





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

1. Call to Order & Pledge of Allegiance

2. Approval of Minutes

-  Minutes from the September 23, 2010 Board of Directors Meeting Pg 1
-  Minutes from the October 14, 2010 Board of Directors special Meeting Pg 12

3. Recognition

- Service Awards 25 Years: Douglas Day, Building & Groundskeeper.
- Operator Matthew Bartlett, 2nd Runner-up for the Operator of the Year Award
- American Public Transportation Association's Adwheel Award for LYNX' External Newsletter - Bill Fay and John Pantuso

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. Award Contracts

- i.  Authorization to Award a Contract to Harkins Development for LYNX Operations Center (LOC) Improvements, Paint Booth and Installation of Emergency Generators Pg 14


B. Extension of Contracts

- i.  Authorization to Exercise First Option Year of Contract #07-026/ASG with Bank of America for Banking Services Pg 17
- ii.  Authorization to Extend Contract #06-001 with Akerman Senterfitt for Federal Lobbying Services Pg 18

C. Miscellaneous

- i.  Authorization to Auction Surplus Equipment and Obsolete Bus Parts Pg 21
- ii.  Ratification of a Contract Award to Barracuda Building Corporation for the Construction of Bus Shelter Pads and Installation of Shelters Pg 37
- iii.  Authorization to Amend the Anti-Drug and Alcohol Misuse Prevention Program Pg 40



-Attachments 

- iv.  Authorization to File Grant Applications with the Florida Department of Transportation (FDOT) for FY 2012 Rural Transportation Services and FY 2011/FY 2012 Job Access Reverse Commute (JARC) and New Freedom Program (NFP) Pg 67





-Attachments 

v.

7. Action Agenda

- A.  Ratification of the Employment Agreement with the Chief Executive Officer, John M. Lewis, Jr. Pg 73
- Attachments 

8. Work Session

- A.  Discussion on the Submission of the Amalgamated Transit Union (ATU) Local 1596 Restated Pension Plan Pg 87
- B.  Discussion on the Submission of the LYNX Restated Money Purchase Plan Pg 91
- C.  Update on LYNX' Property and Liability Insurance Program Pg 93
- Attachments 

9. Information Items

- A.  LYNX 12 Month Rolling Calendar Pg 115

10. Other Business

11. Monthly Reports

- A.  Preliminary Monthly Financial Reports - September 30,2010 Pg 117
- Attachments 
- B.  Monthly Financial Reports - August 31,2010 Pg 125
- Attachments 
- C.  LYNX' American Recovery and Reinvestment Act Project Status Report (ARRA) for August and September 2010 Pg 133
- D.  Monthly Ridership Report from October 2009 through September 2010 Pg 136
- E.  Planning and Development Report Pg 144
- F.  Communication Division Report Pg 148
- G.  Government Relations Report Pg 153
- H.  Monthly Employee Travel - November 2010 Pg 156
- I.  Monthly Employee Travel - October 2010 Pg 157

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

In accordance with the Americans With Disabilities Act of 1990, persons needing a special accommodation at this meeting because of a disability or physical impairment should contact Sarah Tirado at 455 N. Garland Ave, Orlando, FL 32801 (407) 841-2279, extension 6012, not later than three business days prior to the meeting. If hearing impaired, contact LYNX at (407) 423-0787(TDD).

LYNX
Central Florida Regional Transportation Authority
Monthly Board Meeting Minutes

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

DATE: September 23, 2010

TIME: 1:05 p.m.

Members in Attendance:

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

Members Absent:

City of Orlando, Mayor Buddy Dyer, Secretary

1. Call to Order and Pledge of Allegiance

The Chairman, Commissioner Carlton Henley, called the meeting to order at 1:05 p.m. Chairman Henley asked Commissioner Brandon Arrington to lead the Pledge of Allegiance.

2. Approval of Minutes

Motion was made and seconded to approve the Minutes of the July 28, 2010 Board of Directors meeting. The motion passed unanimously.

