0.00
4252	365	PHANTOM- C21D102N4- M-11 Gillig Bus	6/18/1998	\$220,651.40	\$0.00	\$0.00
4267	354	PHANTOM- C21D096N4- M-11 Gillig Bus	7/16/1998	\$212,834.16	\$0.00	\$0.00
4868	1589	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4869	1590	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4870	1591	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4871	1592	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4872	1593	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4873	1594	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4874	1595	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4875	1596	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4876	1597	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4877	1598	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4878	1599	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4879	1600	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4880	1601	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4881	1602	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4882	1603	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4883	1604	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4884	1605	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4885	1606	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4886	1607	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4887	1608	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4888	1609	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00

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4889	1610	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4890	1611	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4891	1612	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4892	1613	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4893	1614	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4894	1615	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4895	1616	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4896	1617	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4897	1618	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4898	1619	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4899	1620	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4900	1621	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4901	1622	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4902	1623	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4903	1624	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4904	1625	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4905	1626	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4906	1627	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.85	\$0.00	\$0.00
4907	1628	BIKE RACK FOR BUSES-RED W/ MOUNTING BRACKETS	2/19/1999	\$540.94	\$0.00	\$0.00
5514	465	ORION V 05.503 (Width=96)	1/28/2000	\$235,586.01	\$0.00	\$0.00
5520	464	ORION V 05.503 (Width=96)	1/28/2000	\$235,586.01	\$0.00	\$0.00
5746	2670	BIKE RACK FOR BUS-RED	11/2/2000	\$400.40	\$0.00	\$0.00
5747	2671	BIKE RACK FOR BUS-RED	11/2/2000	\$400.40	\$0.00	\$0.00
5748	2672	BIKE RACK FOR BUS-RED	11/2/2000	\$400.40	\$0.00	\$0.00
5749	2673	BIKE RACK FOR BUS-RED	11/2/2000	\$400.40	\$0.00	\$0.00
5750	2674	BIKE RACK FOR BUS-RED	11/2/2000	\$400.40	\$0.00	\$0.00
5751	2675	BIKE RACK FOR BUS-RED	11/2/2000	\$400.40	\$0.00	\$0.00
6003	385	PHANTOM GILLIG BUS	6/25/2001	\$226,582.22	\$2,098.01	\$2,098.01
6008	385A	SERIES 50 DETROIT DIESEL ENGINE	6/25/2001	\$26,697.00	\$0.00	\$0.00
6031	383	PHANTOM GILLIG BUS	7/19/2001	\$226,582.22	\$4,195.98	\$4,195.98
6040	383A	SERIES 50 DETROIT DIESEL ENGINE	7/19/2001	\$26,697.00	\$0.00	\$0.00
6190	327	GILLIG - PHANTOM-C20D096N4	8/28/1997	\$193,968.38	\$0.00	\$0.00
6196	324	GILLIG - PHANTOM-C20D096N4	8/28/1997	\$193,968.38	\$0.00	\$0.00
7660	213D	Video SYS	2/16/1995	\$2,295.82	\$0.00	\$0.00
7665	212D	Video SYS	2/16/1995	\$2,295.82	\$0.00	\$0.00
7668	206D	Video Sys	2/16/1995	\$2,295.82	\$0.00	\$0.00
7671	205D	Video SYS	2/16/1995	\$2,295.82	\$0.00	\$0.00
7674	208D	Video Sys	2/16/1995	\$2,295.82	\$0.00	\$0.00
7677	211D	Video Sys	2/16/1995	\$2,295.82	\$0.00	\$0.00
7680	207D	Video SYS	2/16/1995	\$2,295.82	\$0.00	\$0.00

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System No	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value as of 5/31/10	Due to FTA
7683	214D	Video SYs	2/16/1995	\$2,303.51	\$0.00	\$0.00
7686	210D	Video Sys	2/16/1995	\$2,089.20	\$0.00	\$0.00
7689	209D	Video SYS	2/16/1995	\$2,295.82	\$0.00	\$0.00
7692	230D	Video SYs	2/16/1995	\$2,295.82	\$0.00	\$0.00
7695	220D	Video Sys	3/16/1995	\$2,303.51	\$0.00	\$0.00
7699	223D	Video SYS	3/16/1995	\$2,551.80	\$0.00	\$0.00
7702	222D	Video SYS	3/16/1995	\$2,303.51	\$0.00	\$0.00
7705	216D	Video Sys	3/16/1995	\$2,303.51	\$0.00	\$0.00
7708	221D	Video	3/16/1995	\$2,303.51	\$0.00	\$0.00
7711	218D	Video SYs	3/16/1995	\$2,303.51	\$0.00	\$0.00
7714	225D	Video Sys	3/16/1995	\$2,303.51	\$0.00	\$0.00
7719	242D	Video SYs	7/31/1995	\$2,737.05	\$0.00	\$0.00
7722	237D	Video Sys	7/31/1995	\$2,285.44	\$0.00	\$0.00
7725	241D	Video Sys	7/31/1995	\$2,285.44	\$0.00	\$0.00
7728	252D	Video Sys	7/31/1995	\$2,285.44	\$0.00	\$0.00
7733	262D	Video Sys	3/28/1996	\$2,827.24	\$0.00	\$0.00
7738	281D	Video Sys	7/18/1996	\$2,787.68	\$0.00	\$0.00
7743	278D	Video Sys	7/18/1996	\$2,787.68	\$0.00	\$0.00
7748	282D	Video Sys	7/18/1996	\$2,787.68	\$0.00	\$0.00
7753	287D	Video SYs	7/18/1996	\$2,952.42	\$0.00	\$0.00
7758	291D	Video Sys	7/18/1996	\$2,952.42	\$0.00	\$0.00
7763	283D	Video Sys	7/18/1996	\$2,787.68	\$0.00	\$0.00
7768	290D	Video SYs	7/18/1996	\$2,952.42	\$0.00	\$0.00
7773	289D	Video SYs	7/18/1996	\$2,952.42	\$0.00	\$0.00
7778	288D	Video Sys	7/18/1996	\$2,952.42	\$0.00	\$0.00
7783	279D	Video SYs	7/18/1996	\$2,787.68	\$0.00	\$0.00
7788	285D	Video Sys	7/18/1996	\$2,952.42	\$0.00	\$0.00
7793	286D	Video	7/18/1996	\$2,952.42	\$0.00	\$0.00
7794	276D	Video Sys	7/18/1996	\$2,246.59	\$0.00	\$0.00
7797	277D	Video SYs	7/18/1996	\$2,327.71	\$0.00	\$0.00
7800	275D	Video Sys	7/18/1996	\$2,327.71	\$0.00	\$0.00
7805	311D	Video Sys	4/3/1997	\$2,885.79	\$0.00	\$0.00
7810	310D	Video Sys	4/3/1997	\$2,885.79	\$0.00	\$0.00
7815	330D	Video	8/28/1997	\$2,890.30	\$0.00	\$0.00
7820	309D	Video Sys	4/3/1997	\$2,885.79	\$0.00	\$0.00
7825	308D	Video SYs	4/3/1997	\$2,885.79	\$0.00	\$0.00
7830	307D	Video SYs	4/3/1997	\$2,885.79	\$0.00	\$0.00
7833	327D	Video	8/28/1997	\$2,413.40	\$0.00	\$0.00
7838	306D	Video Sys	4/3/1997	\$2,885.79	\$0.00	\$0.00
7841	324D	Video	8/28/1997	\$2,413.40	\$0.00	\$0.00

LYNX Board Agenda

System No	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value as of 5/31/10	Due to FTA
7846	304D	Video sys	4/3/1997	\$2,885.79	\$0.00	\$0.00
7851	340D	Video	5/28/1998	\$3,092.55	\$0.00	\$0.00
7856	303D	Video Sys	4/3/1997	\$2,885.79	\$0.00	\$0.00
7861	302D	Video Sys	4/3/1997	\$2,885.79	\$0.00	\$0.00
7866	301D	video SYs	4/3/1997	\$2,885.79	\$0.00	\$0.00
7871	902D	Video Sys	4/22/1997	\$3,452.06	\$0.00	\$0.00
7876	903D	Video SYS	4/22/1997	\$3,452.06	\$0.00	\$0.00
7878	904B	Transmission NEW FLYER - C35LF	4/22/1997	\$15,296.96	\$0.00	\$0.00
7881	904D	Video Sys	4/22/1997	\$3,452.06	\$0.00	\$0.00
7886	905D	Video Sys	4/22/1997	\$3,452.06	\$0.00	\$0.00
7891	906D	Video Sys	4/22/1997	\$3,452.06	\$0.00	\$0.00
7896	907D	Video SYs	4/22/1997	\$3,452.06	\$0.00	\$0.00
7901	908D	Video Sys	4/22/1997	\$3,452.06	\$0.00	\$0.00
7906	909D	Video Sys	4/22/1997	\$3,452.06	\$0.00	\$0.00
7911	910D	Video SYs	4/22/1997	\$3,452.06	\$0.00	\$0.00
7916	901D	Video SYs	4/22/1997	\$3,452.06	\$0.00	\$0.00
7921	331D	Video Sys	8/28/1997	\$2,890.30	\$0.00	\$0.00
7926	319D	Video SYs	8/28/1997	\$2,883.03	\$0.00	\$0.00
7931	323D	Video SYs	8/28/1997	\$2,890.30	\$0.00	\$0.00
7936	328D	Video SYs	8/28/1997	\$2,890.30	\$0.00	\$0.00
7941	341D	Video	5/28/1998	\$3,092.55	\$0.00	\$0.00
7946	342D	Video	5/28/1998	\$3,092.55	\$0.00	\$0.00
7951	343D	Video	5/28/1998	\$3,092.55	\$0.00	\$0.00
7956	345D	Video	5/28/1998	\$3,092.55	\$0.00	\$0.00
7961	347D	Video	5/28/1998	\$3,092.55	\$0.00	\$0.00
7966	349D	Video	5/28/1998	\$3,092.55	\$0.00	\$0.00
7971	357D	Video	6/18/1998	\$3,092.55	\$0.00	\$0.00
7976	358D	Video	6/18/1998	\$3,092.55	\$0.00	\$0.00
7981	359D	Video	6/18/1998	\$3,092.55	\$0.00	\$0.00
8001	363D	Video	6/18/1998	\$3,253.41	\$0.00	\$0.00
8006	364D	Video	6/18/1998	\$3,253.41	\$0.00	\$0.00
8011	365D	Video	6/18/1998	\$3,253.41	\$0.00	\$0.00
8014	370D	Video	8/19/1999	\$2,564.21	\$0.00	\$0.00
8017	376D	Video	8/19/1999	\$2,564.21	\$0.00	\$0.00
8355	329AA	Rebuilt Detroit Diesel S50	9/30/2004	\$12,060.52	\$0.00	\$0.00
9741	282AA	Rebuilt Engine DD50	9/30/2005	\$12,060.52	\$0.00	\$0.00
9744	327AA	Rebuilt Engine DD50	9/30/2005	\$12,975.95	\$0.00	\$0.00
9748	340AA	Rebuilt Engine DD50	9/30/2005	\$13,407.75	\$0.00	\$0.00
9749	346AA	Rebuilt Engine DD50	9/30/2005	\$13,407.75	\$0.00	\$0.00
9755	324AA	Rebuilt Engine DD50	9/30/2005	\$14,040.00	\$0.00	\$0.00

LYNX Board Agenda

System No	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value as of 5/31/10	Due to FTA
11221	343A	Engine, Ser 50	9/30/2006	\$14,040.00	\$0.00	\$0.00
11227	331A	Engine, Ser 50	9/30/2006	\$17,276.00	\$359.92	\$359.92
11228	328A	Engine, Ser 50	9/30/2006	\$17,276.00	\$719.83	\$719.83
11237	291A	Engine, Cummins M-11	9/30/2006	\$10,769.45	\$897.47	\$897.47
11240	290A	Engine, Cummins M-11	9/30/2006	\$14,060.00	\$878.75	\$878.75
11242	361A	Engine, Cummins M-11	9/30/2006	\$14,060.00	\$585.83	\$585.83
11246	354A	Engine, Cummins M-11	9/30/2006	\$14,060.00	\$1,464.58	\$1,464.58
11249	361B	Transmission, ZF 5HP590	9/30/2005	\$12,978.91	\$0.00	\$0.00
11260	285B	Transmission, ZF 5HP590	9/30/2006	\$11,468.94	\$238.94	\$238.94
11272	324B	Transmission, Allison B400	9/30/2006	\$5,450.00	\$0.00	\$0.00
11275	331B	Transmission, Allison B400	9/30/2006	\$5,537.33	\$115.36	\$115.36
11277	340B	Transmission, ZF 5HP590	9/30/2006	\$12,955.06	\$0.00	\$0.00
11279	348B	Transmission, ZF 5HP590	9/30/2006	\$11,228.52	\$3,742.84	\$3,742.84
12034	383BB	TRANSMISSION, PRECISION REBUILT 5HP590	9/30/2007	\$4,275.67	\$356.31	\$356.31
12036	354BB	TRANSMISSION, PRECISION REBUILT 5HP590	9/30/2007	\$10,540.00	\$1,097.92	\$1,097.92
12038	275BBB	TRANSMISSION, PRECISION REBUILT 5HP590	9/30/2007	\$10,540.00	\$3,293.75	\$3,293.75
12054	365BB	Transmission	9/30/2007	\$10,540.00	\$1,976.25	\$1,976.25
12112	348BB	Transmission	9/30/2007	\$10,540.00	\$3,513.33	\$3,513.33
13024	327BBB	Transmission	2/4/2005	\$4,995.00	\$0.00	\$0.00
13026	328BSwing	Transmission	7/15/2005	\$5,482.50	\$114.22	\$114.22
13030	275BSwing	Transmission	1/31/2007	\$10,540.00	\$3,513.34	\$3,513.34
13041	341AA	Engine	5/31/2007	\$11,891.28	\$4,756.51	\$4,756.51
RV Total						\$33,919.13
4750	2488	208 Bike Racks for Bus Fleet	9/30/1998	\$107,257.61	\$0.00	\$0.00
5515	465A	SERIES 50 DETROIT DIESEL ENGINE	1/28/2000	\$20,398.00	\$0.00	\$0.00
5516	465B	ZF 4HP590 TRANSMISSION	1/28/2000	\$16,677.00	\$0.00	\$0.00
5521	464A	SERIES 50 DETROIT DIESEL ENGINE	1/28/2000	\$20,398.00	\$0.00	\$0.00
6016	2826	BIKE RACK	6/25/2001	\$852.00	\$0.00	\$0.00
6017	2827	BIKE RACK	6/25/2001	\$852.00	\$0.00	\$0.00
6018	2828	BIKE RACK	6/25/2001	\$852.00	\$0.00	\$0.00
6019	2829	BIKE RACK	6/25/2001	\$852.00	\$0.00	\$0.00
6020	2830	BIKE RACK	6/25/2001	\$852.00	\$0.00	\$0.00
6026	2836	VIDEO-CAMERA SYSTEM	6/25/2001	\$3,289.00	\$0.00	\$0.00
6027	2837	VIDEO-CAMERA SYSTEM	6/25/2001	\$3,289.00	\$0.00	\$0.00
6028	2838	VIDEO-CAMERA SYSTEM	6/25/2001	\$3,289.00	\$0.00	\$0.00
6029	2839	VIDEO-CAMERA SYSTEM	6/25/2001	\$3,289.00	\$0.00	\$0.00
6030	2840	VIDEO-CAMERA SYSTEM	6/25/2001	\$3,289.00	\$0.00	\$0.00
6058	2841	VIDEO-CAMERA SYSTEM	7/19/2001	\$3,289.00	\$0.00	\$0.00
6059	2842	VIDEO-CAMERA SYSTEM	7/19/2001	\$3,289.00	\$0.00	\$0.00
6060	2843	VIDEO-CAMERA SYSTEM	7/19/2001	\$3,289.00	\$0.00	\$0.00

LYNX Board Agenda

System No	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value as of 5/31/10	Due to FTA
6062	2845	VIDEO-CAMERA SYSTEM	7/19/2001	\$3,289.00	\$0.00	\$0.00
6063	2846	VIDEO-CAMERA SYSTEM	7/5/2001	\$3,289.00	\$0.00	\$0.00
6064	2847	VIDEO-CAMERA SYSTEM	7/5/2001	\$3,289.00	\$0.00	\$0.00
6065	2848	VIDEO-CAMERA SYSTEM	7/5/2001	\$3,289.00	\$0.00	\$0.00
6066	2849	VIDEO-CAMERA SYSTEM	7/5/2001	\$3,289.00	\$0.00	\$0.00
6076	2859	BIKE RACK	7/5/2001	\$852.00	\$0.00	\$0.00
6077	2860	BIKE RACK	7/5/2001	\$852.00	\$0.00	\$0.00
6078	2861	BIKE RACK	7/5/2001	\$852.00	\$0.00	\$0.00
6079	2862	BIKE RACK	7/5/2001	\$852.00	\$0.00	\$0.00
6080	2863	BIKE RACK	7/19/2001	\$852.00	\$0.00	\$0.00
6081	2864	BIKE RACK	7/19/2001	\$852.00	\$0.00	\$0.00
6082	2865	BIKE RACK	7/19/2001	\$852.00	\$0.00	\$0.00
6083	2866	BIKE RACK	7/19/2001	\$852.00	\$0.00	\$0.00
6084	2867	BIKE RACK	7/19/2001	\$852.00	\$0.00	\$0.00
VP Total						\$0.00
				\$6,061,894.69	\$36,187.78	\$36,187.78

Consent Agenda Item #6.D. vi

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
Authorization to Execute the Transportation Disadvantaged Operating Grant from the Florida Commission for the Transportation Disadvantaged from July 2010 to June 2011

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' adoption of a resolution to execute the FY2011 Transportation Disadvantaged Operating Grant.

BACKGROUND:

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

FISCAL IMPACT:

The Transportation Disadvantaged Trip Grant provides funding for all TD services provided by LYNX' Paratransit Operations Division. FY2011's 90% TD allocation is \$2,642,685, which is an increase of \$129,119 over FY2010 and has been included in the proposed FY2011 operating budget. The Grant requires a 10% local match, which is obtained through customer fares.

CFRTA RESOLUTION 10-002

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

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

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

NOW THEREFORE, BE IT RESOLVED THAT:

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

DULY PASSED AND ADOPTED THIS 26 DAY OF MAY 2010, BOARD OF the
Central Florida Regional Transportation Authority, d/b/a LYNX.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Chairman

Attest:

Assistant Secretary

Consent Agenda Item #6.D. vii

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 Submit the Draft Fiscal Years 2011-2020 Transit
Development Plan (TDP) Update

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit the draft FY 2011-2020 Transit Development Plan (TDP) annual update to Florida Department of Transportation (FDOT) by July 1, 2010. A brief presentation will be provided on draft FY 2011-2020 TDP annual update.

BACKGROUND:

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

Historically, the TDP has been a five year plan with updates annually, and a major update every three years. Effective February 22, 2007, the Florida Department of Transportation (FDOT) changed the rule, which now requires a ten year plan with major updates every five years and minor updates annually. The TDP is required by FDOT and is a prerequisite for approximately \$8.2 million in annual block grant funding through FDOT. The last major update of the TDP was in 2007 for FY 2008-2017. The TDP also satisfies the Federal Transit Administration (FTA) requirements for publishing a program of projects.

The FY 2011-2020 draft TDP will be presented to METROPLAN ORLANDO's Committees and Board, and LYNX' Committees as an information item for comment and review. Public

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workshops to review and comment on the draft TDP are scheduled for Tuesday May 25, 2010 from 9:00am to 11:00am at Seminole State College Lake Mary campus, Thursday May 27, 2010 from 9:00am to 11:00am and from 4:00pm to 6:00pm at the LYNX Central Station 2nd Floor Open Space and, and at the Osceola Square Mall, date and time to be determined. The draft TDP is available on the LYNX web site, www.golynx.com, along with print copies available for public viewing at LYNX 1st floor security desk. The final FY 2011-2020 TDP will be brought back for ratification at the July 22, 2010 Board meeting. The final FY 2011-2020 TDP will be brought back for ratification at the July 22, 2010 Board meeting.