3. Recognition

The Chairman recognized Mike May, Director of Human Resources, to recognize LYNX employees for their years of service.

20 Years:

Vehicle Maintenance Technician Jeffrey Allen

25 Years:

Vehicle Maintenance Technician Larry Geathers

4. Public Comments

Sara Brown commended LYNX' Bus Operators and recommended a "Wall of Fame" for retiring Operators.

Joseph A. Lane, Attorney, representing NuTech and Greg DeTardo, NuTech, requested the Board table the Consent Agenda item for awarding a contract to Security 101 for the upgrading of the CCTV Security System and to send the matter back to the Source Evaluation Committee.

The Chairman asked LYNX' General Counsel to advise the Board on the CCTV Security System procurement process.

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

Jonathan Sebastian Blunt introduced to the Board the opportunity to support LYNX through a public service communication source, Diversity Radio Network.

Nicole Hughes addressed the Board regarding the area serviced by Link 15 and Link 51 and her concern for lack of shelter to accommodate wheel chairs.

5. Chief Executive Officer's Report

The Chairman recognized Edward Johnson, Interim Chief Executive Officer, to report on the following items:

1. Staff is requesting that Consent Agenda Item 6.B.iv, Authorization to Award Sole Source Contract to Trapeze and Purchase Blockbuster Run Cutting Optimizer Software, be pulled from the Agenda.
2. Staff has added a "Blue Sheet" item, Election of the 2011 Board of Directors' Officers, to the Action Agenda.
3. LYNX' ridership is projected to experience an estimated 4% increase for the Fiscal Year ending 2010 over the Fiscal Year ending 2009. The ridership has experienced an approximate 11% decline in 2009 due to the recession.
4. Chairman Henley and Mayor Dyer joined Alex Martins of the Orlando Magic to unveil art work on three of LYNX' new hybrid electric vehicles that will operate on LYMMO, the downtown circulator.
5. The Board of Directors authorized the purchase of 2 articulated buses. The vehicles will be placed along LYNX' busiest route, Link 4 (Orange Blossom Trail). The new vehicles will display "eye-catching" art work.
6. Earlier this month, USDOT Secretary LaHood kicked off the 2010 National Anti-Distracted Driver Summit. Regulations will be proposed to prohibit bus drivers and rail operators from using electronic devices when operating a vehicle. LYNX established a policy that banned the use of electronic devices for employees while operating a vehicle nearly a year ago. In addition, the Florida Department of Transportation modified its Administrative Code (14-90) to ban bus operators from using electronic devices when driving public vehicles.
6. Champs Restaurant located in the LYNX Central Station Terminal has received a Certificate of Occupancy and will be opening soon.

7. LYNX wishes to recognize and congratulate Mayor Buddy Dyer on his recent appointment by President Obama to serve on the Advisory Committee for Trade Policy and Negotiations which will focus on international trade policies.
8. We also recognize Pat Christiansen who has been appointed to the Florida Statewide Passenger Rail Commission and subsequently was elected to serve as Chairman.

6. Consent Agenda

Mayor Richard Crotty requested that items 6.D.iii be removed from the Consent Agenda and taken up separately for consideration.

A. Release Requests for Proposal (RFP)

- i. Authorization to Release a Request for Proposal (RFP) for Architectural and Engineering Services for Projects Related to Facility Improvements and Major Repairs
- ii. Authorization to Release an Invitation For Bid (IFB) for the Construction of the Kissimmee Intermodal Center

B. Award Contracts

- i. Authorization to Award Contract to Roger B. Kennedy, Inc., for the LYNX Operations Center Parking Lot Expansion and Pond 5 Improvements
- ii. Authorization to Award a Contract to Security 101 for the Upgrading of the CCTV Security System.
- iii. Authorization to Award FY 2011 Job Access Reverse Commute (JARC) and New Freedom Program (NFP) Agreements to Local Coordinating Human Services Agencies

C. Extension of Contracts

- i. Authorization to Exercise Fourth Year Option of Contract #07-019 with Spencer Fabrications, Inc. for Manufacturing of LYNX Shelters

D. Miscellaneous

- i. Authorization to Implement the December 5, 2010 Service Changes
- ii. Authorization to Establish an Administrative Committee for the LYNX Money Purchase and Deferred Compensation Plans and Appoint Edward L. Johnson, Albert J. Francis and Lisa Darnall to Serve on the Administrative Committee
- iv. Authorization to Execute Department of Homeland Security (DHS) Facilities Hardening Grant
- v. Authorization to Enter Into a Fixed Route Service Agreement with Hilton Bonnet Creek
- vi. Authorization to Renew a Multi-Year Contract with AT&T for Fiber Access Ring Services
- vii. Authorization to Purchase Fifteen Replacement Transit Buses Under LYNX Contract #09-C05 with Gillig, LLC

- viii. Authorization to Approve the Agreement with the Florida Department of Transportation for Construction, Operation and Maintenance of the Kissimmee Intermodal Center
- ix. Authorization to Reaffirm the Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement (JPA)
- x. Authorization to Issue a Purchase Order to First Class Coach Sales Under the Florida Department of Transportation's Vehicle Procurement Program (FVPP) State Contract #FVPP-08-SC-FCC for the Procurement of Thirty-one (31) Paratransit Replacement Vehicles
- xi. Authorization to Enter into a Memorandum of Understanding/Agreement with the Florida Department of Transportation, City of Altamonte Springs and the City of Casselberry for Flex Bus Transit Services
- xii. Authorization to Submit a Grant Application to the Federal Transit Administration (FTA) for the LYNX-Orlando Trail Project and Amend the Inter-local Agreement with the City of Orlando
- xiii. Authorization to Execute an Annual Participatory Funding Agreement with METROPLAN ORLANDO for FY 2010/2011
- xiv. Authorization to Issue a Purchase Order to First Class Coach Sales Under the Florida Department of Transportation's Vehicle Procurement Program (FVPP) State Contract #FVPP-08-SC-FCC for the Procurement of Six (6) Circulator Vehicles Funded by the American Recovery and Reinvestment Act (ARRA)
- xv. Authorization to Execute a Contract with METROPLAN ORLANDO for Fiscal Year 2010/2011 Transit Planning Activities

Motion was made and seconded to approve the Consent Agenda Items 6.A.i through 6.D.xv. excluding 6.B.iv. and 6.D.iii. The motion passed unanimously.

The Chairman called for discussion on Consent Agenda Item 6.D.iii.

- iii. Authorization to Negotiate and Enter Into a Lease Agreement With the City of Kissimmee for a Southern Operations Facility Upon the Chairman of the Board of Directors' Concurrence

Under discussion, Mayor Crotty asked staff to provide additional information concerning entering into a Lease Agreement without the Board first having an opportunity to review the Agreement.

The Chairman recognized Edward Johnson, Interim Chief Executive Officer.

Mr. Johnson reported that LYNX has engaged the assistance of a consultant and in coordination with Osceola County staff has completed a preliminary analysis of relocating a portion of LYNX' fixed route operations in Osceola County. The result of the analysis indicated an opportunity to reduce non-productive bus travel, an opportunity to improve efficiency and reduce overall operating costs. The next phase of the analysis is to identify all operational and financial impacts of relocation and to develop a detailed phased transition plan with the target date to move Phase I operations in December, 2010.

The Chairman recognized Pat Christiansen, LYNX General Counsel, for additional information.

Mr. Christiansen noted that the staff's request for authorization provides for the final Agreement to be brought back to the Board of Directors for its ratification. The Agreement will include a provision that the Agreement is subject to LYNX Board of Directors approval.

Motion was made by Mayor Crotty to approve Consent Agenda Item 6.D.iii, the motion received a second and the motion passed unanimously.

The Chairman asked staff to provide information as to the capacity of the buses the Board authorized the purchase of in the Consent Agenda items.