FISCAL IMPACT:

The TDP is part of LYNX' requirement to receive State block grant funds from the Florida Department of Transportation. For FY 2010/11 the block grant amount is \$8,312,029.

Consent Agenda Item #6.D. viii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
Authorization to Release an Invitation for Bid (IFB) for LYNX Operations Center Improvements and the Purchase/Installation of a Paint Booth and Emergency Generators

Date: 5/26/2010

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 LYNX Operations Center improvements and the purchase/installation of a paint booth and emergency generators.

BACKGROUND:

LYNX Operations Center (LOC) improvements, paint booth installation and emergency generators are for current and future operational needs.

The summary of the projects is listed below:

LOC Improvements (including electrical and mechanical)

- Provision an additional bay for the support vehicle shop requiring a roll up door to allow access of larger vehicles – *Capital*
- Relocate the electronics shop from Building A extension to an area no longer used for component work - *Capital*
- Provide a storage space above the relocated electronics shop for Facilities Maintenance – *Capital*
- Convert two bays in Building A extension to accommodate articulated buses – *ARRA*
- Relocate the tire shop from South Street - *Capital*
- Air conditioning required in the relocated space for the electronics shop – *Capital*
- Changes to the overhead heating system – *ARRA*

- Changes to the vehicle exhaust system – *ARRA*
- Changes to the carbon monoxide exhaust system in Building A - *ARRA*
- Install a carbon monoxide exhaust system in Building A extension – *ARRA*
- Install a cubicle to the main power source for the building to provide power to the remote power distribution panels - *ARRA*
- Electric panel upgrades needed for the tire shop and auto shop – *ARRA*
- Install an air compressor with noise abatement for tire shop - *Capital*

Paint Booth

- Install a paint booth with the relocation of the body shop from South Street – *ARRA*
- The prep work area will require the installation of electric, air and water – *ARRA*
- Provision space for a fabrication shop, upholstery shop, vinyl repair shop, paint mixing and storage, and office - *ARRA*
- Electric panel upgrades needed for fabrication shop and body shop – *ARRA*
- Electric air drops needed for the paint and body shop – *ARRA*
- Install an air compressor – *ARRA*
- Install air drops for the upholstery shop – *ARRA*
- Install air handling equipment for air drying – *ARRA*
- Install air conditioning in the vinyl shop – *ARRA*

Emergency Generators

- Purchase and install two emergency generators – *ARRA*
- Upgrade the main electric service to allow the switch over during an emergency - *ARRA*

The estimated construction cost for these projects is \$3.2 million. These projects are primarily ARRA funded. Therefore, we need to proceed with the procurement process in order to meet the expenditure deadline for ARRA projects. We anticipate seeking Board approval for the award of these projects at the September Board meeting.

FISCAL IMPACT:

LYNX has included \$650,000 and \$400,000 of ARRA funding in the FY2010 Capital Budget for the LOC improvements related to the installation of emergency generators and the paint booth conversion. LYNX has included \$454,920 of ARRA funding and \$600,000 of other federal funds in the FY2010 Capital Budget for electrical and mechanical improvements. The preliminary engineer’s estimate for these projects is \$3,128,810. We believe this to be a conservative estimate. If true, the additional funding in the amount of \$1,023,890 (if needed) will be secured by redistributing ARRA funds and other LYNX Federal funds.

	LYNX 2010 ARRA	LYNX 2010 Federal	Total	Engineering Estimate	Shortfall
LOC Elect/Mech	\$ 454,920	\$600,000	\$1,054,920	\$1,229,336	\$ 174,416
Paint Booth & Generators	\$1,050,000	-	\$1,050,000	\$1,899,474	\$ 849,474
	\$1,504,920	\$600,000	\$2,104,920	\$3,128,810	\$1,023,890

Consent Agenda Item #6.D. ix

To:	LYNX Board of Directors
From:	Edward Johnson CHIEF ADMINISTRATIVE OFFICER Rudolph Walter (Technical Contact)
Phone:	407.841.2279 ext: 6058
Item Name:	Miscellaneous Authorization to Ratify the Submittal of the Transportation Enhancement Projects Grant Application to METROPLAN ORLANDO
Date:	5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors ratification of the Chief Executive Office (CEO) or designee to submit a grant application to the METROPLAN ORLANDO for Transportation Enhancement Projects in the amount of \$268,800 for enhancement of bicycle parking facilities at LYNX transit facilities, transfer centers, shelters and bus stops.

BACKGROUND:

The project proposal is for enhanced bicycle parking facilities at LYNX transit facilities, transfer centers, shelters and bus stops throughout the 2500 square mile service area. LYNX provides 65 fixed route Links throughout the 2500 square mile service area. Enhanced parking areas are intended to be strategically located to take advantage of intermodal connectivity. The entire LYNX bus fleet (approximately 288 buses) is currently equipped with bicycle racks that can carry up to three bicycles at a time, allowing riders to switch between modes.

Occasionally, the bicycle racks are full on the buses and passengers face a dilemma of leaving their bicycles behind, many choosing to lock them up to signs, poles, buildings, benches or trees. This grant will assist with providing transit customers a secure bicycle parking at some of our busiest stops, shelters and transit transfer centers while increasing peace of mind to our customers and assist with the reduction of the number of abandoned or stolen bicycles. The cost estimate includes a minimum of 200 additional short and long term bicycle parking spaces, 4 bicycle shelters, 20 bicycle locker upgrades and 4 bicycle accessory/work stands (air pumps and "Fix-It" stands).

This project will restructure the existing bicycle parking at LYNX Central Station to increase user friendliness, allow for some minor mechanical repairs and air pumps to inflate tires. Other proposed multimodal linkages could include Kissimmee Intermodal Center, LYNX Park and Ride Lots, and

LYNX Board Agenda

transfer centers at Fashion Square Mall, Colonial Plaza, and UCF. Other potential locations include Seminole State College and Valencia Community College. Enhancements include u-type racks, covered bicycle parking shelters, bicycle lockers for day use, and other accessories to improve short and long term parking at appropriate locations. The project will be funded with Enhancement STP Set-Aside (XU) funds. XU projects on the State of Florida system do not require a local match.

FISCAL IMPACT:

There is no fiscal impact, this is 100% grant funded.



FY 2016/2017 Funding Submittal Form
Bicycle & Pedestrian Facility Projects
 Due to METROPLAN ORLANDO by close of business, April 15, 2010

Project Title:	Date Submitted:
Project Category: (check one) <input type="checkbox"/> Bicycle & Pedestrian <input type="checkbox"/> Pedestrian Only <input type="checkbox"/> Bicycle Only <input checked="" type="checkbox"/> Type B	Location: Various From: To:
Responsible Agency: LYNX – Central Florida Regional Transportation Authority	Funding Request: \$268,800

Guidelines

The purpose of this submittal form is to enable you to communicate as fully as possible the nature and benefits of your project to the members of the METROPLAN ORLANDO Bicycle/Pedestrian Advisory Committee. It will be used for the purposes of ranking the projects. **The more thorough and detailed your responses, the better. You may use METROPLAN ORLANDO Bicycle and/or Pedestrian Plan data, demographic data, land use maps, aerial photos, or any other reasonable means to communicate this information.**

The requests for information are *suggestions* for answering the four primary questions.

There will also be an opportunity for you to answer questions BPAC members may have regarding your project at the May 26, 2010 BPAC meeting.

Notes on funding, scoring and prioritization

Projects will be divided into Type A (projects estimated to have a per phase cost of more than \$300,000) and Type B (projects estimated to have a cost of \$300,000 or less).

Enhancement Funds (FDOT code – SE) and Surface Transportation Program (STP; FDOT code – XU) for bicycle & pedestrian projects will be divided as such: 90% for Type A projects, 10% for Type B projects.

Projects not eligible for Enhancement funding may still be eligible for STP Funds that have been set aside by METROPLAN ORLANDO. These funds will be 12% of the total STP funds received by METROPLAN ORLANDO from FDOT.

Projects receiving STP set-aside funds and that are on the State system are eligible for 100% funding. Projects receiving STP set-aside funds and that are NOT on the State system are eligible for 80% funding and require a 20% local match. A project whose sponsor is unwilling or unable to supply the 20% match will be passed over for the next highest ranked project. No local match is required for Enhancement funds.

In scoring the proposed projects, the highest and lowest score for each project will be deleted before averaging.

1) Improving bicyclist and/or pedestrian mobility and access

How well does the project serve the priorities identified in the METROPLAN ORLANDO Bicycle Transportation and/or Pedestrian Transportation Plan?

Latent Demand Score from 0 to 100; Weighting factors: Bike – 30%, Ped – 30%

BLOS Latent Demand Score Conversions	PLOS Latent Demand Score Conversions
LD 65+ = 5 points	LD 63+ = 5 points
LD <65 = 4 points	LD <63 = 4 points
LD <54 = 3 points	LD <50 = 3 points
LD <43 = 2 points	LD <40 = 2 points
LD <30 = 1 points	LD <28 = 1 points

List Link Segment IDs and Year 2025 Latent Demand Score(s) from Bike & Ped Plans Study Network (show Bicycle Latent Demand score(s) for bicycle-only projects; show Pedestrian Latent Demand score(s) for pedestrian-only projects; show both Bicycle & Pedestrian Latent Demand Scores for shared use paths):

Livingston Street at LYNX Central Station – 100 (source: METROPLAN Orlando)

2) Intermodal

Will the project provide linkages to other transportation modes?

Maximum Points = 5; Weighting factors: Bike – 20%, Ped – 30%

The project proposal is for enhanced bike parking facilities at LYNX transit facilities, transfer centers, shelters and bus stops throughout our 2500 square mile service area. LYNX provides 65 fixed route Links throughout their 2500 square mile service area. Enhanced parking areas are intended to be strategically located to take advantage of intermodal connectivity. The entire LYNX bus fleet (approximately 288 buses) is currently equipped with bicycle racks that can carry up to three bicycles at a time, allowing riders to switch between modes.

Occasionally, the bike racks are full on the buses and passengers face a dilemma of leaving their bikes behind, many choosing to lock them up to signs, poles, buildings, benches or trees. By providing secure parking at our busiest stops, shelters and transit transfer centers, LYNX will provide our customers increased peace of mind and reduce the number of abandoned or stolen bikes. The cost estimate includes a minimum of 200 additional short and long term bicycle parking spaces, four bike shelters, 20 bike locker upgrades and 4 bike accessory/work stands (air pumps and “Fix-It” stands).

LYNX plans to restructure the existing parking at LYNX Central Station to increase user friendliness, allow for some minor mechanical repairs and air pumps to inflate tires. Other proposed multimodal linkages could include Kissimmee Intermodal Center, LYNX Park and Ride Lots, and transfer centers at Fashion Square Mall, Colonial Plaza, and UCF. Other potential locations include Seminole State College and Valencia Community College. Enhancements include u-type racks, covered bike parking shelters, bike lockers for day use, and other accessories to improve short and long term parking at appropriate locations.

3) Linkages

How will the project contribute to a regional bicycle and/or pedestrian system? How many existing or planned facilities serving the same mode will the project connect to?

Maximum Points = 5; Weighting factors: Bike – 35%, Ped – 25%

LYNX superstops and transit centers are located near activity centers, schools, trails, parks, shopping centers, major businesses, and residential complexes with a focus on community and commercial conveniences. These facilities, while they may vary depending upon site considerations, typically contain the following: several bus bays, passenger shelters, benches, lighting, an information kiosk, bicycle racks, and trash receptacles.

Specific linkages to bike facilities include the bike lanes on Livingston Street at LYNX Central Station, bus shelters at the Fashion Square Mall and the Cady Way Trailhead, Cross Seminole Trail and Link 45 in Lake Mary, UCF transfer center on the UCF campus and bike lanes at Alafaya Trail, the Kissimmee Toho-Valencia Trail and the intermodal center in downtown Kissimmee and others throughout the region.

4) Local Plans

Is the project incorporated in the community's adopted plans? (GMP, Bike Plan, Pedestrian Plan, CIP?)

Maximum Points = 5; Weighting factors: Bike – 15%, Ped – 15%

Has the community adopted Growth Management Plan policies supporting bicycle and pedestrian transportation? Yes = 1 point

Yes X No (If yes, please list policies and source.)

Many of the local governments served by LYNX have adopted bicycle and pedestrian transportation goals, objectives and policies within their comprehensive plans. These communities include but are not limited to the City of Orlando, Orange County, Seminole County, Lake Mary, and others. LYNX is not required to adopt a comprehensive plan; however, their Transit Development Plan (TDP) is updated regularly and calls for the provision of bicycle parking amenities at LYNX Central Station and transfer centers. Additionally, all buses are equipped with bike racks as a matter of LYNX policy. LYNX also includes guidance for the design of transit oriented development that mix residential, retail, office, open space, and public uses, making it possible for residents and employees to travel by transit, bicycle or foot, and automobile. The TDP also summarizes the comprehensive plans of local governments that include language that is supportive of transit, bicycle and pedestrian transportation and amenities. (2009-2018 Transit Development Plan, adopted July, 2009)

Does your jurisdiction have an adopted bicycle plan? Yes = 1 point if project provides bike lanes, a shared use path, or other bicycling improvement

Yes X No (If yes, please provide name and date of adoption.)

LYNX has adopted several design manuals for the development of customer amenities, bicycle parking, and ADA accessibility. These manuals address specific design considerations related to urban design and development that provides an effective interface between pedestrians, cyclists

and transit. These manuals include the LYNX Bus Stop Placement Standards and Guide (Adopted 2005), LYNX Customer Amenities Manual (adopted 2000), and the Central Florida Mobility Design Manual (adopted 2000) which outlines specific design considerations for bicycle, pedestrians, transit and land uses.

Does your jurisdiction have an adopted pedestrian plan? Yes = 1 point if project provides sidewalks, crosswalks, a shared use path, or other pedestrian improvements

Yes X No ___ (If yes, please provide name and date of adoption.)

LYNX has adopted several design manuals for the development of customer amenities, bicycle parking, and ADA accessibility. These manuals address specific design considerations related to urban design and development that provides an effective interface between pedestrians, cyclists and transit. These manuals include the LYNX Bus Stop Placement Standards and Guide (Adopted 2005), LYNX Customer Amenities Manual (adopted 2000), and the Central Florida Mobility Design Manual (adopted 2000) which outlines specific design considerations for bicycle, pedestrians, transit and land uses.

Has the community programmed bicycle and/or pedestrian facilities in its 5-year Capital Improvements Program? Yes = 1 point

Yes X No ___ (If yes, please list.)

LYNX' current CIP includes the development of a number of bus shelters to provide enhanced level of service to our customers as well as bike lockers for our park and ride facilities.

Does the project improve the Bicycle Level of Service or Pedestrian Level of Service for a road corridor or create a shared use path identified on the METROPLAN ORLANDO Long Range Transportation Plan Pedestrian or Bicycle network? Yes = 2 points

Yes X No ___

By enhancing the short and long term parking options at strategic locations throughout the LYNX service area, Bicycle Level of Service in these locations will be improved.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**SAMPLE APPLICATION FOR TRANSPORTATION
 ENHANCEMENT PROJECTS**

Project Title: LYNX Systemwide Bicycle Parking Enhancements

Project Sponsor (municipal, county, state, or federal agency, or tribal council):

LYNX – Central Florida Regional Transportation Authority

Contact Laura Minns, AICP Title Capital Strategic Planner

Address 455 N. Garland Avenue, Orlando, FL 32801

Phone 407-254-6110 FAX 407-254-6403

Priority (relative to other applications submitted by the Project Sponsor). _____

Name of Applicant (If other than Project Sponsor): _____

1. Qualifying Enhancement Activities:

Check the enhancement activity that the proposed project will address. **(NOTE: Checking all activities possible does not ensure or increase eligibility. Each activity checked must meet all criteria listed for that activity in Appendix A of FDOT Procedure #525-030-300, Transportation Enhancement Projects).**

- Provision of facilities for pedestrians and bicycles
- The provision of safety and educational activities for pedestrian and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs, (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

2. Project Description:

Use additional sheets as necessary to respond to the following:

(a) What type of work is being proposed? (Check all that apply)

- _____ Planning Activities
- _____ Project Development and Environmental Studies
- _____ Engineering and Final Plans Preparation Work
- _____ Right of Way Acquisition
- _____ Construction
- x Construction Engineering and Inspection Activities

(b) Describe how the proposed project is related to the intermodal transportation system by function, proximity or impact. (One or more may apply).

The project proposal is for enhanced bike parking facilities at LYNX transit facilities, transfer centers, shelters and bus stops throughout our 2500 square mile service area.

(c) Where is the project located (and what is the project length and termini, if appropriate)? Include location map.

See attached system map. The enhanced bike parking facilities will be located throughout the LYNX service area which includes Orange, Osceola and Seminole counties along with portions of parts of Lake and Volusia County.

(d) Summarize any special characteristics of project. Provide typical section drawings for appropriate projects.

LYNX buses already include bike racks for our customers, providing increased accessibility to our transit system. However, LYNX often hears complaints that the racks on the buses are full and bikes are often locked to bus stop poles, benches, trashcans, trees or the like. In an effort to encourage bicycle use in the service area, LYNX is proposing to add additional long term and short term parking at our busiest transit facilities. This would include transfer centers, LYNX Central Station, Park and Ride lots and shelters along LYNX fixed routes. Enhancements could include but not be limited to U-type bike racks, bike lockers, and covered shelters over bike racks as a bridge between short and long term parking.

(e) Describe the project's existing right of way ownerships. This description shall identify when the right of way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys).

Ownership varies by location. LYNX intends to use existing right of way on the state road system locations and at our transit facilities under LYNX control.

(f) Describe any proposed right of way acquisition, including expected matching fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right of way.

Right of way acquisition is not anticipated.

- (g) Describe any related project work phases that are already complete or currently underway.

None.

- (h) Other specific project information that should be considered.

None.

3. Project Implementation Information:

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's **Local Agency Program Manual** (topic no. 525-010-300).

LYNX has the capabilities to contract and administer the program in accordance with the department's LAP manual.

- (b) Describe any public (and private, if applicable) support of the proposed project. Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

The LYNX Transit Development Plan

- (c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.

LYNX will own and maintain the project when completed.

- (d) Describe source of matching funds and any restrictions on availability.

- (e) Other specific implementation information that should be considered.

4. Project Cost:

What is the total estimated cost of the work requested to be funded as an enhancement project through this application?

Planning Activities.	\$ _____
Project Development and Environmental Studies.	\$ _____
Engineering and Final Plans Preparation Work.	\$ _____
Right of Way Acquisition.	\$ _____
Construction.	\$ _____
Construction Engineering and Inspection Activities.	\$268,800.00
Other. (Describe)	\$ _____
TOTAL:	\$268,800

How will the project be funded?

FDOT Enhancement Funds \$268,800.00 + Local \$0.00 _____ = Total \$268,800.00

FDOT Enhancement Funds 100% + Local 0.00 % = 100%

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by,(municipal, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of transportation; (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, and (4) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and understand that significant increases in these costs could cause the project to be removed from the Florida Department of Transportation work program.

This project will be administered using the department's Local Agency Program (check one) yes X no ___

FOR FDOT USE ONLY		
	YES	NO
Application Complete	_____	_____
Project Eligible	_____	_____
Implementation Feasible	_____	_____
Include in Work Program	_____	_____

Signature

Linda S. Watson

Name (please type or print)

Chief Executive Officer

Title

Date

Consent Agenda Item #6.D. x

To:	LYNX Board of Directors
From:	Edward Johnson CHIEF ADMINISTRATIVE OFFICER Rudolph Walter (Technical Contact) Belinda Balleras (Technical Contact)
Phone:	407.841.2279 ext: 6058
Item Name:	Miscellaneous Authorization to Execute Supplemental Agreement to the 2009/2010 & 2010/2011 Unified Planning Work Program (UPWP) with METROPLAN ORLANDO
Date:	5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a Supplemental Agreement with METROPLAN ORLANDO (MPO) for planning funds to increase the not to exceed amount from \$405,005 to \$491,005 to conduct transit planning tasks as contained in the MPO approved FY 2009/2010 Unified Planning Work Program (UPWP) as amended to include \$86,000. The additional pass thru funds are specifically for UPWP Task 5.4.1 completion of goods and services on behalf of MPO described in the LYNX Long Range Strategic Master Plan Supplement 3/2010 attachment.