The Chairman recognized Lisa Darnall, Chief Operating Officer.

Ms. Darnall reported that the 6 circulator buses and the fifteen replacement paratransit vehicles seat 14 wheelchair positions which are very similar to the type used currently in paratransit.

The Chairman asked if the vehicles are described as "low-floor". Ms. Darnall responded they were not because there is only one "low-floor" available at a cost of approximately \$130,000/\$135,000 versus the cost of approximately \$80,000 for those just approved for purchase. In addition, the one "low-floor" available does not have the look that would be different from the "paratransit design". There is indication that in about one year there will be additional options available.

The Chairman noted that the "low-floor" vehicle is very serviceable in particular areas and that staff should consider the purchase of this type of vehicle.

7. Action Agenda

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

A. Authorization to Execute a Vehicle Lease Agreement with MV Transportation, Inc., for Paratransit Services

The Chairman recognized Lisa Darnall, Chief Operating Officer, to make the presentation.

In 2006, when LYNX awarded the contract for paratransit services to MV Transportation, Inc. (MV), was required to provide all vehicles available for service. With the utilization of American Recovery & Reinvestment Act (ARRA) funding, LYNX has been able to recently purchase thirty-one vehicles to be provided to MV for paratransit services. Additionally, one vehicle was provided to MV when service was provided to the Harbor House. When that service ended, LYNX allowed MV to continue to use the vehicle to compensate for increased ridership.

LYNX' goal is to replace all the paratransit vehicles operated by our contracted provider over a five year period. By providing thirty-one (31) vehicles a year, we will replace 20% of the required fleet each year. These vehicles will have a life span of five (5) years or 250,000 miles. This will reduce the cost paid to MV annually by approximately \$200,000.

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer or designee to execute a vehicle lease agreement with MV Transportation, Inc., for paratransit vehicles. A lease agreement allows LYNX to provide vehicles to our contractor for a nominal fee who in turn will be responsible for their maintenance and insurance. A total of thirty-two (32) vehicles will be provided for MV's use effective October 1, 2010.

Motion was made and seconded to authorize the Interim Chief Executive Officer or designee to execute a vehicle lease agreement with MV Transportation, Inc., for paratransit vehicles. The Motion passed unanimously.

B. Authorization to Modify Contract #06-034 with MV Transportation, Inc., to Adjust MV's Fixed Cost Reimbursement in Exchange for the Provision of Capital Vehicle Leases for Paratransit Services

The Chairman recognized Lisa Darnall, Chief Operating Officer, to make the presentation.

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer or designee to approve Contract Modification #6 to Contract #06-034 with MV Transportation, Inc., to adjust MV's fixed cost reimbursement in exchange for the provision of capital vehicle leases for paratransit services.

Motion was made and seconded to authorize the Interim Chief Executive Officer or designee to approve Contract Modification #6 to Contract #06-034 with MV Transportation, Inc. The Motion passed unanimously.

C. Authorization to Remediate LYNX' South Street Facility

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

Staff is requesting the Board of Directors' to approve an option for the remediation of the South Street contamination. Based on the option selected, staff is also seeking authorization for the Interim Chief Executive Officer (CEO) or designee to initiate actions to implement the option selected. Staff will submit whichever option is selected to Florida Department of Environmental Protection (FDEP) for their approval to amend the LYNX Remedial Action Plan.

LYNX is actively pursuing a decontamination strategy. Three proposals have been identified to achieve this goal.

- 1) Trenching
- 2) Bio-Slurping & Enhanced in-situ soil Washing
- 3) Demolition and soil removal.

The Chairman noted that the Audit Committee recommended demolition of the maintenance building and digging up and removing the contaminated soil.

Motion was made and seconded to approve demolition of the maintenance building and digging up and removing the contaminated soil; to authorize the Interim Chief Executive Officer (CEO) or designee to initiate actions to implement the process; to submit the plan to Florida Department of Environmental Protection (FDEP) for their approval for amending the LYNX Remedial Action Plan. The Motion passed unanimously.