BACKGROUND:

LYNX' staff and the MPO's Transportation Technical Committee (TTC) recognized that both the LYNX Long Range Transit and Financial Plan (LRTFP) and the MPO's Street Car/BRT studies are essentially seeking the same information and recommendations along the same, adjacent and extended corridors. The TTC in an effort to efficiently use the limited planning dollars available to the region recommended that the MPO's Board merge the two studies which will save over \$100,000 that will be used to further other transportation efforts within the region. After negotiations with the LYNX consultant, the additional cost to the LRTFP is \$86,000.

The MPO's Board at their April 14, 2010 meeting approved entering into a Supplemental Agreement (attached) to the current Contract #10-C06 with LYNX to merging their Street Car/BRT study into the LRTFP study, as well as the required amendments to the Unified Planning Work Program (UPWP) to facilitate the pass through of funds to LYNX for the additional work.

FISCAL IMPACT:

An amendment to the FY2009/2010 budget is required to the Planning & Development Professional Service line item in the amount of an additional \$86,000.

SUPPLEMENTAL
CONTRACTED BETWEEN
ORLANDO URBAN AREA METROPOLITAN PLANNING ORGANIZATION,
d/b/a METROPLAN ORLANDO
AND
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY,
d/b/a LYNX
DATED 10/08/2009

This SUPPLEMENTAL AGREEMENT, hereinafter referred to as the “SUPPLEMENTAL” by and between,

THE ORLANDO URBAN AREA METROPOLITAN PLANNING ORGANIZATION, d/b/a METROPLAN ORLANDO, a body politic and corporate, created by Chapter 339.175, Florida Statutes, whose address is 315 East Robinson Street, Suite 355, Orlando, Florida 32801 HEREINAFTER REFERRED TO AS “METROPLAN ORLANDO”;

AND

THE CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX, 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, hereinafter referred to as the “CONTRACTOR”;

WITNESSETH:

WHEREAS, LYNX was created by the above-stated charter to perform functions necessary for the achievement of an integrated, efficient and well-balanced public transportation system, and to take all steps and actions necessary or convenient for the conduct of its business; and

WHEREAS, METROPLAN ORLANDO was created by the above-stated charter to develop, in cooperation with the state and public transit operators, transportation plans and programs for the metropolitan areas to promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight within and through urbanized areas of this state while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, LYNX has obtained goods and/or services according to the requirements in RFP 09-R27 from Tindale-Oliver & Associates, Inc, a Florida Corporation, under CONTRACT NO. 10-C06, effective date the 7th of January 2010; and

WHEREAS, METROPLAN ORLANDO seeks similar goods and/or services as defined in ATTACHMENT I, LYNX LONG RANGE STRATEGIC MASTER PLAN SUPPLEMENT 3/2010, attached hereto, for four additional corridors; and

WHEREAS, LYNX has agreed to furnishing of services to provide and manage the goods and services described in ATTACHEMENT I attached hereto, by amendment to CONTRACT NO. 10-C06, Section 15 AMENDMENT OF CONTRACT; and

WHEREAS, Tindale-Oliver & Associates, Inc, has agreed to such amendment to CONTRACT NO. 10-C06 by addition of Attachment I to their contract; and

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 follows:

Section 1 of the contract between LYNX and METROPLAN ORLANDO dated 10/08/09 is amended as follows:

Section 1. *That the CONTRACTOR hereby covenants and agrees to render professional services in carrying out and completing certain elements of the FY 2009/2010 Orlando Urban Area Unified Planning Work Program as outlined in the Scope of the Project and Budget which are attached to and made a part of this contract as Exhibit and Attachment I, LYNX LONG RANGE STRATEGIC MASTER PLAN SUPPLEMENT 3/2010 included herein provided, however, that the total amount of the reimbursable costs to the CONTRACTOR shall not exceed **Four Hundred Ninety-One Thousand and Five Dollars (\$491,005.00)**. Of this amount, Three Hundred Twenty-Four Thousand Four Hundred Nineteen Dollars (\$324,419.00) shall be provided from the FTA FL-80-X019 grant for FY 2009/2010 which includes Eighty-Six Thousand Dollars (\$86,000.00) of additional Pass Thru funds specifically designated for UPWP Task 5.4.1 for completion the goods and services on behalf of METROPLAN ORLANDO described in Attachment I, LYNX LONG RANGE STRATEGIC MASTER PLAN SUPPLEMENT 3/2010.*

3.B. Supplemental Agreements

This Supplemental Agreement along with the ATTACHMENT I SCOPE LYNX LONG RANGE STRATEGIC MASTER PLAN SUPPLEMENT 3/2010, attached hereto shall be amended as Exhibit E to the original contract.

FTA and TD-FUNDED TASKS BUDGET is amended to include and additional \$86,000.00 dollars of Pass Thru funds in Section V. PROJECT PLANNING 5.4.1

Exhibit D

Allowable Cost: \$324,419.00 from FTA FL-80-X019 and \$122,729.00 from FTA FL-80-X018 and Exhibit "A" attached hereto

All other terms and conditions of the original contract remain the same.

IN WITNESS WHEREOF, METROPLAN ORLANDO has caused its name to be subscribed hereunto by its Executive Director, and the CONTRACTOR has caused this contract to be executed in its name by _____, being duly authorized to do so.

Witness

METROPLAN ORLANDO

Harold W. Barley, Executive Director

Date: _____

Witness

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

Date: _____

**ATTACHMENT 1
LYNX LONG RANGE STRATEGIC MASTER PLAN
SUPPLEMENT 3/2010**

BACKGROUND AND PURPOSE:

In 2008, METROPLAN ORLANDO staff began development of a list of recommended “prospective streetcar opportunities” in the Central Florida area, consistent with an earlier directive from the METROPLAN ORLANDO Board. A multi-jurisdictional panel worked with METROPLAN ORLANDO staff to develop a list of 21 prospective alignments in Orange, Osceola and Seminole Counties, as well as Lake and Volusia Counties. The alignments were later shortlisted to a total of six. METROPLAN ORLANDO staff requested that the Board authorize the development and advertising of a Request for Proposals for consultant services to evaluate six (6) candidate alignments in greater detail and identify the project(s) that would be the most feasible and have the greatest chance of receiving federal funding. The candidate alignments are as follows.

1. International Drive – circulator system around the Convention Center, hotels and attractions
2. Kissimmee – CBD, commuter rail station, Vine Street
3. Medical City – International Airport, Innovation Way, UCF
4. Orlando – CBD, ORMC/Florida Hospital (north/south), Arena and Venues (east/west)
5. Sanford – CBD, commuter rail station
6. Winter Park – CBD, Winter Park Village, Denning Drive, Lee Road/US 17-92

It was noted that any staff implementation of the proposed work would have to be dependent upon the successful resolution of the commuter rail (SunRail) project. The commuter rail (SunRail) project was approved to move forward in December of 2009 and METROPLAN ORLANDO staff resumed work on the Streetcar/Bus Rapid Transit Evaluation Study.

In January 2010, the LYNX Board awarded a contract to the Tindall-Oliver Team to conduct the LYNX Long Range Strategic Master Plan (LRSMP) study is to refine the network of fourteen (14) high-capacity transit corridors identified in the 2006 Comprehensive Operations Analysis and Transit Development Plan and to establish a prioritization process to be used by LYNX and its partners through the METROPLAN ORLANDO process for the implementation of projects that will create the envisioned network. A key goal of the plan is to significantly increase the level of transit usage in the region by creating a seamless, linked transit network, using a variety of mobility services (fixed route, Bus Rapid Transit (BRT), street car, flex and point deviation service, commuter and light rail) to build on the framework of a balanced transportation system envisioned in the regional METROPLAN ORLANDO 2030 Long Range Transportation Plan.

Finally, this study will serve as a bridge document to the 2030 Long Range Transportation Plan, expanding upon and providing a transit implementation plan for the region’s public

transportation vision. The process will be used not only to produce technical documents for LYNX and its partner agencies and jurisdictions, but the process will also be used as an educational tool and avenue for the residents and businesses to be advocates for building an efficient, responsive and multifaceted public transportation system in Central Florida.

LYNX AND METROPLAN ORLANDO_Staff recognized that the LYNX study and the METROPLAN ORLANDO study have several overlapping efforts and brought that to the attention of the Transportation Technical Committee (TTC). The TTC formed a subcommittee to determine if the two studies could be combined. The subcommittee recommended that LYNX and METROPLAN staff combine the two studies through a supplemental scope of work to the LYNX LRSMP study that would incorporate the four (4) potential alignments plus any other issues not already included in the LYNX study.

The purpose of this supplement is to identify and add the four (4) potential alignments and other issues and identify any additional work effort needed.

Additional Potential Alignments

1. Kissimmee – CBD, commuter rail station, Vine Street
2. Medical City – International Airport, Innovation Way, UCF
3. Sanford – CBD, commuter rail station
4. Winter Park – CBD, Winter Park Village, Denning Drive, Lee Road/US 17-92

The four (4) potential alignments will be included in all tasks in the original scope of work including Tasks 5 & 8 described in detail below.

A) Task-5: Regional Growth Trends

This task consists of reviewing existing conditions and trends, future growth forecasts to 2030 in coordination with other planning efforts in the region. This will include, but not be limited to data recently developed by METROPLAN ORLANDO, the “How Shall We Grow” effort and recently updated Comprehensive Plans by the local jurisdictions. The information will be used to prepare an analysis of the influence current and proposed land use plans have on transit success and make recommendations for potential land use and zoning modifications that will encourage transit-friendly development along the fourteen high capacity transit corridors. Additionally, it will include recommendations of land uses and densities to be associated with each type of mobility service (fixed route, Bus Rapid Transit (BRT), flex and point deviation service, commuter and light rail) to support the level of service potential of each type of mobility service.

Product/Deliverables

- Technical report to document the analysis of information used and conclusions recommended as potential land use scenarios, growth trends and recommendations.

B) Task-8: Technical Process

A technical analysis of the alternatives will be conducted concurrently with the public involvement program, soliciting comments on the options under consideration. The process should first use a multi-phased approach to focus on where improvements are most needed to serve the regional transit needs, both current needs and forecast needs. To evaluate the options, the following criteria should be considered:

- Identify options that are attractive for longer distance trips, such as connecting activity centers.
- Identify options that connect population centers and multimodal facilities such as airports, rail stations, etc.
- Consider future employment and population centers served.
- Identify options with the greatest potential for fare box revenue and grant eligibility.
- Choose transit types that best address the needs of each option (fast bus, BRT, streetcar, rail).
- Identify the financial impacts for each option to include facility, equipment and operating cost estimates.

The consultant will recommend and prioritize transit options for each corridor identified. Each option will be defined, including a discussion of the scenarios that would cause the option to be considered, the benefits of the option to adjacent land uses and businesses, and the factors that would lead to transition to another option. The recommendation will include a phased build out scenario to include a phased implementation plan for each. The plan will include criteria to use as bench marks to identify when to move to the next phase of the implementation plan. The bench marks may include, but are not limited to, land use densities and intensities, ridership on existing service, local support and funding.

Products/Deliverables

- Technical Report 1 - To include all alternatives considered and a recommendation of at least three alternatives for further consideration with supporting data.
- Technical Report 2 - To include the recommended final alternative and implementation process with supporting data.

C. Other Issues to be addressed:

1. METROPLAN ORLANDO staff has requested that the US 192 high-capacity corridor be extended from Kissimmee to St. Cloud as identified in the 2030 Long Range Transportation Plan.
2. METROPLAN ORLANDO staff has requested that the consultant utilize the METROPLAN ORLANDO committee process, with presentations to the Transportation Technical Committee, Citizens' Advisory Committee, Bicycle and Pedestrian Advisory Committee, Municipal Advisory Committee and the METROPLAN ORLANDO Board.

Recommendations from the study would be approved by both the LYNX Board and the METROPLAN ORLANDO Board.

3. METROPLAN ORLANDO staff has requested that Task 5 be given additional emphasis to identify corridors that show special promise for future transit-oriented development (TOD). Given that the METROPLAN ORLANDO study was originally initiated as a streetcar study, future TOD would be especially oriented to the streetcar technology.
4. METROPLAN ORLANDO staff has requested two phases of analyses. The first phase analyses could result in several options: 1) a “clear winner” could be determined for each particular corridor, either streetcar or BRT; 2) an “interim winner” might be determined to be more appropriate, meaning - start with BRT for the foreseeable future and later to be upgraded to streetcar; or 3) determine an “streetcar/BRT inadequate technology”, meaning - that particular corridor should be served as a segment of a larger system such as light rail, commuter rail or high speed rail. In the second phase of analyses, the prospective corridors and their technologies should be ranked according to their probability for success. Ranking of the corridors was a specific objective of the METROPLAN ORLANDO study.
5. METROPLAN ORLANDO staff has requested that an early task be the development of evaluation criteria through the Transportation Technical Committee.

EXHIBIT D

Federal resources awarded to the Recipient pursuant to this Agreement consist of the following:

FEDERAL AGENCY: Federal Transit Administration, Department of Transportation

AUTHORIZATION: 49 U.S.C. 5303

CFDA #: 20.505 Federal Transit Metropolitan Planning Grants

COMPLIANCE REQUIREMENTS:

Allowed Activities: The FTA Federal Transit Metropolitan Planning Grant provides financial assistance to accomplish the duties and responsibilities of the Official Planning Agency (MPO) as set forth in Chapter 427, Florida Statutes.

The FTA grant pass-through funds are intended to fund work performed on a number of UPWP tasks

Allowable Cost: \$324,419.00 from FTA FL-80-X019 and \$122,729.00 from FTA FL-80-X018 and Exhibit "A" attached hereto.

Cash Management: N/A

Eligibility:

Applicant eligibility: FTA Metropolitan Planning Grant Funds are administered and disbursed to metropolitan planning organizations under the current SAFETEA-LU Federal legislation.

Beneficiary eligibility:

The recipient of the pass-through funds, the Central Florida Regional Transportation Authority (LYNX), is eligible for such Federal funds by virtue of being the region's transportation authority, the Community Transportation Coordinator, and having access to data and manpower to complete a number of tasks in the UPWP, as follows:

1. Collect data regarding bus route passengers carried, operating costs, travel time, vehicle miles, and headways by hour of the day, as well as additional criteria established by FTA.
2. Update the 5-yr. Short-Range Transit Development Plan to accurately reflect existing and future conditions;
3. Promote safety and security in the transportation planning process;
4. Update evaluation of data collection and measurement in the TRB Transit Capacity and Quality of Service Manual and the FDOT Florida MPO Transit Quality of Service Evaluation Guide.
5. Review and update the Continuity of Operations Plan (COOP).
6. Comply with the requirements of the Americans with Disabilities Act of 1990 to provide paratransit services to individuals who cannot access the fixed route system as well as look at employment, facilities and communications needs.
7. Plan updates, training and recertification, community outreach and marketing in connection with specialized transit services planning.
8. perform functions necessary for the achievement of an integrated, efficient and well-balanced public transportation system, and to take all steps and actions necessary or convenient for the conduct of its business

Matching: METROPLAN ORLANDO will provide the 10% Local match for all UPWP work tasks performed by the beneficiary under this contract.

Consent Agenda Item #6.D. xi

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Miscellaneous
Authorization to Initiate Process for Reauthorization for LYNX as Designated Recipient of Federal Transit Administration Funds

Date: 5/26/2010

ACTION REQUESTED:

Authorization for the Chief Executive Officer (CEO) or designee to initiate the process of reauthorizing LYNX as the designated recipient of funds from the Federal Transit Administration.

BACKGROUND:

A Federal Transit Administration (FTA) grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. By law, funding for the FTA Section 5307 formula program is provided to a “designated recipient” as defined by 49 USC 5307(a)(2). Initially, as Tri-County Transit, LYNX met all the requirements for designation and became the recipient of FTA’s annual formula funding and other FTA funding assistance.

FTA recently initiated a process called re-designation and requested grantees to update their FTA documentation as Designated Recipient (DR). This is a formality for documentation purposes only. LYNX’ DR status remains in effect and does not impact our ability to apply for grants and expend the open grants.

LYNX will work with METROPLAN Orlando and the Florida Department of Transportation to process the necessary documentation for FTA. Staff will return to the Board after completing the process to request approval of a resolution reauthorizing LYNX as the Designated Recipient of Federal Transit Administration Funds.

FISCAL IMPACT:

There is no fiscal impact at this time.

Consent Agenda Item #6.D. xii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
 Authorization to Release an Invitation for Bid (IFB) for Lawn Maintenance and Trash Removal Services at LYNX Bus Stops and Shelters

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release a combined Invitation for Bid (IFB) for lawn maintenance services (#06-004) and trash removal services (#06-006) at LYNX bus stops and shelters.

BACKGROUND:

In February 2006, LYNX released two separate IFB's - one IFB for lawn maintenance services (#06-004) and one for trash removal services (#06-006). B&L Commercial Cleaning was the successful respondent to both contracts and was awarded the contracts in July 2006 to begin services September 29, 2006 and October 1, 2006. The contracts were for a term of three years each with two one-year options.

The cost of lawn maintenance service under contract #06-004 is included in the table that follows:

Company	Cost Year 1	Cost Year 2	Cost Year 3	Cost Year 4
B&L Commercial Cleaning, Lawn (Year 4 - 3,125 bus stops x 26 x \$2.94)	\$174,798	\$190,909	\$208,141	\$226,688

The cost of trash removal service under contract #06-006 is included in the table that follows:

Company	Cost Year 1	Cost Year 2	Cost Year 3	Cost Year 4
B&L Commercial Cleaning, Trash (Year 4 - 669 trash containers x 2 x 52 x \$3.86)	\$218,207	\$229,155	\$240,480	\$268,563

These two IFBs are being combined into one IFB to gain the benefit of economies of scale. The lawn maintenance and trash removal take place at the same time at the same bus stops. Contractors are generally collecting the bagged trash in a trailer towed by a pickup truck.

The current contracts with B&L Commercial Cleaning expire on September 28, 2010 and September 30, 2010. Due to the state of the economy, staff is electing not to exercise the second one-year options. By combining the contracts, staff feels that the competition in these areas of support will reduce the outlay of expenses.

FISCAL IMPACT:

Because the new contract award will take place in October 2010 and the contract start date will coincide with the beginning of FY2011, staff has included \$500,000 in the FY2011 Preliminary Operating Budget. This will allow for an additional sixty (60) shelters and will support lawn maintenance and trash removal services.

Consent Agenda Item #6.D. xiii

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 Initiate the Public Participation Process for Consideration of the Proposed Service Efficiency Changes for August 15, 2010

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) 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 August 2010 service changes.

BACKGROUND:

In an effort to streamline the fixed route bus service for efficiency, route restructuring proposals are being developed which may impact some Links. LYNX' Public Participation Program requires that these proposals be presented to the public in the form of workshops. Staff will compile comments from the workshops and incorporate them into final restructuring proposals. Staff is proposing up to six workshops in the affected areas. LYNX' Public Participation Program mandates public hearings to take place should a route or routes be reduced by 25% or more of the total route's hours, as recommended by the FTA. As none of the proposed service changes reach this level of service reduction, the public hearing process will not be required for the August 2010 service changes.

Public workshops to review and comment on the proposed August 2010 service changes are scheduled for Tuesday May 25, 2010 from 9:00am to 11:00am at Seminole State College Lake Mary campus, Thursday May 27, 2010 from 9:00am to 11:00am and from 4:00pm to 6:00pm at the LYNX Central Station 2nd Floor Open Space and, and at the Osceola Square Mall, date and time to be determined.

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

PROPOSED SERVICE CHANGES:

Orange County:

- Link 443: Address running time issues through route restructuring and/or additional buses
- Possible schedule adjustments as identified through the Running Time Committee and Service Efficiency Review Committee

Osceola County:

- Possible schedule adjustments as identified through the Running Time Committee and Service Efficiency Review Committee

Seminole County:

- Possible schedule adjustments as identified through the Running Time Committee and Service Efficiency Review Committee

FISCAL IMPACT:

There is no fiscal impact at this time.

Action Agenda Item #7.A

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Authorization to Submit Applications for the US Department of Transportation (USDOT) and the Federal Transit Administration (FTA) Funding through Tiger II, Tigger II and State of Good Repair Grants

Date: 5/26/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' pre-authorization for the Chief Executive Officer (CEO) or designee to submit grant applications for United States Department of Transportation (USDOT) and Federal Transit Administration (FTA) funding TIGER II, TIGGER II and the State of Good Repair grant application process.

BACKGROUND:

The U.S. Department of Transportation (USDOT) has released several "Notices of Funding Availability (NOFA)," in recent weeks outlining new discretionary grant opportunities for transit systems. The NOFAs describe grant opportunities for funds that were previously appropriated or recaptured from expiring grants or Congressional earmarks. The focus of these grant opportunities is to have a regional impact, support Transit Oriented Design and encourage the continued efforts to develop livable, sustainable communities.

LYNX staff is coordinating a series of meetings with our funding partners and other regional agencies to discuss potential partnerships for regionally significant and supported projects to submit for these grants. Through the discussions, LYNX will develop applications that are in accordance with the criteria of the below referenced funding opportunities. However, listed in the description of each funding opportunity potential projects are identified that are related to LYNX specific activities.

Some potential projects include Alternatives Analysis, Environmental Studies, Engineering and Design for SR 50, SR 436, US 441 or US 192, four of the fourteen LYNX premium corridors. Other projects being discussed are highly efficient cooling systems for the LYNX bus fleet and potential roadway and signal prioritization to improve efficiency and the speed of buses in congested roadways.

A brief summary of the opportunities is highlighted below:

TIGER II Discretionary Grants (Transportation Investment Generating Economic Recovery):

- \$600M Capital Investment (80 federal/20 local hard match)
 - \$140M minimum to rural areas
 - \$150M TIFIA Payments
 - \$35M Planning Grants
- Funds for surface transportation infrastructure projects that will have a significant impact on the nation, a metropolitan area or a region.
- Capital and planning projects that are DOT eligible
- Pre-application Friday, July 16, 2010
- Potential Projects
 - Premium Corridor Planning Studies to include alternatives analysis, environmental studies, engineering and design for SR 50, SR 436, US 441 or US 192, four of the fourteen LYNX premium corridors. The estimated cost is \$3.0M. Completion of these studies position a corridor to secure federal funds targeted for construction.

TIGGER II (Transit Investment for Greenhouse Gas and Energy Reduction):

- \$75M Capital Investment (90 federal/10 local potential toll revenue credits)
- Funds are to
 - Breaking dependency on oil
 - Producing more energy at home
 - Promoting energy efficiency
 - Enhance the quality of public transportation services
 - Assist nonattainment and maintenance areas
 - Support clean fuel and advanced propulsion technologies
 - Reduce greenhouse gas emissions
- Capital investments that reduce the energy consumption and reduce greenhouse gas emissions of a transit system.
- Application due Wednesday, August 11, 2010
- Potential Projects
 - Mini-Hybrid cooling systems that reduce fuel consumption and improve the performance of the buses. The estimated cost is \$2.5M.

2010 Clean Fuels Grant Program and Bus, Bus Facilities Program:

- \$81.2M Capital Investment (ranges 80-90 federal/ 20-10 local potential toll revenue credits)
- Funds to aid non-attainment and maintenance areas to achieve or maintain the National Ambient Air Quality Standard and for Bus and Bus Facilities in attainment areas.
- Clean fuels, buses, bus facilities
- Application due Monday, June 14, 2010
- Potential Projects
 - Traffic signal prioritization and bi-pass lanes in high traffic congestion areas with marginal air quality. These projects improve bus travel times through these areas attracting drivers from their cars to the bus both reducing emissions from the bus and the cars that are not driven in the area. The estimated cost is \$3.0M.

Discretionary Bus and Bus Facilities Program (State of Good Repair):

- \$775M (80 federal/ 20 local potential toll revenue credits)
- Funds are to
 - Replace, rehabilitate and purchase buses and replacement equipment
 - Replace, rehabilitate and purchase bus related facilities
 - Support emerging clean fuel and advanced propulsion technologies for transit
 - Transportation asset management
- Purchase, replace and rehabilitate buses, equipment and bus related facilities. Develop and implement a transit asset management system.
- Application due Friday, June 18, 2010
- Potential Projects
 - Southern Operations Facility relocation can improve the efficiency of service by reducing the non-revenue vehicle miles and fuel consumption. The estimated capital cost to operate from an initial facility is \$3.0M.
 - A Transportation Asset Management System expands upon LYNX current asset management systems to include detailed management plans and tracking software for maintenance facilities, transfer centers, shelters, bus stops and LYNX Central Station. The estimated cost is \$300,000

Work Session Item #8.A

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: Update on Department of Homeland Security (DHS) Funding

Date: 5/26/2010

ACTION REQUESTED:

Staff will provide the Board with an update of the Department of Homeland Security (DHS) funded projects.

BACKGROUND:

(All funding from the Department of Homeland Security is earmarked for terrorism prevention and deterrence).

In 2007 LYNX was awarded a Transit Security Grant (TSGP) from DHS in the amount of \$962,290. This funding was earmarked for security training areas, specifically related to terrorism.

In 2008 LYNX was awarded a TSGP grant from DHS in the amount of \$2,060,564 for additional terrorism related training and public awareness campaign and centralization of audio and video monitoring for all LYNX facilities and seven (7) Superstops.

To further enhance the safety and security features LYNX received a Florida Department of Transportation (FDOT) Service Development Grant in the amount of \$463,328 for the installation of audio and video surveillance equipment at the existing seven (7) Park & Ride Facilities.

In 2009 LYNX was awarded a TSGP grant from DHS for installation of mobile data communications systems for all LYNX revenue vehicles and installation of audio and video surveillance equipment for LYMMO for the amount of \$1,696,404.

LYNX Board Agenda

In January 2010 LYNX applied for \$1.2 million in TSGP grant funding from DHS to cover all the previous grant awards in the area of maintenance and sustainment costs; maintenance contracts; warranties, repair/replacement costs, upgrades and user fees. Also include are the bus facilities areas (bus yard hardening) to include fencing, monitoring, access control. It is anticipated that award of funding will be in June 2010.

The METROPLAN ORLANDO Unified Planning and Work Program (UPWP) funds are also utilized in the areas of safety and security. Current fiscal year budget is \$28,000.

The Federal Transit Administration (FTA) requires that 1% all block grant 5307 formula funds be earmarked for safety and security. Current fiscal year budget is \$180,000.

CONCLUSION:

The funding awards through DHS and FDOT continue to allow LYNX to meet and exceed in the areas of safety and security for their internal and external customers. LYNX' Safety, Security & Risk Management Division continues to work diligently to maintain the highest level of safety and security for LYNX employees, customers and the communities LYNX serves.

LYNX

Safety, Security & Risk Management



LYNX System Wide Security Program



Funding Sources

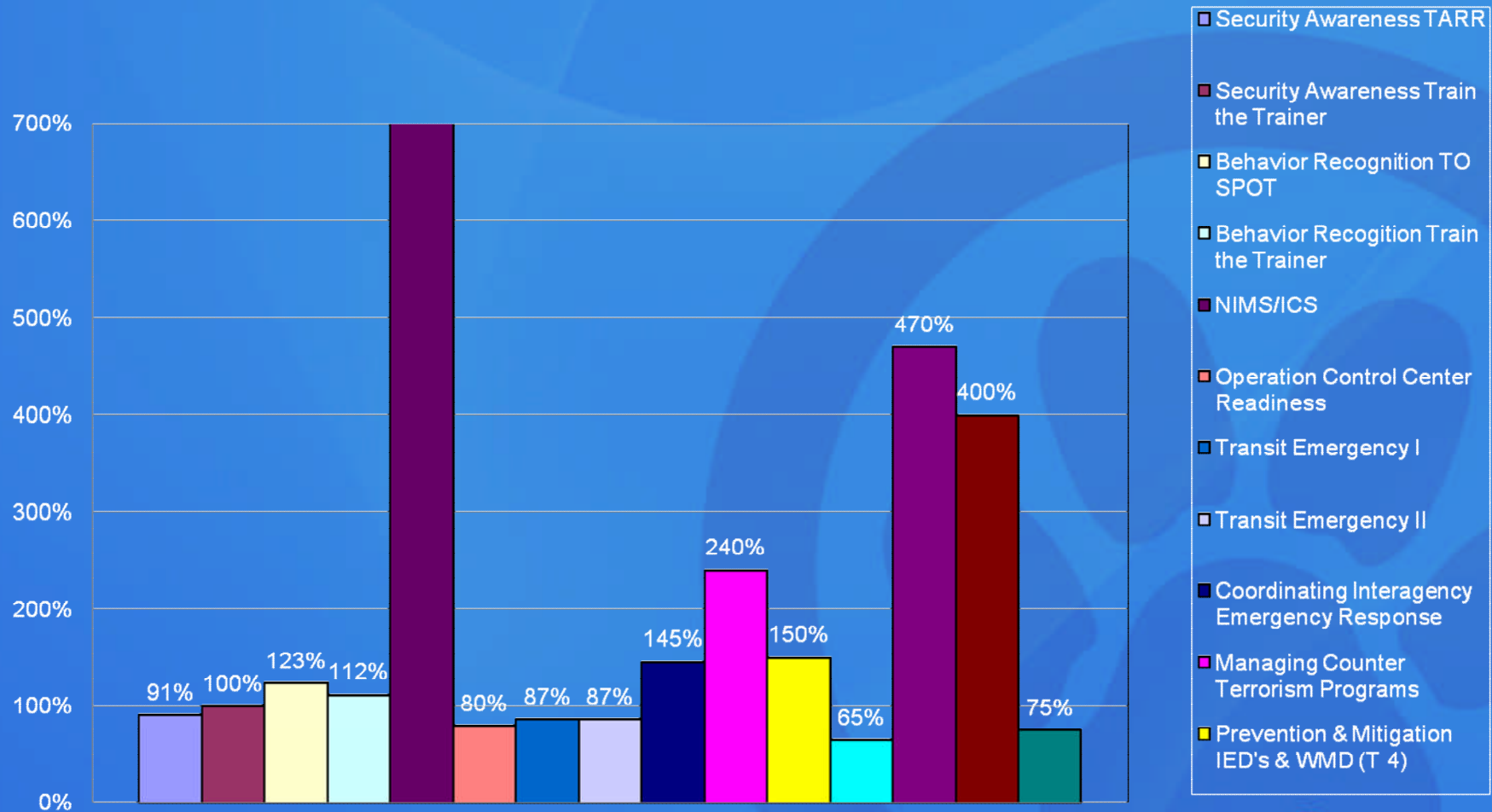
- 2007 Grant - Fast Track Training - \$908,186
- 2007 Supplemental Grant - Fast Track Training - \$51,104
- 2008 Grant - Fast Track Training and Public Awareness Campaign \$1,313,284
- 2008 Supplemental Grant - Redesign of CCTV/Superstops - \$ 747,280
- 2009 Grant - Fixed Guideway and Mobile Data Communication System \$1,696,404
- FDOT JPA - Security Cameras at Park and Rides and Security Equipment at Superstops \$ 463,328
- MPO/UPWP Grant Funding – \$28,000
- 1% of 5307 Formula Funds - @ \$180,000

Total Funding - \$ 5,387,586



Terrorism Training

Through April 2010



1



Terrorism Training Through April 2010

	Attendees	Required	% Complete
NIMS/ICS	94	12	783%
Transit Vehicle Hijacking Prevention	127	27	470%
Integrated Antiterrorism Security Program - LTATP	24	6	400%
Managing Counter Terrorism Program	48	20	240%
Coordinating Interagency Emergency Response	32	22	145%
Prevention and Mitigation IED's and WMD (T-4)	30	22	136%
Behavior Recognition (TO SPOT)	906	734	123%
Behavior Recognition (TO SPOT) Train the Trainer	19	17	112%
Security Awareness (TARR) Train the Trainer	27	27	100%
Security Awareness (TARR)	951	1037	92%
Management of Transit Emergencies I	13	15	87%
Management of Transit Emergencies II	13	15	87%
Operations Control Center Readiness	4	5	80%
Transit System Security Design	3	4	75%
Prevention and Mitigation IED's and WMD-CBRNE Incident Management	13	20	65%
	<hr/> 2304	<hr/> 1983	



2009-2010 Initiatives

- Bus Emergency Response Guide (Training)
- LCS Orlando Police Department Substation
- Active Shooter (Training)
- Bus Decontamination



2009-2010 Initiatives (Cont.)

- TSA VIPR



VIPR  **LYNX**
Visible Intermodal Prevention and Response 09/17/09



**U.S. DEPARTMENT OF
HOMELAND SECURITY**

**FAMs, TSIs, TSOs, BDOs, NEDCTPs, BAOs and LEOs
working together as a team.**

2009-2010 Initiatives (Cont.)

- Joint SWAT Exercise with Orange County Sheriff's Office and Orlando Police Department



Future Initiatives

- Partnership with TSA VIPR
- TSGP Grant Applications for Maintenance & Sustainment Costs
- Enhance Regional Partnerships



Breaking News.....

- DHS – Physical Hardening/Security of Bus Yard & Maintenance Facilities \$ 516,463

Total Safety & Security Grant Funding
\$ 5,904,049



Physical Hardening/Security of Bus Yard & Maintenance Facilities



Physical Hardening/Security of Bus Yard & Maintenance Facilities



Physical Hardening/Security of Bus Yard & Maintenance Facilities



Physical Hardening/Security of Bus Yard & Maintenance Facilities



Physical Hardening/Security of Bus Yard & Maintenance Facilities



Physical Hardening/Security of Bus Yard & Maintenance Facilities



Work Session Item #8.B

To: LYNX Board of Directors

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

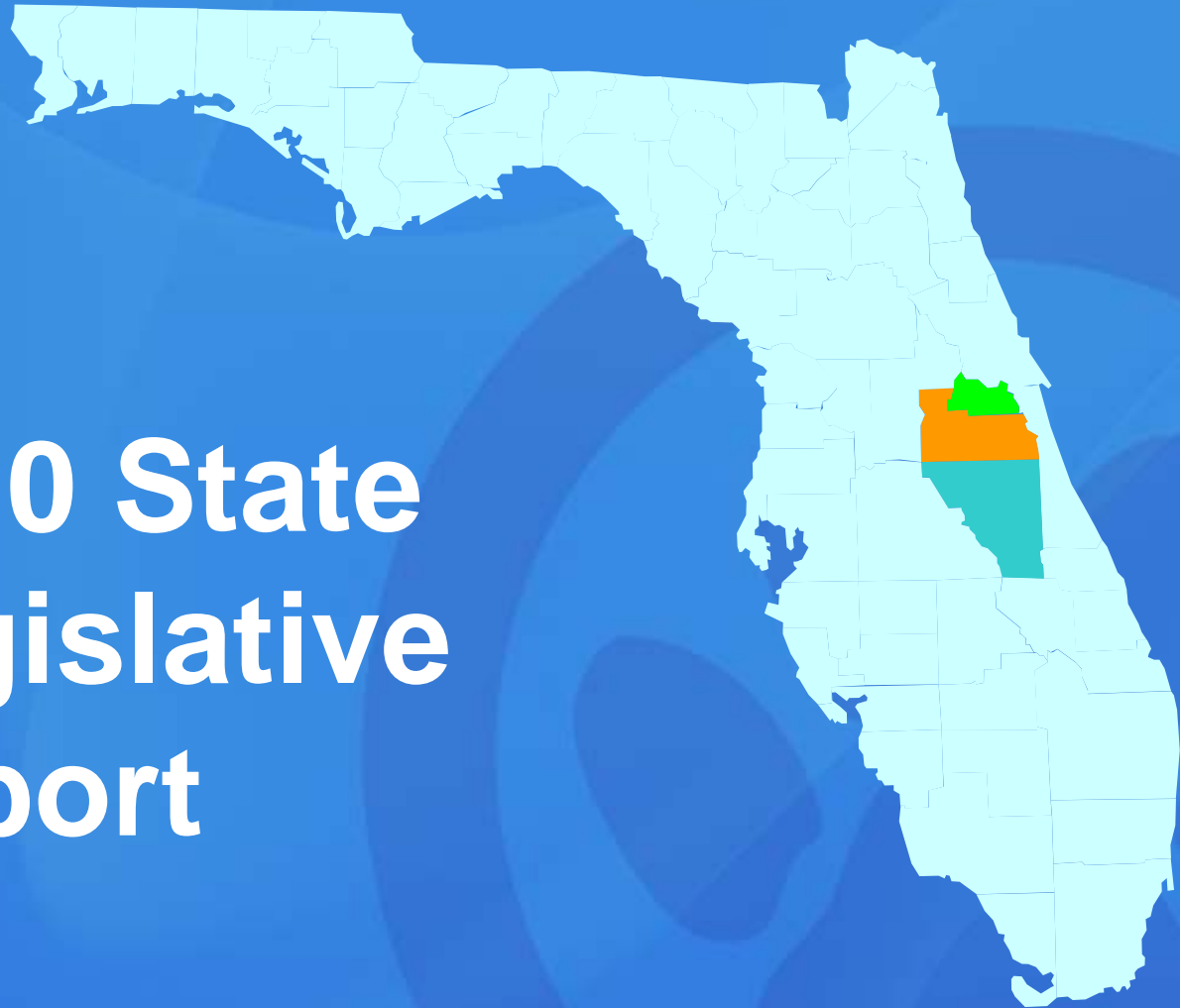
Phone: 407.841.2279 ext: 6064

Item Name: Update on the State Legislative Session

Date: 5/26/2010

J. Marsh McLawhorn, Chief Government Affairs Officer, will provide an update on the 2010 legislative session.

2010 State Legislative Report





Died in Messages

Use of Cellular Communication Devices by Public Transit Operators while on Duty

Momentum was built on proposed federal legislation by U.S. Senator Charles Schumer (D-NY) who, in 2009, introduced a bill in Congress which would prohibit texting while driving and punishes states not implementing such by withholding 25% of their federal highway funding.

In July 2009, Representative Doug Holder (R-Sarasota) filed the first bill governing the use of cellular communication devices while operating a vehicle.

More than 10 legislators introduced varying legislation on this issue.

Senate passed it on the 57th day with a 34-4 vote.

Bill failed when House added another comm. of Ref. and did not bring it up for a final vote.





Victory!

Modify Chapter 343 Statute to enable LYNX to Capital Lease Agreements

- The transportation package was sponsored by Representative Mike Horner (R-Kissimmee) and Senator Andy Gardiner (R-Orlando).
- The new language authorizes LYNX to issue capital lease bonds up to \$10 million annually. Removing the provision requiring all such LYNX bonds be controlled by the State Division of Bond Finance.
- Passed the House on a 114-1 vote and a unanimous 36-0 vote in the Senate,
- Once legislation is sent to the Governor – he will have 15 days to sign.





Protect Transportation Trust Funds

- The House initially proposed taking \$450 million from the State Transportation Trust Fund and move it into General Revenue
- The Senate proposed (as is their custom) to leave the State Transportation Trust Fund untouched and dedicated for its intended purposes.
- Ultimately the House and Senate agreed to a \$160 million redirection of funds.
- The \$160 million taken from the State Transportation Trust Fund is nearly \$300 million in savings from where the House originally earmarked their cut.