E. Adoption of Fiscal Year 2011 Operating and Capital Budgets

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

Staff is requesting the Board of Directors' adoption of the Fiscal Year 2011 Operating and Capital Budgets.

At the March 25, 2010 Board meeting, staff presented the preliminary FY2011 Operating Budget in the amount of \$112,399,756 to the Board of Directors. Since then, presentations have been made to Osceola County, assumptions have been reexamined and the cost of providing the same level of service for next fiscal year has been discussed. Orange and Seminole counties did not request budget presentations. In addition, we made adjustments to the FY2011 Operating Budget to include enhancement of the Road Rangers Program, and other various expenses to reflect final anticipated amounts. This will not result in any change in the original funding request from the various funding partners.

The FY2011 proposed budget totals \$167,875,665 of which \$112,996,516 represents Operating Expenses and \$54,879,149 represents Capital Expenditures. This is a net increase in the total budget of \$1,394,426 or .8% from the FY2010 amended budget.

Motion was made and seconded to adopt the Fiscal Year 2011 Operating and Capital Budgets. The Motion passed unanimously.

D. Authorization to Enter into the FY2011 Service Funding Agreements with the Regional Funding Partners

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

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (CEO) or designee to enter into funding agreements with the Regional Funding Partners listed below for the provision of public transportation services corresponding with its respective funding contribution for the Fiscal Year 2011 Budget

Orange County	\$32,382,067
Seminole County	\$ 4,083,948
Osceola County	\$ 4,279,194
Lake County	\$ 293,916
City of Orlando	\$ 3,482,292
City of Altamonte Springs	\$ 120,900
City of Sanford	\$ 93,000
City of St. Cloud	\$ 161,999

Motion was made and seconded to authorize the Interim Chief Executive Officer (CEO) or designee to enter into funding agreements with the Regional Funding Partners. The Motion passed unanimously.

F. 2011 State Legislative Priorities

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

Staff is requesting the Board of Directors' authorization for the Chief Government Affairs Officer to travel to Tallahassee as needed to advocate and work with the LYNX lobbying teams to pass legislative initiatives designated by the LYNX Board of Directors for the State of Florida's 2011 legislative session.

- LYNX supports legislation that authorizes community college boards of trustees to establish a transportation access fee.

The Board expressed concern that the colleges have recently raised tuition fees and the transportation access fee would be an additional cost that may prevent some students from attending college.

- LYNX opposes raids on the Transportation and TD Trust Funds
- LYNX supports maximizing existing funding to the Transportation Trust Fund
- LYNX opposes Medicaid reform that impacts Non-Emergency Transportation (NET)
- LYNX supports including RTA's in the definition of Critical Infrastructure Facilities
- LYNX supports the legislative priorities of partner organizations that are consistent with the direction provided by the LYNX Board of Directors

Discussion ensued regarding the support of maximizing existing funding to the Transportation Trust Fund and the support for a local option rental car surcharge.

Motion was made by Mayor Crotty to amend the 2011 State Legislative Priorities by excluding the support for maximizing existing funding to the Transportation Trust Fund and including the support for a local option rental car surcharge. The motion received a second and passed unanimously.

Motion was made and seconded to authorize the Chief Government Affairs Officer to travel to Tallahassee as needed to advocate and work with the LYNX lobbying teams to pass the state legislative initiatives as amended. The motion passed unanimously.

G. BLUE SHEET ITEM: Election of the 2011 Board of Directors' Officers

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

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

Motion was made and seconded to elect Seminole County Commissioner, Carlton Henley, as LYNX' Chairman of the Board of Directors. The Motion passed unanimously.

Motion was made and seconded to elect Osceola County Commissioner, Brandon Arrington, as LYNX' Vice Chairman of the Board of Directors. The Motion passed unanimously.

Motion was made and seconded to elect Mayor Buddy Dyer, City of Orlando, as LYNX' Vice Chairman of the Board of Directors. The Motion passed unanimously.