Failed

SB 205 & HB 255

Separate College Transportation Fee

- Sponsored by Steve Oelrich (R-Gainesville) in the Senate and Representative Chuck Chestnut (D-Gainesville) in the House.
- Would have allowed for a separate transportation fee to be added to college credit hour charges.
- Transit providers would be able to use these funds to provide or improve student transportation services.
- Passed in the House, 93-7 then sent in messages to the Senate, where it was never heard and died.

Continue to Monitor

Medicaid Reform

House and Senate introduced their own versions of Medicaid reform.

The House released a \$19 billion Medicaid reform package – shifting Florida’s system to a managed-care model to control costs that are the state’s budget.

Included in this legislation was a mandate that could negatively affect Access LYNX – this legislation would have undermined statutory responsibility of the Commission on the Transportation Disadvantaged (CTD).

Fortunately, we prevailed and the Senate chose not to go forward with such drastic policy change this year.

Budget Items

With the passage of the 2010/2011 budget on April 30th by the Legislature, the following represents the final budget numbers for the upcoming fiscal year.

Public Transit Development/Grants	200,923,034 (down 3.46%)
Rail Development/Grants	326,160,192 (up 655%)
Intermodal Development/Grants	37,165,755 (down 16.97%)
Transportation Planning Grants	23,651,665 (up 7.91%)
Grants and Aids – TD	38,404,800 (down 4.93%)
Medicaid Services – TD	65,486,126 (up 0.10%)

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 - March 31, 2010
Date:	5/26/2010

Please find attached the monthly financial report for the six months ending March 31, 2010. LYNX' Balance Sheet and Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the six months ending March 31, 2010 reflect total revenue earned in the amount of \$53,348,420 and total expenses incurred in the amount of \$50,683,186 resulting in a net operating profit of \$2,665,234.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$2,911,950 for the first six months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(246,716) for the first six months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than budget at 93%. Customer fares are 97% of the budgeted amount year-to-date and 100% for the month of March. LYNX' ridership is down by .8% year-over-year. However, for the third time since October 2009, LYNX' ridership is up by 7.4 % for the month of March. If this trend continues, LYNX' ridership will reflect an increase for the year.

LYNX continues to experience a decline in the Orlando advertising market, resulting from the state of the economy. Current advertising clients continue to not renew their contracts or renew for reduced amounts. As such, LYNX' advertising revenue year-to-date is significantly less than anticipated representing 42% of the budget. Actual revenues year-to-date through March 2010 for advertising on buses, shelters, and in-kind (trade) transactions are \$316,344, \$29,258 and \$38,576, respectively. The Advertising Sales 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 16% for the first six months of the fiscal year. In the month of March, LYNX paid an average net price of \$2.25 (net) per gallon for diesel fuel, which is on target with the budgeted price of \$2.25 (net). The national diesel fuel price for the month of March 2010 was \$2.92 (including taxes),

which may be an indication of an anticipated increase in the price of fuel for LYNX throughout the year. We are approximately \$944,000 under budget for the first six months of the fiscal year.

LYNX staff proactively seeks ways to maximize operational efficiencies and improve services. As a result, fixed route operating expenses for salaries, wages, and fringe benefits are under budget due to various vacancies, 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, leases and miscellaneous expenses 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 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 less than anticipated revenues from the Transportation Disadvantage Commission year-to-date resulting from fewer trips compared to budget. Although administrative expenses are down, purchased transportation services are slightly above budget for the first six months of the fiscal year.

The price of unleaded fuel for the month is lower than anticipated for the month. The use of unleaded fuel is lower than anticipated year-to-date, which is primarily related to the decrease in trips. The fuel is budgeted at a net price of \$2.00 (net) per gallon in the FY2010 budget. LYNX is currently paying \$2.23 (net) per gallon. The national unleaded fuel price for the month of February 2010 was \$2.85 (including taxes).

Although purchased transportation costs year-to-date are slightly above the amounts budgeted, our provider, MV Transportation, is currently providing 1.41 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.)	279,517	\$32.45	\$9,070,245
Budget (rounding)	306,804	\$29.34	\$9,004,698
Excess Trips/Costs	27,287	\$ 3.11	\$ 65,547

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
MARCH 31, 2010 AND 2009
(UNAUDITED)

	<u>2010</u>	<u>2009</u>
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 24,146,641	\$ 14,404,806
Receivables:		
Local, trade and operating assistance	7,988,084	8,897,503
Federal grants	7,533,983	6,821,481
State grants	5,643,384	6,758,971
Inventory	1,885,259	2,186,728
Prepaid expenses and other assets	509,244	414,518
Restricted cash and cash equivalents	<u>1,293,235</u>	<u>1,253,932</u>
Total current assets	<u>48,999,830</u>	<u>40,737,939</u>
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	<u>4,300,368</u>	<u>4,300,241</u>
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	81,200,153	78,460,706
Revenue vehicles	98,933,346	109,925,251
Furniture, Fixtures & Equipment	21,477,000	22,318,654
Leasehold improvements	-	155,794
Total property and equipment	<u>210,181,964</u>	<u>219,431,870</u>
Less: accumulated depreciation	(84,140,053)	(90,157,132)
Construction in progress	<u>5,999,742</u>	<u>4,713,796</u>
Net property and equipment	<u>132,041,653</u>	<u>133,988,534</u>
Other assets	<u>-</u>	<u>1,374,355</u>
Total noncurrent assets	<u>136,342,021</u>	<u>139,663,130</u>
TOTAL ASSETS	<u>\$ 185,341,851</u>	<u>\$ 180,401,069</u>

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
MARCH 31, 2010 AND 2009
(UNAUDITED)

	2010	2009
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 6,495,198	\$ 2,718,206
Accrued salaries and related taxes	1,828,231	2,933,811
Accrued compensated absences	3,628,910	3,290,400
Accrued self-insurance liability, current	1,182,254	1,276,714
Leases payable, current	1,065,977	1,024,992
SIB loans payable, current	2,356,814	3,084,747
Deferred operating revenue	7,559,372	10,379,763
Deferred capital	756,485	717,183
Total current liabilities	24,873,241	25,425,816
NONCURRENT LIABILITIES:		
Leases payable, long-term	4,077,937	5,143,914
Loans payable	7,473,077	9,829,891
Accrued self-insurance liability, long-term	3,093,050	2,247,335
Total noncurrent liabilities	14,644,064	17,221,140
Total liabilities	39,517,305	42,646,956
NET ASSETS:		
Invested in capital assets, net of related debt	121,539,269	118,072,439
Restricted	536,750	536,749
Unrestricted	23,748,527	19,144,925
Total net assets	145,824,546	137,754,113
TOTAL LIABILITIES AND NET ASSETS	\$ 185,341,851	\$ 180,401,069

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF MARCH 2010 AND THE SIX MONTHS ENDED MARCH 31, 2010
(UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 11,105,778	\$ 10,776,918	97%	\$ 1,850,963	\$ 1,866,118	101%
Contract Services:						
Local Financial Assistance	4,435,158	4,282,721	97%	739,193	740,287	100%
Other Contractual Services	5,516,544	5,044,711	91%	919,424	677,055	74%
Advertising	915,000	384,178	42%	152,500	47,178	31%
Other Operating Income	157,758	191,002	121%	26,293	40,025	152%
Total Operating Revenues	<u>22,130,238</u>	<u>20,679,530</u>	93%	<u>3,688,373</u>	<u>3,370,663</u>	91%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	375,000	998,410	266%	62,500	177,058	283%
State of Florida	3,987,348	3,987,348	100%	664,558	664,558	100%
Local	20,091,096	20,091,096	100%	3,348,516	3,348,516	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	8,392,974	6,262,765	75%	1,398,829	1,090,174	78%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,360,404	1,261,972	93%	226,734	220,506	97%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	75,000	53,293	71%	12,500	7,584	61%
Gain / (Loss) on Sale of Assets	21,036	14,006	67%	3,506	2,439	70%
Total Nonoperating Revenues	<u>34,302,858</u>	<u>32,668,890</u>	95%	<u>5,717,143</u>	<u>5,510,835</u>	96%
Total Revenues	<u>56,433,096</u>	<u>53,348,420</u>	95%	<u>9,405,516</u>	<u>8,881,498</u>	94%
OPERATING EXPENSES						
Salaries and Wages	19,991,022	19,164,015	96%	3,331,837	3,333,213	100%
Fringe Benefits	11,120,196	10,267,938	92%	1,853,366	1,552,404	84%
Purchased Transportation Services	9,426,162	9,707,808	103%	1,571,027	1,810,732	115%
Fuel	5,889,876	4,945,067	84%	981,646	876,067	89%
Other Materials and Supplies	2,825,466	2,335,305	83%	470,911	422,528	90%
Professional Services	2,157,978	547,978	25%	359,663	91,538	25%
Other Services	2,426,430	1,792,301	74%	404,405	291,882	72%
Lease and Miscellaneous Expenses	422,568	260,349	62%	70,428	68,227	97%
Casualty and Liability Insurance	1,078,164	582,050	54%	179,694	85,462	48%
Utilities	663,834	669,712	101%	110,639	129,772	117%
Taxes and Licenses	230,034	224,097	97%	38,339	24,416	64%
Interest Expense	239,826	186,566	78%	39,971	30,243	76%
Total Operating Expenses	<u>56,471,556</u>	<u>50,683,186</u>	90%	<u>9,411,926</u>	<u>8,716,484</u>	93%
OPERATING GAIN / (LOSS)	<u>\$ (38,460)</u>	<u>\$ 2,665,234</u>	7030%	<u>\$ (6,410)</u>	<u>\$ 165,014</u>	2674%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF MARCH 2010 AND THE SIX MONTHS ENDED MARCH 31, 2010
(UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 10,470,726	\$ 10,111,280	97%	\$ 1,745,121	\$ 1,745,604	100%
Contract Services:						
Local Financial Assistance	4,435,158	4,282,721	97%	739,193	740,287	100%
Other Contractual Services	1,377,492	1,195,789	87%	229,582	222,883	97%
Advertising	915,000	384,178	42%	152,500	47,178	31%
Other Operating Income	157,758	191,002	121%	26,293	40,025	152%
Total Operating Revenues	<u>17,356,134</u>	<u>16,164,970</u>	93%	<u>2,892,689</u>	<u>2,795,977</u>	97%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	375,000	998,410	266%	62,500	177,058	283%
State of Florida	3,987,348	3,987,348	100%	664,558	664,558	100%
Local	15,411,354	15,411,354	100%	2,568,559	2,568,559	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	7,398,174	5,267,965	71%	1,233,029	924,374	75%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,360,404	1,261,972	93%	226,734	220,506	97%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	75,000	53,293	71%	12,500	7,584	61%
Gain / (Loss) on the Sale of Assets	21,036	14,006	67%	3,506	2,439	70%
Total Nonoperating Revenues	<u>28,628,316</u>	<u>26,994,348</u>	94%	<u>4,771,386</u>	<u>4,565,078</u>	96%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>45,984,450</u>	<u>43,159,318</u>	94%	<u>7,664,075</u>	<u>7,361,055</u>	96%
OPERATING EXPENSES						
Salaries and Wages	19,809,810	18,989,062	96%	3,301,635	3,301,607	100%
Fringe Benefits	11,012,946	10,165,120	92%	1,835,491	1,537,706	84%
Purchased Transportation Services	421,464	637,563	151%	70,244	210,922	300%
Fuel	5,058,528	4,114,779	81%	843,088	723,105	86%
Other Materials and Supplies	2,793,198	2,323,469	83%	465,533	420,078	90%
Professional Services	1,942,872	481,168	25%	323,812	77,662	24%
Other Services	2,351,586	1,668,801	71%	391,931	291,882	74%
Lease and Miscellaneous Expenses	413,280	258,503	63%	68,880	68,013	99%
Casualty and Liability Insurance	1,078,164	582,050	0%	179,694	85,462	0%
Utilities	634,764	647,523	102%	105,794	125,533	119%
Taxes and Licenses	203,364	192,764	95%	33,894	19,711	58%
Interest Expense	239,826	186,566	78%	39,971	30,243	76%
Total Operating Expenses	<u>45,959,802</u>	<u>40,247,368</u>	88%	<u>7,659,967</u>	<u>6,891,924</u>	90%
OPERATING GAIN / (LOSS)	<u>\$ 24,648</u>	<u>\$ 2,911,950</u>	11814%	<u>\$ 4,108</u>	<u>\$ 469,131</u>	11420%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 PARATRANSIT SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF MARCH 2010 AND THE SIX MONTHS ENDED MARCH 31, 2010
 (UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 635,052	\$ 665,638	105%	\$ 105,842	\$ 120,514	114%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	4,139,052	3,848,922	93%	689,842	454,172	66%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>4,774,104</u>	<u>4,514,560</u>	95%	<u>795,684</u>	<u>574,686</u>	72%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	4,679,742	4,679,742	100%	779,957	779,957	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	994,800	994,800	100%	165,800	165,800	100%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	-	-	0%	-	-	0%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>5,674,542</u>	<u>5,674,542</u>	100%	<u>945,757</u>	<u>945,757</u>	100%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>10,448,646</u>	<u>10,189,102</u>	98%	<u>1,741,441</u>	<u>1,520,443</u>	87%
OPERATING EXPENSES						
Salaries and Wages	181,212	174,953	97%	30,202	31,606	105%
Fringe Benefits	107,250	102,818	96%	17,875	14,698	82%
Purchased Transportation Services	9,004,698	9,070,245	101%	1,500,783	1,599,810	107%
Fuel	831,348	830,288	100%	138,558	152,962	110%
Other Materials and Supplies	32,268	11,836	37%	5,378	2,450	46%
Professional Services	215,106	66,810	31%	35,851	13,876	39%
Other Services	74,844	123,500	165%	12,474	-	0%
Lease and Miscellaneous Expenses	9,288	1,846	20%	1,548	214	14%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	29,070	22,189	76%	4,845	4,239	87%
Taxes and Licenses	26,670	31,333	117%	4,445	4,705	106%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>10,511,754</u>	<u>10,435,818</u>	99%	<u>1,751,959</u>	<u>1,824,560</u>	104%
OPERATING GAIN / (LOSS)	<u>\$ (63,108)</u>	<u>\$ (246,716)</u>	-291%	<u>\$ (10,518)</u>	<u>\$ (304,117)</u>	-2791%

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 - February 28, 2010
Date:	5/26/2010

Please find attached the monthly financial report for the five months ending February 28, 2010. LYNX' Balance Sheet and Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the five months ending February 28, 2010 reflect total revenue earned in the amount of \$44,466,922 and total expenses incurred in the amount of \$41,966,702 resulting in a net operating profit of \$2,500,220.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$2,442,819 for the first five months of the fiscal year.
- Paratransit services resulted in an operating profit of \$57,401 for the first five months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than budget at 92%. Customer fares are at 96% of the budgeted amount year-to-date and 97% for the month of February. LYNX' ridership is down by 2.7% year-over-year. However, for the second time since October 2009, LYNX' ridership is up by 3.1 % for the month of February.

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 shorter periods. As such, LYNX' advertising revenue year-to-date is significantly less than anticipated. Actual revenues year-to-date through February 2010 for advertising on buses, shelters, and in-kind (trade) transactions are \$269,324, \$29,100 and \$38,576, respectively. The Advertising Sales 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 17% for the first five months of the fiscal year. In the month of February, LYNX paid an average net price of \$2.13 (net) per gallon for diesel fuel compared to the budgeted price of \$2.25 (net). The national diesel fuel price for the month of February 2010 was \$2.79 (including taxes) 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 fare revenue year-to-date and less expenses for salaries, wages, and professional services. Although administrative expenses are down, purchased transportation services are slightly above budget for first the five months of the fiscal year.

The price of unleaded fuel for the month is lower than budgeted for the month. The use of unleaded fuel is lower than anticipated year-to-date, which is primarily related to the decrease in trips. The fuel is budgeted at a net price of \$2.00 (net) per gallon in the FY2010 budget. LYNX is currently paying \$2.09 (net) per gallon. The national unleaded fuel price for the month of February 2010 was \$2.64 (including taxes).

Although purchased transportation costs year-to-date are 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 trip costs year-to-date.

An analysis follows:

ACCESS LYNX			
FY2010	Trips (Year-to-Date)	Trip Rate	Costs
Actual (with est.)	233,827	\$31.95	\$7,470,435
Budget (rounding)	255,760	\$29.34	\$7,503,915
Excess Trips/Costs	21,933	\$ 2.61	\$ 33,480

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
FEBRUARY 28, 2010 AND 2009
(UNAUDITED)

	2010	2009
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 26,208,766	\$ 11,523,312
Receivables:		
Local, trade and operating assistance	4,616,642	11,406,452
Federal grants	6,086,612	6,109,048
State grants	6,254,563	5,935,562
Inventory	2,061,871	2,203,032
Prepaid expenses and other assets	487,618	414,992
Restricted cash and cash equivalents	1,209,477	1,170,174
Total current assets	46,925,549	38,762,572
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	4,300,368	4,312,128
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	81,203,632	78,460,706
Revenue vehicles	100,679,506	109,925,251
Furniture, Fixtures & Equipment	21,818,128	22,166,818
Leasehold improvements	17,237	155,794
Total property and equipment	212,289,968	219,280,034
Less: accumulated depreciation	(86,301,847)	(88,789,211)
Construction in progress	5,538,247	4,588,324
Net property and equipment	131,526,368	135,079,147
Other assets	0	1,374,355
Total noncurrent assets	135,826,736	140,765,630
TOTAL ASSETS	\$ 182,752,285	\$ 179,528,202

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
FEBRUARY 28, 2010 AND 2009
(UNAUDITED)

	<u>2010</u>	<u>2009</u>
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 5,542,042	\$ 1,814,654
Accrued salaries and related taxes	1,450,845	2,646,941
Accrued compensated absences	3,628,910	3,290,400
Accrued self-insurance liability, current	1,182,254	1,276,714
Leases payable, current	1,065,977	1,024,992
SIB loans payable, current	2,356,814	3,084,747
Deferred operating revenue	7,122,734	10,053,836
Deferred capital	<u>672,727</u>	<u>633,425</u>
Total current liabilities	<u>23,022,303</u>	<u>23,825,709</u>
NONCURRENT LIABILITIES:		
Leases payable, long-term	4,077,937	5,143,914
Loans payable	7,473,077	9,829,891
Accrued self-insurance liability, long-term	<u>3,093,050</u>	<u>2,247,335</u>
Total noncurrent liabilities	<u>14,644,064</u>	<u>17,221,140</u>
Total liabilities	<u>37,666,367</u>	<u>41,046,849</u>
NET ASSETS:		
Invested in capital assets, net of related debt	120,965,656	119,148,613
Restricted	536,750	536,749
Unrestricted	<u>23,583,512</u>	<u>18,795,991</u>
Total net assets	<u>145,085,918</u>	<u>138,481,353</u>
TOTAL LIABILITIES AND NET ASSETS	<u>\$ 182,752,285</u>	<u>\$ 179,528,202</u>

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF FEBRUARY 2010 AND THE FIVE MONTHS ENDED FEBRUARY 28, 2010
(UNAUDITED)