8. Information Items

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

9. Other Business

The Chairman recognized Brandon Arrington, Osceola County Commissioner, to provide an update on the American Public Transportation Association's Transit Board Member Seminar.

Commissioner Arrington reported that he had the opportunity to attend the American Public Transportation Association's (APTA) Transit Board Member Seminar in July, 2010 held in Eugene, Oregon.

While at the Seminar, the participants had an opportunity to tour Lane Transit's EmX BRT System. Discussions could be had with Lane Transit regarding their funding strategies as LYNX focuses on its BRT corridors.

Those attending the Seminar had an opportunity to participate in sessions on building relationships, crisis management and how does a board work with its staff toward a common

goal. The conference also focused on the characteristics of a transit board, how the board should focus on policy and let the CEO manage its day to day operations and how an effective board has a great relationship with its CEO and is committed to promoting transit.

Commissioner Arrington thanked the Chairman for the opportunity to attend the APTA Transit Board Member Seminar.

10. Monthly Reports

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

11. Executive Session

Chairman Henley announced that the LYNX Board of Directors will go into Executive Session and called on Pat Christiansen, LYNX General Counsel, to read a statement on how the session will be conducted.

Pat Christiansen, LYNX General Counsel, read the following statement:

Ladies and Gentlemen, in accordance with the public notice posted at the LYNX Administrative Offices, the LYNX governing board will now have an executive session to discuss legal strategies related to ongoing LYNX collective bargaining negotiations. The notice, copy of which is in the possession of Deborah Henderson, the LYNX Agency Clerk, may be reviewed by anyone desiring to do so, stated the time and location of the executive session.

The subject matter of the executive session is limited to discussion between the Interim Chief Executive Officer of LYNX and its governing board regarding legal strategies related to collective bargaining negotiations. Further, please be aware that Florida law prohibits voting on final decisions during these executive strategy meetings. Any action by the governing board to approve a Collective Bargaining Agreement between LYNX and Amalgamated Transit Union Local 1596 must be voted upon in a public meeting.

This concludes the public session of the LYNX Board of Directors' Board meeting. The executive session will commence in the adjacent Conference Room following this announcement. The only individuals who may remain or participate in the executive session are the following:

James Seegers, LYNX Labor Law Relations Attorney, Baker Hostettler;
Edward Johnson, Interim Chief Executive Officer, LYNX;
The individual Board members present today;
Pat Christiansen, LYNX General Counsel, Akerman Senterfitt

At the conclusion of the General Counsel's statement, the Chairman announced that after all executive session participants have gathered in the conference room, Bill Zielonka, Director of Safety and Security, will secure the door and no one may enter or leave the room during the executive session. He noted that the executive session should not exceed one hour.

The Chairman asked if any members of the LYNX Board or if the public had any questions concerning the executive session or the procedure.

Hearing no questions, the Chairman temporarily adjourned the LYNX Board of Directors' meeting at 2:20 p.m.

The Chairman, Commissioner Carlton Henley, reconvened the meeting of the LYNX Board of Directors at 2:40 p.m.

The Chairman recognized Secretary Noranne Downs.

Secretary Downs expressed her gratitude for the hard work of Deborah Henderson who performed a remarkable job setting up the CEO candidate interviews, Edward Johnson who has done an excellent job as Interim CEO and the whole staff who has continued their hard work.

Meeting adjourned at 2:43 p.m.

LYNX
Central Florida Regional Transportation Authority
Special Board Meeting Minutes

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

DATE: **October 14, 2010**

TIME: **11:00 a.m.**

Members in Attendance:

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

Members Absent:

1. Call to Order and Pledge of Allegiance

The Chairman, Commissioner Carlton Henley, called the meeting to order at 11:00 a.m. Chairman Henley asked Secretary Noranne Downs to lead the Pledge of Allegiance.

2. Action Agenda

The Chairman noted that this is a Special Meeting of the Board of Directors. The Agenda will solely consist of matters relating to hiring a new Chief Executive Officer (CEO). The Board is meeting in the public for each Board member to interview the individual candidates that have been invited to participate.

A. Matters Related to Hiring a New Chief Executive Officer

- i. Interview of Candidates
 - a. John Lewis
 - b. Jeffrey Parker
 - c. Michael Setzer

The individual candidates were invited to address the Board and provide a brief statement of introduction.

The individual candidates were asked a series of questions by individual Board members.

ii. Discussion Regarding Candidate Qualifications

Discussion ensued at the conclusion of the candidate interviews regarding the candidates' responses to the questions posed. Individual Board members identified the candidates by ranking them in order of preference.

iii. Possibly Extending an Offer of Employment to one of the Candidates

Motion was made and seconded to extend an offer of employment to John Lewis and authorized the Chairman to negotiate and enter into an Employment Agreement; if unable to reach an agreement with Mr. Lewis, to extend an offer of employment to Michael Setzer and for the Chairman to negotiate and enter into an Employment Agreement; to bring the Employment Agreement back to the Board for its ratification. The Motion passed with 4 members voting in the affirmative and 1 in the negative.

Meeting adjourned at 1:00 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: Award Contracts
Authorization to Award a Contract to Harkins Development for LYNX Operations Center (LOC) Improvements, Paint Booth and Installation of Emergency Generators

Date: 11/10/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer or designee to award a firm, fixed price Contract #10-B11 to Harkins Development Corporation in the amount of \$1,475,000 for LYNX Operations Center improvements and the purchase and installation of a paint booth and emergency generators.

BACKGROUND:

At the May 2010 Board of Directors' meeting, staff received authorization to release an Invitation for Bid (IFB) for LYNX Operations Center (LOC) improvements, paint booth installation and emergency generators 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*

- Install air conditioning 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 new section to the main power switch gear to provide power to the remote power distribution panels – *ARRA*
- Upgrade the electric panel 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*
- Install electric, air and water in the prep work area – *ARRA*
- Provision space for a fabrication shop, upholstery shop, vinyl repair shop, paint mixing and storage, and office - *ARRA*
- Upgrade electric panel for fabrication shop and body shop – *ARRA*
- Install electric air drops 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*

Bid Responses

On October 15, 2010, bids were received and opened at a public meeting held at LYNX Central Station (LCS). Bids were received from three vendors: Janus Building Company, Pillar Construction, and Harkins Development. Janus Building was deemed non-responsive due to no bid bond. The Contractor will be required to provide LYNX with a Performance Bond equal to 100% of the contract amount along with a Payment Bond equal to 40% of the contract amount. The contract will also allow for LYNX to purchase materials directly from the Contractor's suppliers as part of the LYNX Sales Tax Recovery Program.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX procurement policies require contractors make a good faith effort to subcontract a portion of the work to DBE firms. This contract has established a DBE goal of 9% participation.

Harkins Development Corporation has provided documentation of good faith effort for DBE participation. HDC has indicated their ability to meet the established goal upon award of the contract.

The bid tabulation for this project is as follows:

Description	Pillar Construction	Harkins Development
LYNX Operations Center Facility Alterations Non ARRA Funded	\$ 179,000	\$ 198,000
LYNX Operations Center Facility Electrical/Mechanical Improvements - Non ARRA Funded	640,000	455,000
LYNX Operations Center Facility Emergency Generators - ARRA Funded	430,000	441,000
LYNX Operations Center Facility Paint Booth ARRA Funded	340,000	381,000
Total Bid	\$1,589,000	\$1,475,000

FISCAL IMPACT:

LYNX has included in the FY2011 capital budget \$2,902,754 of ARRA funding and \$600,000 of other federal funds for this project. There is no local matching requirement for this effort.