	Year to Date			Month of February		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 9,254,815	\$ 8,910,800	96%	\$ 1,850,963	\$ 1,802,494	97%
Contract Services:						
Local Financial Assistance	3,695,965	3,542,434	96%	739,193	722,256	98%
Other Contractual Services	4,597,120	4,367,656	95%	919,424	839,500	91%
Advertising	762,500	337,000	44%	152,500	82,608	54%
Other Operating Income	131,465	150,977	115%	26,293	46,406	176%
Total Operating Revenues	<u>18,441,865</u>	<u>17,308,867</u>	94%	<u>3,688,373</u>	<u>3,493,264</u>	95%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	312,500	821,352	263%	62,500	164,322	263%
State of Florida	3,322,790	3,322,790	100%	664,558	664,558	100%
Local	16,742,580	16,742,580	100%	3,348,516	3,348,516	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	6,994,145	5,172,591	74%	1,398,829	1,043,091	75%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,133,670	1,041,466	92%	226,734	210,777	93%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	62,500	45,709	73%	12,500	7,025	56%
Gain / (Loss) on Sale of Assets	17,530	11,567	N/A	3,506	8,334	N/A
Total Nonoperating Revenues	<u>28,585,715</u>	<u>27,158,055</u>	95%	<u>5,717,143</u>	<u>5,446,623</u>	95%
Total Revenues	<u>47,027,580</u>	<u>44,466,922</u>	95%	<u>9,405,516</u>	<u>8,939,887</u>	95%
OPERATING EXPENSES						
Salaries and Wages	16,659,185	15,830,802	95%	3,331,837	3,102,006	93%
Fringe Benefits	9,266,830	8,715,534	94%	1,853,366	1,462,845	79%
Purchased Transportation Services	7,855,135	7,897,076	101%	1,571,027	1,542,098	98%
Fuel	4,908,230	4,069,000	83%	981,646	755,331	77%
Other Materials and Supplies	2,354,555	1,912,777	81%	470,911	395,938	84%
Professional Services	1,798,315	456,440	25%	359,663	224,685	62%
Other Services	2,022,025	1,500,419	74%	404,405	428,015	106%
Lease and Miscellaneous Expenses	352,140	192,122	55%	70,428	37,868	54%
Casualty and Liability Insurance	898,470	496,588	55%	179,694	119,983	67%
Utilities	553,195	539,940	98%	110,639	111,424	101%
Taxes and Licenses	191,695	199,681	104%	38,339	36,775	96%
Interest Expense	199,855	156,323	78%	39,971	30,670	77%
Total Operating Expenses	<u>47,059,630</u>	<u>41,966,702</u>	89%	<u>9,411,926</u>	<u>8,247,638</u>	88%
OPERATING GAIN / (LOSS)	<u>\$ (32,050)</u>	<u>\$ 2,500,220</u>	7901%	<u>\$ (6,410)</u>	<u>\$ 692,249</u>	#####

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF FEBRUARY 2010 AND THE FIVE MONTHS ENDED FEBRUARY 28, 2010
 (UNAUDITED)

	Year to Date			Month of February		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 8,725,605	\$ 8,365,676	96%	\$ 1,745,121	\$ 1,687,220	97%
Contract Services:						
Local Financial Assistance	3,695,965	3,542,434	0%	739,193	722,256	0%
Other Contractual Services	1,147,910	972,906	85%	229,582	191,146	83%
Advertising	762,500	337,000	0%	152,500	82,608	0%
Other Operating Income	131,465	150,977	0%	26,293	46,406	0%
Total Operating Revenues	14,463,445	13,368,993	92%	2,892,689	2,729,636	94%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	312,500	821,352	0%	62,500	164,322	0%
State of Florida	3,322,790	3,322,790	0%	664,558	664,558	0%
Local	12,842,795	12,842,795	100%	2,568,559	2,568,559	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	6,165,145	4,343,591	0%	1,233,029	877,291	0%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,133,670	1,041,466	0%	226,734	210,777	0%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	62,500	45,709	0%	12,500	7,025	0%
Gain / (Loss) on the Sale of Assets	17,530	11,567	0%	3,506	8,334	0%
Total Nonoperating Revenues	23,856,930	22,429,270	94%	4,771,386	4,500,866	94%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	38,320,375	35,798,263	93%	7,664,075	7,230,502	94%
OPERATING EXPENSES						
Salaries and Wages	16,508,175	15,687,455	95%	3,301,635	3,073,377	93%
Fringe Benefits	9,177,455	8,627,414	94%	1,835,491	1,448,291	79%
Purchased Transportation Services	351,220	426,641	121%	70,244	112,693	160%
Fuel	4,215,440	3,391,674	80%	843,088	628,562	75%
Other Materials and Supplies	2,327,665	1,903,391	82%	465,533	394,766	85%
Professional Services	1,619,060	403,506	25%	323,812	172,722	53%
Other Services	1,959,655	1,376,919	70%	391,931	339,547	87%
Lease and Miscellaneous Expenses	344,400	190,490	55%	68,880	37,858	55%
Casualty and Liability Insurance	898,470	496,588	0%	179,694	119,983	0%
Utilities	528,970	521,990	99%	105,794	107,522	102%
Taxes and Licenses	169,470	173,053	102%	33,894	29,557	87%
Interest Expense	199,855	156,323	0%	39,971	30,670	0%
Total Operating Expenses	38,299,835	33,355,444	87%	7,659,967	6,495,548	85%
OPERATING GAIN / (LOSS)	\$ 20,540	\$ 2,442,819	11893%	\$ 4,108	\$ 734,954	17891%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 PARATRANSIT SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF FEBRUARY 2010 AND THE FIVE MONTHS ENDED FEBRUARY 28, 2010
 (UNAUDITED)

	Year to Date			Month of February		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 529,210	\$ 545,124	103%	\$ 105,842	\$ 115,274	109%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	3,449,210	3,394,750	98%	689,842	648,354	94%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>3,978,420</u>	<u>3,939,874</u>	99%	<u>795,684</u>	<u>763,628</u>	96%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	3,899,785	3,899,785	100%	779,957	779,957	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	829,000	829,000	0%	165,800	165,800	0%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	-	-	0%	-	-	0%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>4,728,785</u>	<u>4,728,785</u>	100%	<u>945,757</u>	<u>945,757</u>	100%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>8,707,205</u>	<u>8,668,659</u>	100%	<u>1,741,441</u>	<u>1,709,385</u>	98%
OPERATING EXPENSES						
Salaries and Wages	151,010	143,347	95%	30,202	28,629	95%
Fringe Benefits	89,375	88,120	99%	17,875	14,554	81%
Purchased Transportation Services	7,503,915	7,470,435	100%	1,500,783	1,429,405	95%
Fuel	692,790	677,326	98%	138,558	126,769	91%
Other Materials and Supplies	26,890	9,386	35%	5,378	1,172	22%
Professional Services	179,255	52,934	30%	35,851	51,963	145%
Other Services	62,370	123,500	198%	12,474	88,468	709%
Lease and Miscellaneous Expenses	7,740	1,632	21%	1,548	10	1%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	24,225	17,950	74%	4,845	3,902	81%
Taxes and Licenses	22,225	26,628	120%	4,445	7,218	162%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>8,759,795</u>	<u>8,611,258</u>	98%	<u>1,751,959</u>	<u>1,752,090</u>	100%
OPERATING GAIN / (LOSS)	<u>\$ (52,590)</u>	<u>\$ 57,401</u>	209%	<u>\$ (10,518)</u>	<u>\$ (42,705)</u>	-306%

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 - January 31, 2010
Date:	5/26/2010

Please find attached the monthly financial report for the four months ending January 31, 2010. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the four months ending January 31, 2010 reflect total revenue earned in the amount of \$35,527,035 and total expenses incurred in the amount of \$33,719,064 resulting in a net operating profit of \$1,807,971.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$1,707,865 for the first four months of the fiscal year.
- Paratransit services resulted in an operating profit of \$100,106 for the first four months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than budget at 92%. Customer fares are at 96% of the budgeted amount year-to-date and for the month of January. LYNX' ridership is down by 4.0% year-over-year. However, for the first time since October 2009, LYNX' ridership is up by 1.1 % for the month of January.

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 shorter periods. As such, LYNX' advertising revenue year-to-date is significantly less than anticipated. Actual revenues year-to-date through January 2010 for advertising on buses, shelters, and in-kind (trade) transactions are \$196,705, \$18,529 and \$38,576, respectively. The Advertising Sales 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 82% for the first four months of the fiscal year. In the month of January, LYNX paid an average net price of \$2.16 (net) per gallon for diesel fuel compared to the budgeted price of \$2.25 (net). The national diesel fuel price for the month of January 2010 was \$2.85 (including taxes) 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 professional services. Although administrative expenses are down, purchased transportation services are slightly above budget for first four months of the fiscal year.

The price of unleaded fuel for the month is lower than anticipated for the month. The use of unleaded fuel is lower than anticipated year-to-date, which is primarily related to the decrease in trips. The fuel is budgeted at a net price of \$2.00 (net) per gallon in the FY2010 budget. LYNX is currently paying \$2.13 (net) per gallon. The national unleaded fuel price for the month of January 2010 was \$2.72 (including taxes).

Although purchased transportation costs year-to-date are slightly above the amounts budgeted, our provider, MV Transportation, is currently providing 1.39 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.)	187,136	\$32.28	\$6,041,030
Budget (rounding)	204,608	\$29.34	\$6,003,132
Excess Trips/Costs	17,472	\$ 2.94	\$ 37,898

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF JANUARY 2010 AND THE FOUR MONTHS ENDED JANUARY 31, 2010
(UNAUDITED)

	Year to Date			Month of January		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 7,403,852	\$ 7,108,306	96%	\$ 1,850,963	\$ 1,781,895	96%
Contract Services:						
Local Financial Assistance	2,956,772	2,820,178	95%	739,193	630,138	85%
Other Contractual Services	3,677,696	3,528,156	96%	919,424	947,653	103%
Advertising	610,000	254,392	42%	152,500	7,982	5%
Other Operating Income	105,172	104,571	99%	26,293	19,102	73%
Total Operating Revenues	<u>14,753,492</u>	<u>13,815,603</u>	94%	<u>3,688,373</u>	<u>3,386,770</u>	92%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	250,000	657,030	263%	62,500	168,652	270%
State of Florida	2,658,232	2,658,232	100%	664,558	664,558	100%
Local	13,394,064	13,394,064	100%	3,348,516	3,348,516	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	5,595,316	4,129,500	74%	1,398,829	1,118,050	80%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	906,936	830,689	92%	226,734	172,904	76%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	50,000	38,684	77%	12,500	8,041	64%
Gain / (Loss) on Sale of Assets	14,024	3,233	N/A	3,506	394	N/A
Total Nonoperating Revenues	<u>22,868,572</u>	<u>21,711,432</u>	95%	<u>5,717,143</u>	<u>5,481,115</u>	96%
Total Revenues	<u>37,622,064</u>	<u>35,527,035</u>	94%	<u>9,405,516</u>	<u>8,867,885</u>	94%
OPERATING EXPENSES						
Salaries and Wages	13,327,348	12,728,796	96%	3,331,837	3,285,773	99%
Fringe Benefits	7,413,464	7,252,689	98%	1,853,366	2,110,799	114%
Purchased Transportation Services	6,284,108	6,354,978	101%	1,571,027	1,551,062	99%
Fuel	3,926,584	3,313,669	84%	981,646	822,402	84%
Other Materials and Supplies	1,883,644	1,516,839	81%	470,911	379,035	80%
Professional Services	1,438,652	231,755	16%	359,663	90,911	25%
Other Services	1,617,620	1,072,404	66%	404,405	345,538	85%
Lease and Miscellaneous Expenses	281,712	154,254	55%	70,428	35,125	50%
Casualty and Liability Insurance	718,776	376,605	52%	179,694	74,530	41%
Utilities	442,556	428,516	97%	110,639	119,238	108%
Taxes and Licenses	153,356	162,906	106%	38,339	25,330	66%
Interest Expense	159,884	125,653	79%	39,971	31,096	78%
Total Operating Expenses	<u>37,647,704</u>	<u>33,719,064</u>	90%	<u>9,411,926</u>	<u>8,870,839</u>	94%
OPERATING GAIN / (LOSS)	<u>\$ (25,640)</u>	<u>\$ 1,807,971</u>	7151%	<u>\$ (6,410)</u>	<u>\$ (2,954)</u>	54%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF JANUARY 2010 AND THE FOUR MONTHS ENDED JANUARY 31, 2010
 (UNAUDITED)

	Year to Date			Month of January		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 6,980,484	\$ 6,678,456	96%	\$ 1,745,121	\$ 1,673,285	96%
Contract Services:						
Local Financial Assistance	2,956,772	2,820,178	95%	739,193	630,138	85%
Other Contractual Services	918,328	781,760	85%	229,582	264,804	115%
Advertising	610,000	254,392	42%	152,500	7,982	5%
Other Income	105,172	104,571	99%	26,293	19,102	73%
Total Operating Revenues	<u>11,570,756</u>	<u>10,639,357</u>	92%	<u>2,892,689</u>	<u>2,595,311</u>	90%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	250,000	657,030	263%	62,500	168,652	270%
State of Florida	2,658,232	2,658,232	100%	664,558	664,558	100%
Local	10,274,236	10,274,236	100%	2,568,559	2,568,559	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	4,932,116	3,466,300	70%	1,233,029	952,250	77%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	906,936	830,689	92%	226,734	172,904	76%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	50,000	38,684	77%	12,500	8,041	64%
Gain / (Loss) on the Sale of Assets	14,024	3,233	N/A	3,506	394	N/A
Total Nonoperating Revenues	<u>19,085,544</u>	<u>17,928,404</u>	94%	<u>4,771,386</u>	<u>4,535,358</u>	95%
Total Revenues	<u>30,656,300</u>	<u>28,567,761</u>	93%	<u>7,664,075</u>	<u>7,130,669</u>	93%
OPERATING EXPENSES						
Salaries and Wages	13,206,540	12,614,078	96%	3,301,635	3,257,416	99%
Fringe Benefits	7,341,964	7,179,123	98%	1,835,491	2,090,438	114%
Purchased Transportation Services	280,976	313,948	112%	70,244	40,641	58%
Fuel	3,372,352	2,763,112	82%	843,088	701,430	83%
Other Materials and Supplies	1,862,132	1,508,625	81%	465,533	379,035	81%
Professional Services	1,295,248	230,784	18%	323,812	90,133	28%
Other Services	1,567,724	1,037,372	66%	391,931	310,506	79%
Lease and Miscellaneous Expenses	275,520	152,632	55%	68,880	35,115	51%
Casualty and Liability Insurance	718,776	376,605	52%	179,694	74,530	41%
Utilities	423,176	414,468	98%	105,794	113,001	107%
Taxes and Licenses	135,576	143,496	106%	33,894	20,960	62%
Interest Expense	159,884	125,653	79%	39,971	31,096	78%
Total Operating Expenses	<u>30,639,868</u>	<u>26,859,896</u>	88%	<u>7,659,967</u>	<u>7,144,601</u>	93%
OPERATING GAIN / (LOSS)	<u>\$ 16,432</u>	<u>\$ 1,707,865</u>	10394%	<u>\$ 4,108</u>	<u>\$ (13,932)</u>	-439%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 PARATRANSIT SEGMENT
 STATEMENT OF REVENUES AND EXPENSES
 FOR THE MONTH OF JANUARY 2010 AND THE FOUR MONTHS ENDED JANUARY 31, 2010
 (UNAUDITED)

	Year to Date			Month of January		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 423,368	\$ 429,850	102%	\$ 105,842	\$ 108,610	103%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	2,759,368	2,746,396	100%	689,842	682,849	99%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	3,182,736	3,176,246	100%	795,684	791,459	99%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	3,119,828	3,119,828	100%	779,957	779,957	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	663,200	663,200	0%	165,800	165,800	0%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	-	-	0%	-	-	0%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	3,783,028	3,783,028	100%	945,757	945,757	100%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	6,965,764	6,959,274	100%	1,741,441	1,737,216	100%
OPERATING EXPENSES						
Salaries and Wages	120,808	114,718	95%	30,202	28,357	94%
Fringe Benefits	71,500	73,566	103%	17,875	20,361	114%
Purchased Transportation Services	6,003,132	6,041,030	101%	1,500,783	1,510,421	101%
Fuel	554,232	550,557	99%	138,558	120,972	87%
Other Materials and Supplies	21,512	8,214	38%	5,378	-	0%
Professional Services	143,404	971	1%	35,851	478	1%
Other Services	49,896	35,032	70%	12,474	35,032	281%
Lease and Miscellaneous Expenses	6,192	1,622	26%	1,548	10	1%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	19,380	14,048	72%	4,845	6,237	129%
Taxes and Licenses	17,780	19,410	109%	4,445	4,370	98%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	7,007,836	6,859,168	98%	1,751,959	1,726,238	99%
OPERATING GAIN / (LOSS)	\$ (42,072)	\$ 100,106	338%	\$ (10,518)	\$ 10,978	204%

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)

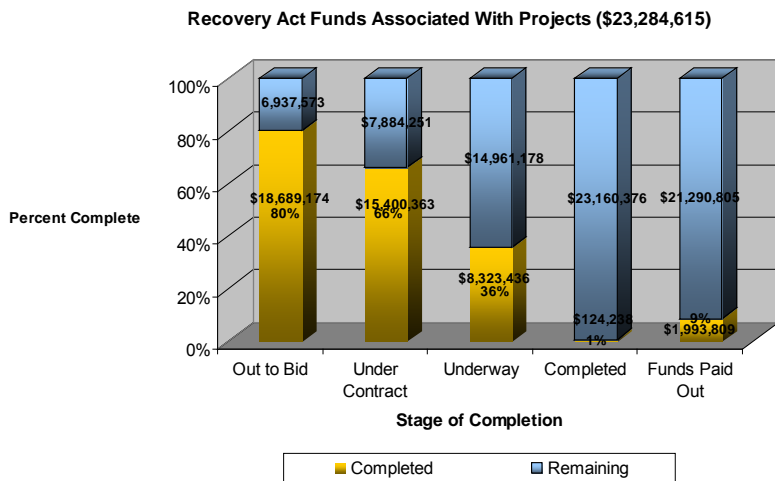
Phone: 407.841.2279 ext: 6058

Item Name: LYNX American Recovery and Reinvestment Act Project Status Report for March 2010

Date: 5/26/2010

The following table and chart shows, on a cumulative basis, the status and stage of completion of each specific American Recovery and Reinvestment Act (ARRA) project as of March 31, 2010. The stages of completion being reported include Out-to-Bid, Under Contract, Underway and Completed. Also included is the amount of ARRA funds paid out to date, number of jobs created/retained and the associated hours worked and payroll (see Table of LYNX Project Status).

LYNX Progress Chart on ARRA projects as of March 31, 2010:





LYNX

AMERICAN RECOVERY & REINVESTMENT ACT (ARRA) TRANSPORTATION & INFRASTRUCTURE COMMITTEE REPORT DATA REPORTED THROUGH MARCH 31, 2010



PROJECT	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Paid Out	Number of Projects Put Out to Bid	Funds Associated with Projects Put Out to Bid	Number of Projects Under Contract	Funds Associated with Projects Under Contract	Number of Projects in which Work Has Begun	Funds Associated with Projects in which Work Has Begun	Number of Completed Projects	Funds Associated with Completed Projects	Direct, On-Project Jobs Created or Sustained	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
Emergency Generators	872,770	67,892		1	150,000	1	67,892	1	67,892					
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	50,636	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	1,000,843	137,554	1	7,857,651	1	7,857,651	1	980,551			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	2,197,125	1,630,125	1	3,220,000	1	2,197,125	1	2,197,125					
Energy Eff Lighting Upgrade	125,000			1	125,000									
Energy Eff/Sec Window Film	192,000	147,612	51,256	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	8,343,727	1,993,809	14	19,138,175	11	15,400,364	10	8,323,435	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	81,707	81,707	1	400,000	1	80,611	1	80,611			3	2,163	80,611
SUBTOTAL Urban Grant	29,574,615	8,425,434	2,075,516	15	19,538,175	12	15,480,975	11	8,404,046	1	124,238	43	3,608	127,134
*Rural Preventative Maint	534,468	1,361,280	1,361,280	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	60,190	1,361,280
Rural Cap Cost of Contracting	1,416,802													
SUBTOTAL Rural Grant	1,951,270	1,361,280	1,361,280	-	-	-	-	-	-	-	-	53	60,190	1,361,280
TOTALS	31,525,885	9,786,714	3,436,796	15	19,538,175	12	15,480,975	11	8,404,046	1	124,238	96	63,798	1,488,414

* 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)

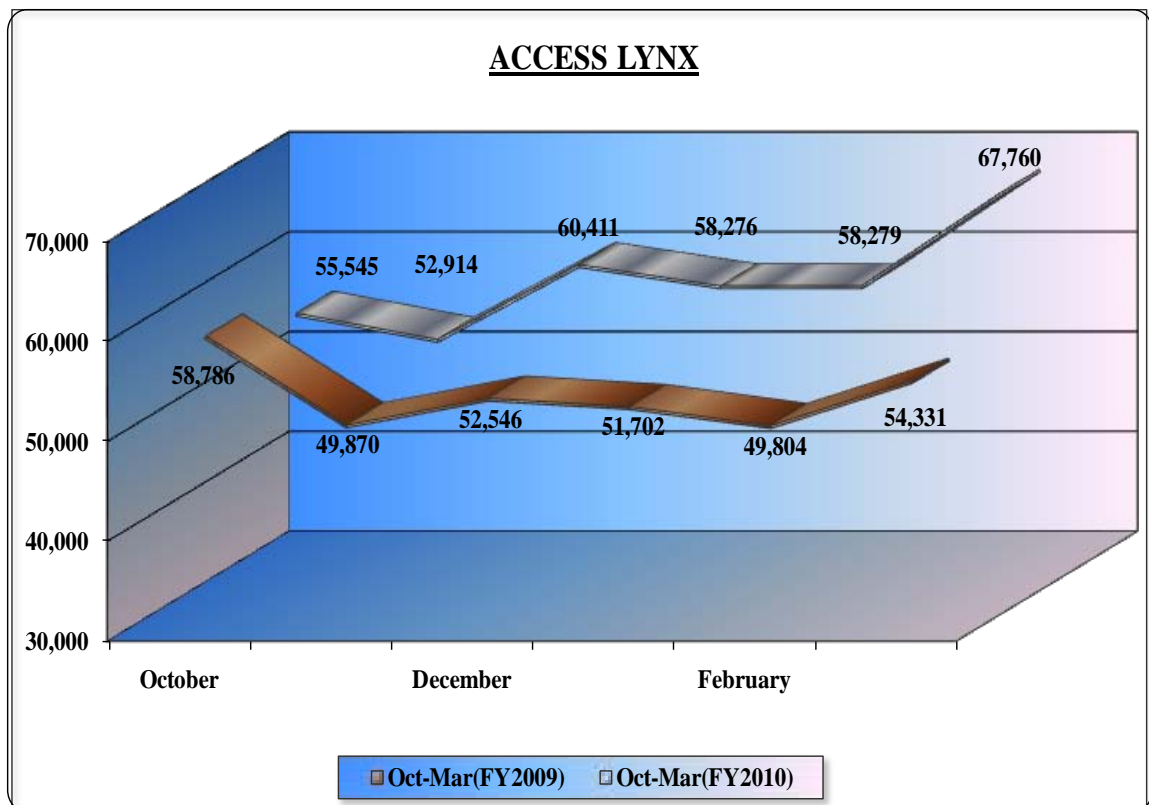
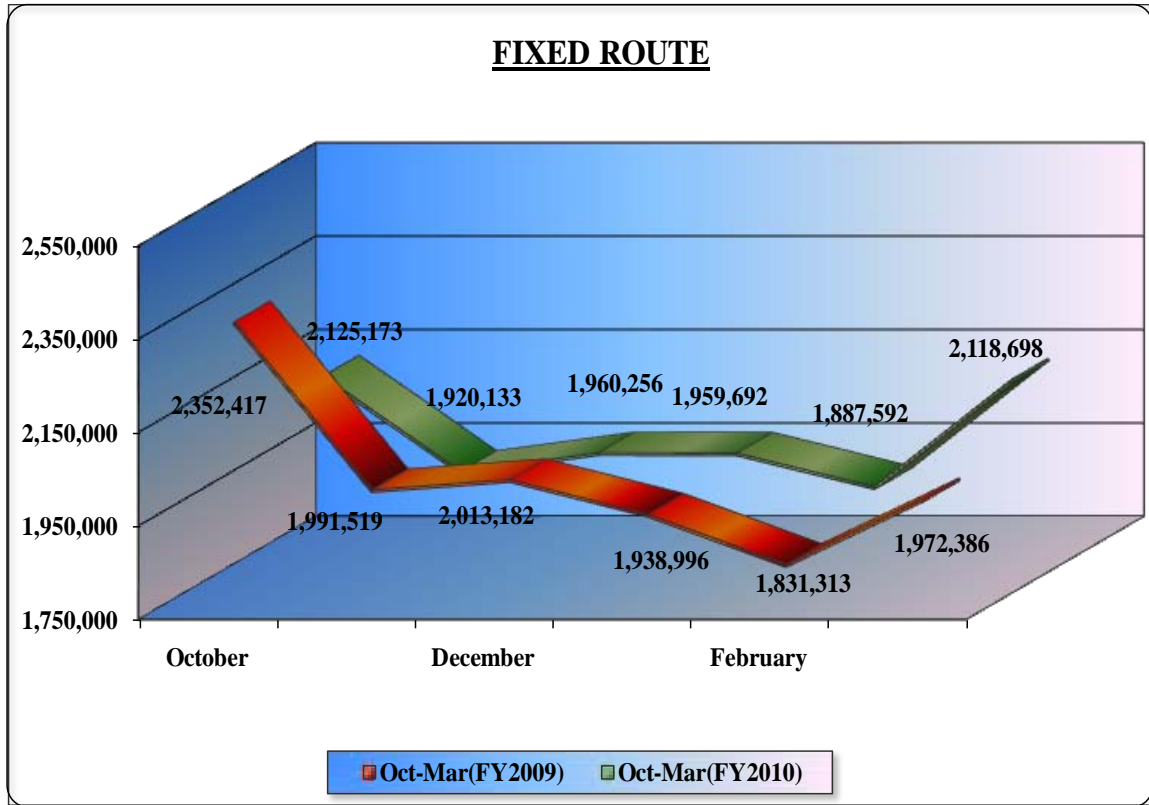
Phone: 407.841.2279 ext: 6058

Item Name: Ridership Report for March 2010

Date: 5/26/2010

Year to date (October – March) Final

<i>Service Mode</i>	<i>Oct-Mar(FY2009)</i>	<i>Oct-Mar(FY2010)</i>	<i>% Change</i>
LYMMO	593,299	571,494	-3.68%
Fixed Route	11,489,398	11,341,030	-1.29%
Pick Up Line	17,116	59,020	244.82%
SUBTOTAL - FIXED ROUTE	12,099,813	11,971,544	-1.06%
Special Shuttles	44,868	36,634	-18.35%
ACCESS LYNX	317,039	353,185	11.40%
VanPlan	91,595	93,181	1.73%
SUBTOTAL - OTHER SERVICES	453,502	483,000	6.50%
TOTAL ALL SERVICES	12,553,315	12,454,544	-0.79%



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>March-09</i>	<i>March-10</i>	<i>% Change</i>
LYMMO	Weekday	4,448	3,985	-10.40%
	Saturday	1,318	2,524	91.50%
	Sunday	1,139	1,710	50.21%
All Other Links	Weekday	69,684	73,038	4.81%
	Saturday	48,480	51,766	6.78%
	Sunday	26,210	27,669	5.56%
Total Fixed Route	Weekday	74,132	77,023	3.90%
	Saturday	49,798	54,290	9.02%
	Sunday	27,349	29,379	7.42%
ACCESS LYNX	Weekday	2,423	2,683	10.76%
	Saturday	1,087	1,172	7.87%
	Sunday	381	338	-11.13%
Pick Up Line	Weekday	212	479	126.56%
	Saturday	167	270	61.77%
VanPlan	Weekday	590	739	25.15%
	Saturday	98	89	-8.72%
	Sunday	112	111	-0.54%
TOTAL <i>LYNX</i> <i>SERVICES</i>	Weekday	77,356	80,924	4.61%
	Saturday	51,149	55,821	9.13%
	Sunday	27,841	29,828	7.14%

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	108,593							571,494
Fixed Route	2,010,859	1,824,370	1,861,130	1,851,665	1,795,001	1,998,005							11,341,030
Pick Up Line	8,886	8,221	9,415	9,995	10,403	12,100							59,020
SUBTOTAL - FIXED ROUTE	2,125,173	1,920,133	1,960,256	1,959,692	1,887,592	2,118,698							11,971,544
Special Shuttles	65	6,538	8,301	21,632	82	16							36,634
ACCESS LYNX	55,545	52,914	60,411	58,276	58,279	67,760							353,185
VanPlan	15,586	14,398	14,692	15,525	15,194	17,786							93,181
SUBTOTAL - OTHER SERVICES	71,196	73,850	83,404	95,433	73,555	85,562							483,000
TOTAL ALL SERVICES	2,196,369	1,993,983	2,043,660	2,055,125	1,961,147	2,204,260							12,454,544
% 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%	-0.2%							-3.7%
Fixed Route	-10.5%	-4.1%	-3.1%	0.7%	4.2%	7.5%							-1.3%
Pick Up Line	1032.0%	1123.4%	350.9%	169.3%	133.9%	123.6%							244.8%
SUBTOTAL - FIXED ROUTE	-9.7%	-3.6%	-2.6%	1.1%	3.1%	7.4%							-1.1%
Special Shuttles	-99.1%	9.0%	12.7%	-9.7%	-66.7%								-18.4%
ACCESS LYNX	-5.5%	6.1%	15.0%	12.7%	17.0%	24.7%							11.4%
VanPlan	-10.9%	-0.8%	4.7%	-1.6%	8.0%	13.2%							1.7%
SUBTOTAL - OTHER SERVICES	-14.8%	4.9%	12.8%	4.4%	14.7%	22.2%							6.5%
TOTAL ALL SERVICES	-9.8%	-3.3%	-2.1%	1.2%	3.5%	7.9%							-0.8%
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.

Monthly Report F: Planning and Development Report

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Planning Report for March, April & May 2010

Date: 5/26/2010

FlexBus in Altamonte Springs

Jacobs has completed a draft document containing the *LYNX – FlexBus Concept Demonstration in Support of the LYNX Enhanced Mobility BRT Corridor Initiative*. The draft document lays out the time line and the capital and operating funding for the demonstration. The goals are to operate the demonstration for up to three years and to evaluate the viability of the service design, the service cost-effectiveness, the service productivity in providing local mobility, the ability to provide improved connectivity to the regional transit network, and to document the lessons learned while providing suggestions for further research.

Geography Network

Three mapping applications in Beta testing mode were added to LYNX Geography Network, the first step toward publishing “LYNX Map,” a web base GIS application at GoLYNX.com. The GIS users inside LYNX and from partnering agencies will be testing these applications and provide input for updates and improvements to LYNX’ GIS staff. The “LYNX Map” application at GoLYNX.com will be available for access by all users by May 31, 2010

GIS

Staff updated and shared with the local GIS community the following GIS layers – bus stop locations, fixed bus routes database, stop level ridership information, stop and shelter amenities and number of GIS services, published with GIS server technology. Analysis and support maps were prepared for the Unified Shelter Program, Title VI report, Sand Lake Road service corridor, METROPLAN ORLANDO transit study and Seminole County Public Schools. Updated information on stops and shelter numbers by county were published at LYNX Geography Network.

Staff continued work on the implementation of Transit Boarding Estimation and Simulation Tool (TBEST). This ArcGIS®-based program provides comprehensive transit analysis and ridership

forecasting and is capable of estimating travel demand at the individual stop level, while accounting for network connectivity, spatial and temporal accessibility, time-of-day variations, and route/stop competition. LYNX staff and GeoDecisions are working diligently to make the TBEST tool available to LYNX' planners in July 2010. This implementation is being followed closely by the FDOT District Five transit office and other transit agencies in Central Florida.

One LYNX GIS Users Group meeting took place during the reporting period. At the meeting LYNX GIS users shared information about on-going projects, were informed about GIS data updates and learned about some of the advance presentation abilities available with the current version of ESRI software. The GIS Software Users Group meetings are part of LYNX' program for distributing GIS systems where the GIS data infrastructure and maintenance is updated to support GIS operations in multiple departments.

The vacant GIS Planning Technician was filled by Rafiq Basaria in April. The position is 100% grant funded.

Intelligent Transportation Systems (ITS)

Staff is working through the procurement process to select a consultant for ITS Project Management support. The consultant will provide expertise as an extension of staff.

Staff presented the ITS Systems Engineering Process as part of the National Training Institute Transit ITS Rural Workshop. The presentation was part of the training program on ITS technology for transit properties in the south-eastern United States.

Conversations continue with USDOT, APTA, and FDOT to coordinate LYNX' involvement in the 18th ITS World Congress, to be held in Orlando in October 2011. Staff attended a workshop in May at the APTA Annual Meeting in Cleveland to help define transit's role in IntelliDriveSM and the potential of LYNX' participating in a demonstration of the technology at the World Congress.

MORE TMCC

Staff is working with the vendors to implement customer internet access to the paratransit scheduling software for AccessLYNX. This will add an option to allow customers and social workers to book trips or obtain trip information through the internet without the need to call a phone representative.

Shelters and Amenities

By the end of May approximately 59 shelters are scheduled to be installed. Work continues on design and permitting in Orange, Osceola and Seminole counties.

Orange County: By the end of May, 7 shelters are scheduled to be installed in Winter Park, Anthony House and at Florida Mall.

With the recent contract execution of the Tolar Manufacturing proposal (April 21, 2010), staff anticipates that permitting for the new style shelter that is funded by ARRA will begin in late May.

City of Orlando: By the end of May, 4 shelters are scheduled to be installed at bus pullout bays on SR 436 within the City.

With the recent contract execution of the Tolar Manufacturing proposal (April 21, 2010), staff anticipates that permitting for the new style shelter that is funded by ARRA will begin in late May.

Osceola County: By the end of May, 17 shelters are scheduled to be installed at Columbia, Vine Street, Osceola Square Mall, and Pleasant Hill Road within the City of Kissimmee and Osceola County. We also plan to begin installation of an additional 15 ARRA-funded by the end of May.

Seminole County: By the end of May, 23 shelters are scheduled to be installed in Sanford, Winter Springs, Oviedo and within the County. LYNX is also completing site design for shelter locations in the City of Lake Mary, the City of Longwood and additional sites in the City of Sanford. Permitting of these sites are planned to begin by the end of May.

Road Projects

Staff provided comments and/or was involved in the regional review process for the following road projects:

SR 600 John Young Parkway from Portage Street to N. of Vine Street – 60% Plans

SR 436 & Red Bug Lake Road Improvements – Plans Update

SR 500 (US 192) from East of Kansas Avenue to Eastern Avenue – Final Plans

SR 500 (US 192) from Eastern Avenue to CR 532 – Final Plans

The SR 500 (US 192) projects include the incorporation of FDOT's new rural bus stop pads which will provide greater functionality and accessibility for our passengers and BRT style buses equipped with ADA ramps. These ramps are located along roadways that have paved shoulders rather than curbs and gutters.

Developments of Regional Impact (DRI)

Staff reviewed the Grand Palisades Resort DRI Notice of Proposed Change and provided comments to ECFRPC. No major findings were made that affected LYNX service.

Planning Studies

Long Range Strategic Master Plan (LRSMP) – A Notice to Proceed with the base phase of the project was issued in April. The METROPLAN Board approved merging their Street Car/BRT study with the LRSMP. Approval of this and other minor modifications to the project are on the May LYNX Board agenda. Completion is anticipated to be in 10 months.

Downtown Orlando Circulator Expansion Alternatives Analysis (LYMMO) – Non-rider and on board surveys, the gap analysis of uncompleted Alternatives Analysis steps and all other data collection are to be completed by mid-May. The Public Involvement Plan is complete and a LYNX Board progress briefing is scheduled for July.

Service Changes

On Sunday, April 25, 2010 the following 12 service changes were implemented.

New Service:

- **PUL 641** - Williamsburg Circulator (Orange)

Adjusted Service:

- **Link 20** - Will terminate at the new College Park Wal-Mart at Princeton St & John Young Parkway (Orange)
- **Link 23** - Later evening service on Weekdays (Orange, Seminole)
- **Link 26** – Southern loop eliminated, route realigned to terminate at Poinciana Wal-Mart 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 Wal-Mart at Princeton St & John Young Parkway (Orange)
- **Link 426** - Will become the Poinciana Circulator, extend southern loop to include Coyote Rd, Gazelle Dr and Tiger Rd (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 & departure times at Winter Garden Shopping Center on selected trips. (Orange)

Discontinued Service:

- **Link 442** - Discontinued due to expiring grant funding & local match commitment (Orange)

Monthly Report G: Communications Report

To:	LYNX Board Of Directors
From:	Edward Johnson CHIEF ADMINISTRATIVE OFFICER William Fay (Technical Contact) Matthew Friedman (Technical Contact) Maria Colon (Technical Contact)
Phone:	407.841.2279 ext: 6058
Item Name:	Communications Report
Date:	5/26/2010

Communications Division:

Carpool/Vanpool Inquiries: LYNX received 89 inquiries for carpool/vanpool service in March, an 11 percent increase over 2009. There were 11 matches made, the same number as in 2009.

Vanpool Participation: LYNX had 568 people in its vanpool program, the exact same number as 2009. The agency has 65 vans in service, an 8 percent increase (60 vans) over 2009. The vehicles were driven 589,171 revenue miles, a 25 percent increase (470,063 miles) over 2009.

Pending Vanpool Interest: There are four agencies with vanpool program service pending. Those include Osceola Health Care Center; Osceola Council on Aging; City of Orlando – Street Division; and United Global Outreach.

Employers/Employee Contacts: LYNX contacted 16 employers and was able to speak with 85 employees about the benefits of starting a vanpool program.

Presentations: LYNX made a presentation to Devereux Florida, a behavioral health agency. LYNX also made appearances at Walt Disney World Earth Month (120 participants); the LYNX Transit Advisory Committee (20); Clermont Park & Ride Expansion Celebration (110); and I-Drive “Visit Florida” Luncheon (120).

Commuter Services Events

I-Drive Chamber – “Visit Florida” Luncheon

A Communication’s representative discussed the benefits of LYNX’ carpool, vanpool, and Guaranteed Ride Home programs with attendees.

TAC – Transit Advisory Committee

Communication’s representative attended meeting and discussed benefits of LYNX carpool, vanpool, and GRH program with Committee members and about 9 in attendance.

Clermont Park and Ride – “Expansion Celebration”

The Communications Division, in efforts to promote FDOT’s Park and Ride Lot in Clermont, provided incentives to current Park and Ride Lot users to encourage family, friends and co-workers to consider using the Lot to try transit or form carpool or vanpool groups. LYNX’ staff members were able to share this with some 120 Park and Ride Lot users.

LYNX partnered with Kids Beating Cancer at Florida Hospital to provide face painting for their Easter party for 45 cancer patients and their families.

LYNX was invited to participate in the City of Ocoee Spring Fling which is a free information event for the Ocoee community. With over 30 vendors and 600 attendees, LYNX promoted its PickUpLine service and the upcoming service changes.

Media Relations March – April 2010

March 1...Orlando Business Journal is working on a transportation issue. We sent them ridership numbers, fare structure and general information.

March 2...Updated [www.golynx](http://www.golynx.com) and phone message service that Clermont Park N Ride is open for parking.

March 5...Orlando Sentinel mention by Scott Maxwell for Public Service Bus.

March 5...Sent 2009 Holiday Bus photo to Arcadia Publishing for use in a children’s book on Orlando.

March 5...Sent press release on State Roadeo.

March 5...Sent press release on new PickUpLine 603.

March 7...Orlando Sentinel editorial mention on connecting the rail lines.

March 11...Sent updated April service change proposal.

March 12...Insight Magazine inquired about plans to reduce emissions.

March 15...Sent press release about LYNX winning State Roadeo.

March 15...Sent press release about PickUpLine 603 Ribbon Cutting.

March 17...All TV stations, radio and print media inquired about an ACCESS LYNX operator accused of kissing an unwilling passenger.

March 17...Orlando Sentinel mention on Grand Central Station idea at Orlando International Airport.

March 18...Partnered with Polk and Osceola Counties for PickUpLine 603 Ribbon Cutting.

March 19...Orlando Sentinel story on ACCESS LYNX operator accused of kissing a passenger.

March 19...Joe Cheney did an interview with METRO Magazine. LYNX will be part of an "Excellent Maintenance Program" feature for the May issue.

March 24...Orlando Sentinel story on applying for Public Service Bus advertising.

March 24...Posted high school Art Contest on www.golynx.com and sent to school districts. Design will be unveiled at the Biodiesel Blending Station grand opening.

March 25...Sent press release for April service changes.

March 25...Spoke with The Lakeland Ledger about PickUpLine 603.

March 26...WFTV-TV-Channel 9 story on 5 Year Service Plan.

March 28...Orlando Sentinel editorial mention on SunRail connectivity.

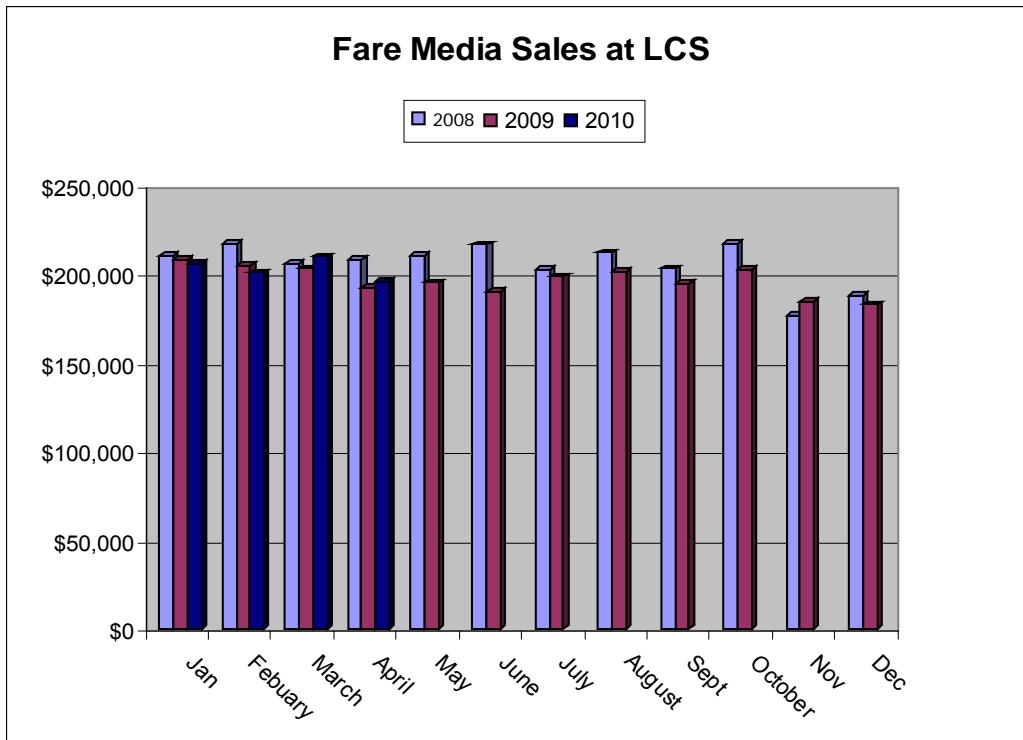
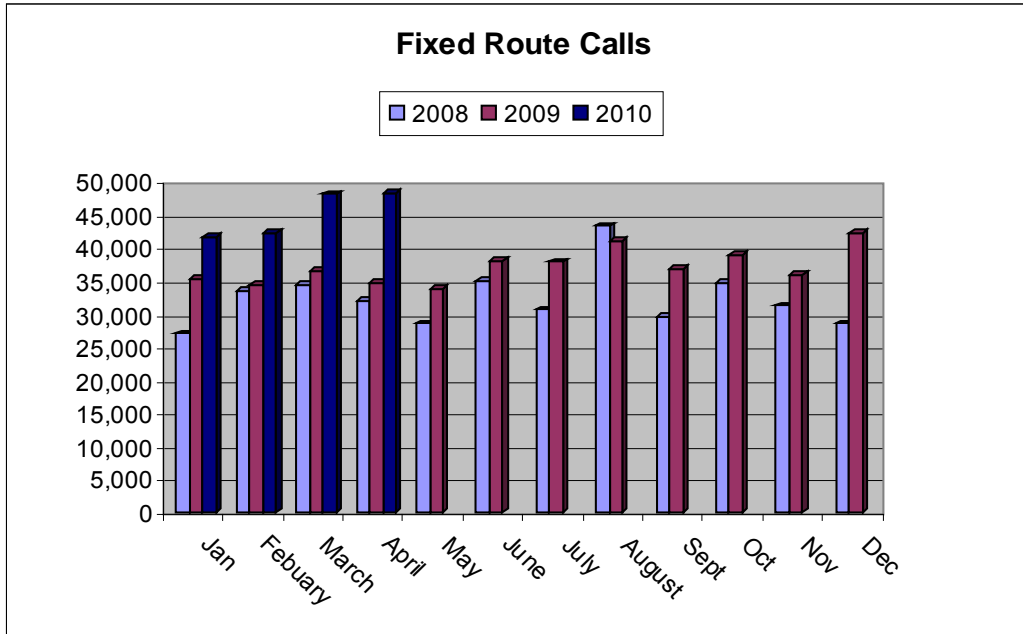
March 30...Sent press release for high school Art Contest. Design will be unveiled at the Biodiesel Blending Station grand opening.

April 4...The Lakeland Ledger ran a piece on the new PickUpLine 603.

LYNX Board Agenda

- April 5...Orlando Sentinel printed a story on LYNX and art shelters for I-Drive.
- April 5...WESH-TV/Channel 2 and WOFL-TV/FOX 35 did a story comparing private and public bus agencies physical examination policies. This is in reference to an 80 year-old Disney bus operator accidentally hitting a young bicyclist.
- April 8...Orlando Sentinel Lake County reporter called about new FDOT Park N Ride lot for Minneola. Reporter wanted to know if we were going to offer service. Explained the variables.
- April 9...Sent press release for Public Service Bus winners/unveiling.
- April 10...Orlando Sentinel printed a story on Park N Rides in Central Florida.
- April 13...Sent stories to FPTA for upcoming newsletter.
- April 13...Sent a story on PickUpLines being a cost effective solution for rural areas to APTA for *Passenger Transport* special issue.
- April 14...Sent press release on Linda Watson being named to ITS America Board.
- April 19...Received call from Daily Commercial (Lake County) about LYNX' plans for FDOT Minneola Park N Ride.
- April 20...Daily Commercial (Lake County) printed a story (included LYNX) about FDOT's plans for Minneola Park N Ride.
- April 20...Sent press release about LYNX offering free rides for Senior Expo.
- April 20...Sent press release for May Board of Directors date change.
- April 21...WESH-TV/Channel 2, WKMG-TV/Channel 6, WFTV-TV/Channel 9, WOFL-TV/FOX 35 and the Orlando Sentinel called about receiving video from a passenger of an operator stopping and getting a coffee.
- April 21...Orlando Sentinel printed a story about receiving video from a passenger of an operator stopping and getting a coffee.
- April 26...Passenger Transport printed the story we sent on PickUpLines being a cost effective solution for rural areas.
- April 28...WFTV-TV/Channel 9 called about an ACCESS LYNX operator damaging a passenger's wheelchair. Damage was not caused by ACCESS LYNX.
- April 29...Sent the media a note about LYNX employee Vivian Moorer appearing on Wheel of Fortune.
- April 29...Orlando Sentinel TV Guy posted a story about Vivian Moorer appearing on Wheel of Fortune.
- April 29...FPTA held video shoot for "Tell Your Story" campaign at LCS.
- April 30...The A&E TV show Obsessed taped part of a documentary on a bus. This particular show follows people with anxiety/ocd disorders through their therapeutic process. The Orlando subject has social anxieties about going out and being in public. The therapist felt riding a public bus was a good opportunity to coach her through anxiety and show her there is no reason to feel anxious in a public setting. The show will air at a TBD date.
- April 30...Orlando Sentinel printed a story w-photo about Vivian Moorer appearing on Wheel of Fortune.
- April 30...Met WFTV-TV/Channel 9 at the Clermont Park N Ride for a story on the Link 204 and lot expansion.
- May 1...METRO Magazine ran a story on top-notch maintenance programs. LYNX was included for winning the State Roadeo.

Customer Service



Monthly Report H: 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: 5/26/2010

LYNX 2010 State Legislative Agenda

The Florida Legislature adjourned (Sine Die), 8:47 p.m. on Friday bringing the 2010 Session to a close.

The LYNX BOD supported a public safety bill by banning the use of cellular communication devices by public transit operators while on duty.

One of the more popular issues coming into the 2010 legislative session was creating a statewide ban on “texting while driving”. More than 10 legislators introduced legislation with varying application and level of penalties. From the outset, LYNX targeted this legislation as a place to amend language banning any use of cell phones by transit operators while on duty. Positive conversations were had with members of both the House and Senate. Had the bill have been in a position to move forward to final passage, we feel sure that this language would have been included.

Ultimately, the Senate chose to push forward with the legislation, passing it out on the 57th day. The House however declined multiple opportunities to hear the bill and bring it up for a final vote. House Finance & Tax Council Chairwoman Ellyn Bogdanoff (R-Ft. Lauderdale) had delayed a hearing of the bill sponsored by Representative Doug Holder (R-Sarasota), in her Council. As a result, the House was not able to take up the legislation and SB 466 died in messages.

This issue will, likely, be back in the 2011 session

The LYNX BOD supported including language in statute chapter 343 to allow for capital leases.

LYNX scored a huge victory with the passage of HB 1271. LYNX had several pre-session meetings and briefings in preparation for the push on this important priority. This transportation package, sponsored by Representative Mike Horner (R-Kissimmee), contained the Chapter 343

statute revision authorizing the ability for LYNX to issue capital lease bonds. LYNX advocated strongly and pursued this legislation throughout the session helping secure the approval of both Representative Horner and Senator Andy Gardiner (R-Orlando) in placing the language in the package.

The bill worked its way through the committee process intact and ultimately, the bill passed both chambers during the final week. We are awaiting the Governor's signature.

The LYNX BOD opposed raids on the transportation trust fund.

This LYNX annual priority was another difficult fight, which unfortunately is far too common in the last few years. When the House and Senate each passed their individual General Appropriations Acts, they took different approaches to sweeps on the Transportation Trust Fund.

The House proposed removing \$450 million from the State Transportation Trust Fund, moving that money all into General Revenue for use in non-transportation related areas. The Senate proposed (as is their custom) to leave the State Transportation Trust Fund untouched, leaving the money dedicated for its intended purposes. As the conference committee process began, LYNX had multiple high-level meetings with members of the House and Senate leadership to minimize the size of amount of any potential raid to the State Transportation Trust Fund.

Ultimately the two chambers agreed to a \$160 million redirection of funds to the State general revenue fund.

Medicaid Reform

The Senate and House introduced their own versions of Medicaid reform this legislative session. In the final weeks, the House of Representatives released a \$19 billion Medicaid reform package. The legislation shifted Florida's system to a managed-care model to control costs.

Included in this legislation was a mandate that could have negatively affected Access LYNX – specifically the issue of Medicaid-funded transportation (mostly door-to-door service for the elderly and disabled).

Leading up to the passage of the House legislation, LYNX activated our base and had several high-level meetings with members and staff in both chambers expressing our concern about the consequential changes to the CTD that were set to occur.

Fortunately, we prevailed and the Senate chose not to go forward with such drastic policy change this year. During the interim period between this session and next, we must continue to stay “on message” as it relates to Medicaid reform.

HB 393 Public Records Transit Providers

HB 393 by Representative Esteban Bovo (R-Hialeah), passed the House on April 23rd by a unanimous 106-0 vote and likewise passed the Senate on April 29th by a 36-0 vote. This bill

relates to a public records exemption for personal identifying information held by transit providers, bringing the rules in line with those for SunPass users.

SB 205 & HB 255

These two bills, sponsored by Steve Oelrich (R-Gainesville) in the Senate and Representative Chuck Chestnut (D-Gainesville) in the House, would have allowed for a separate transportation fee to be added to college credit hour charges. Transit providers would have been able to provide or improve student access to transportation services. The bill passed the House on a 93-17 but was sent in messages to the Senate, where it was never heard and died for this session.

Federal

Since the Fiscal Year 2010 is half over, the following is some general background on the Budget Resolution.

Each year, the President releases his budget for the following fiscal year the first week of February. Congress then has eight months to review and pass the budget, which should be done by September 30. The President's budget contains proposed funding levels for each federal agency along with proposed changes in permanent government.

Once Congress gets the budget, a number of various committees of jurisdiction start reviewing their parts of the budget - the House and Senate Appropriations Committees start reviewing the agency budgets.

Each of these committees has only a part of the budget to review. However, there are House and Senate Budget Committees which have the responsibility to look at the overall budget. In March, they hold hearings to review the big picture. Then they mark up and pass a measure called a **Budget Resolution**.

The **Budget Resolution** is a simple measure. It provides overall totals on how much tax money must be raised, how much total money can be spent and how big the resulting deficit (or surplus) will be. The Budget Resolution only sets broad guidelines. It leaves the details to the other committees of jurisdiction.

According to the schedule, the Budget Resolution should be completed before April 15. Once the Budget Resolution has passed, the Appropriations bills can be considered.

This year, Congress has yet to get far in the Budget Resolution process. There are two main reasons for this. First, Congress was busy for many months working on health care legislation. Second, President Obama's Fiscal Year 2011 Budget involved a deficit that well exceeded \$1 trillion dollars. Many members in both the House and Senate do not want to vote for a Budget Resolution that includes such a large deficit number. .

If a Budget Resolution is not passed, Congress will have to find another way to limit spending. The key point is that things will be delayed until the Budget Resolution problem is worked out. It is not anticipated that the House will begin marking up the Appropriations bills until late May.

TIGER II Grant – round two.

USDOT's "TIGER II Discretionary Grant" program is very similar to the original \$1.5B TIGER Grant program created in the ARRA stimulus bill. - \$600M is available for this round of applications. It has the same broad eligibility and generally the same criteria; however there are a few important differences. A pre-application is due by July 16th and applications must be submitted through Grants.gov by August 23rd. - it is not expected that announcements will be made before October 2010.

Some key differences from TIGER I:

Grant size and cost sharing: No match was required for TIGER I – TIGER II will require a minimum 20% non-federal match (TIGER II will fund no more than 80% of the project cost). **TIGER II applications with at least a 50% non-federal match are likely to be much more competitive than those offering lower shares.** Minimum grant size is \$10M - few projects are expected to receive more than \$50M and no more than \$150M can go to any single state.

Rural grants: At least \$140M must be awarded to projects in rural areas. The minimum grant size is reduced to \$1M for rural areas; rural areas are also eligible for a federal share greater than 80% of the project cost.

Planning grants: Up to \$35M may be awarded for planning uses.

Benefit-Cost Analysis: USDOT strongly encourages all projects (except the planning grant applications) to perform and submit a thorough benefit-cost analysis - USDOT has indicated a disappointment with the quality of many TIGER I benefit-cost analyses.

\$775 Million in Federal Funds to Upgrade Nation's Bus Systems

Funds are for buses, facilities and equipment.

Federal Transit Administrator Peter Rogoff made the announcement in an address during the general session of the American Public Transportation Association's Bus and Paratransit

LYNX Board Agenda

Conference in Cleveland, Ohio. The FTA is addressing the challenge of bringing our nation's transit systems into a state of good repair head-on," said Transportation Secretary Ray LaHood.

Eligible expenses for the funds include purchase and rehabilitation of buses and vans, modernization of buses, bus facilities and revenue service facilities, bus-related equipment and components of transit asset management plans. Deadline for applications is June 18, 2010. Grantees are expected to be announced in late summer 2010.

Administrator Rogoff said. "Well maintained, clean and reliable buses make a world of difference to the millions of Americans who use transit every day," "The Obama Administration is making these funds available to ensure that financially strapped transit providers can keep buses rolling and serving the public during these difficult economic times."

FTA will review applications for the discretionary bus and bus facility funds, and will prioritize proposals based on how they address the issue of the transit system's state of good repair and re-capitalization needs.

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 - May 2010

Date: 5/26/2010

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Pablo Perez-Ortega Operations	Cleveland, OH	To represent LYNX at 2010 International Bus Rodeo and attend associated training activities	04/30/10-05/05/10	2,108	2,108
Brian Ruppert Operations	Cleveland, OH	To represent Florida at 2010 International Bus Rodeo and attend associated training activities-reimbursed by FPTA	04/30/10-05/05/10	0	0
Harry Mootoo Operations	Cleveland, OH	To represent Florida at 2010 International Bus Rodeo and attend associated training activities-reimbursed by FPTA	04/30/10-05/05/10	0	0
Chris Balroop Operations	Cleveland, OH	To represent Florida at 2010 International Bus Rodeo and attend associated training activities-reimbursed by FPTA	04/30/10-05/05/10	0	0
Hemo Harnanan Operations	Cleveland, OH	To represent Florida at 2010 International Bus Rodeo and attend associated training activities-reimbursed by FPTA	04/30/10-05/05/10	0	0

LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Lisa Darnall Operations	Cleveland, OH	To attend the International Bus Rodeo and APTA Conference as a committee member	05/01/10-05/05/10	1,399	1,399
Edward Johnson Executive	Houston, TX	To attend ITS America's 20 th . Annual Meeting & Exposition	05/02/10-05/06/10	1,948	1,948
Doug Jamison Administration	Cleveland, OH	To attend APTA 2010 Bus and Paratransit Conference and USDOT IntelliDrive Project Team Workshop	05/02/10-05/07/10	2,274	2,274
Linda Watson Executive	Houston, TX	To attend Annual Board of Directors Meeting of Intelligent Transportation Society of America	05/03/10-05/05/10	0	0
Bert Francis Finance	Panama City, FL	2009 Transportation Authorities Monitoring Report Presentation	05/05/10-05/06/10	454	454
Rich Bannon Finance	Tampa, FL	To attend the Florida Public Transp. Assoc. meeting to update members on the bus consortium contract & FPTA Procurement Council information	05/06/10-05/07/10	0	0
James McLawhorn Government Affairs	Tampa, FL	To attend Florida Department of Transportation Assoc. Board Meeting	05/07/10	20	20
Linda Watson Executive	Tampa, FL	To attend the Florida Public Transportation Association Board of Directors and Finance meetings as Secretary	05/07/10	91	91
Gail Stewart Operations	Daytona Beach, FL	Assist with judging at a Rodeo event	05/07/10-05/09/10	0	0
Gail Stewart Operations	Jacksonville, FL	To attend a class on conflict avoidance	05/11/10-05/13/10	0	0
David Burnett Operations	Jacksonville, FL	To attend a class on conflict avoidance	05/12/10-05/13/10	0	0
TOTAL ESTIMATED COSTS and AGENCY COSTS				8,122	8,122

Monthly Report J: 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 - April 2010

Date: 5/26/2010

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Edward Johnson Executive	Washington, DC	Transportation Research Board TCRP Project F-16. The Public Transportation Industry's Professional Development/Human Capital needs	03/21/10-03/23/10	0	0
William Hearndon Operations	Tallahassee, FL	To attend the Florida Commission for the Transportation Disadvantaged's Quarterly Business Meeting	03/23/10-03/25/10	422	422
James McLawhorn Government Affairs	Tallahassee, FL	To attend Legislative Session regarding Senate Capital Lease Bill	03/29/10-04/01/10	721	721
Gail Stewart Operations	West Palm Beach, FL	To attend 2 Classes: Fatigue Awareness and Reasonable Suspicion	04/12/10-04/14/10	0	0
Doug Jamison Administration	Tampa, FL	To attend Transit ITS Regional Workshop & present on TMCC project	04/20/10-04/22/10	310	310
James McLawhorn Government Affairs	Tallahassee, FL	To attend Legislative Session	04/26/10-04/28/10	585	585
TOTAL ESTIMATED COSTS and AGENCY COSTS				2,038	2,038