Description	LYNX 2011 ARRA	LYNX 2011 Federal	Total	Engineering Estimate	Low Bid
LOC Elect/Mech	\$ 392,694	\$ 600,000	\$ 992,694	\$ 763,769	\$ 653,000
Paint Booth & Generators	\$2,510,060	-	\$2,510,060	\$1,670,872	\$ 822,000
Totals	\$2,902,754	\$ 600,000	\$3,502,754	\$2,434,641	\$1,475,000

Any excess funds, after including construction management costs, will be reallocated to other ARRA projects upon FTA approval.

Consent Agenda Item #6.B. i

To:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Blanche Sherman (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Extension of Contracts Authorization to Exercise First Option Year of Contract #07-026/ASG with Bank of America for Banking Services
Date:	11/10/2010

ACTION REQUESTED:

Staff requests the Board of Directors' authorization for the Interim Chief Executive Officer or his designee to exercise the first option year of Contract #07-026 with Bank of America to perform banking services.

BACKGROUND:

In June 2007, staff requested the Board of Directors' authorization for the Chief Executive Officer or designee to issue a contract to Bank of America, to perform the services as outlined in the LYNX Request for Proposal (RFP) #07-026, general account services, lockbox services, depository services, cash vault services, wire transfer services, and other banking services. This contract is for three years, including two option years, with fixed unit prices (rates and fees).

Bank of America, proposed to provide the same level of exceptional service with a more competitive pricing structure. Over the past three years, the banking fees have been approximately \$30,000 annually. The rates and fees provided by Bank of America are reasonable and competitive compared to other banking institutions. Therefore, staff is requesting to exercise the first option year of the contract with Bank of America.

FISCAL IMPACT:

LYNX' annual operating budget includes funds to support the banking services fees based on anticipated volumes and activities.

Consent Agenda Item #6.B. ii

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 Extend Contract #06-001 with Akerman Senterfitt for
Federal Lobbying Services

Date: 11/10/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer or designee to extend Contract #06-001 with Akerman Senterfitt to perform LYNX federal lobbying services through September 30, 2011.

BACKGROUND:

In accordance with LYNX Board approval, a Request for Proposal (RFP) was issued for federal lobbying services on October 3, 2005, and the contract was awarded to Akerman Senterfitt, effective December 9, 2005. The contract was for an initial term of two years with three one-year options, subject to Board approval and annual funding availability.

The last year of the third year option term will expire December 9, 2010. Due to the midterm elections it would be more advantageous to LYNX to maintain the services of Akerman Senterfitt through September 30, 2011.

Akerman Senterfitt has represented LYNX and has been instrumental in assisting staff on requests of discretionary Congressional appropriations, the inclusion of LYNX items in the stimulus package and has been proactive in positioning LYNX in the next round of SAFETEA-LU reauthorization next year.

To date, Akerman Senterfitt has helped LYNX secure over \$120 million in Congressional earmarks. This includes over \$40 million in transportation appropriations funds for new buses, bus facilities, an Intelligent Transportation Systems (ITS) project, and a Job Access and Reverse Commute Program (JARC) since 2001.

Recent successes include:

In FY2010, LYNX received a total of \$2,050,000 in Congressional earmarks – including \$1,500,000 for new buses and \$550,000 for bus facilities improvements at the LYNX Central Station.

In FY2009, LYNX received a \$3,087,500 earmark for new buses from the Federal Transit Administration (FTA).

In FY2008, LYNX received a total of \$2,521,050 in earmarks – \$1,372,000 for LYNX buses and \$1,149,050 for the North Orange/South Seminole ITS Enhanced Circulator.

In FY2006, LYNX received a \$1,350,000 earmark for new buses from the FTA and \$9,096,000 for LYNX' bus fleet expansion program in the transportation reauthorization bill, known as SAFETEA-LU (Public Law 109-59).

In FY2005, LYNX received \$500,000 for the North Orange/South Seminole ITS Enhanced Circulator and the Central Florida Regional Transportation Authority received a total of \$1.3 million for two transportation projects from the Federal Highway Administration.

In FY2004, LYNX received a total of \$5.071 million in earmarks – \$3 million for the East Central Florida Coalition for new buses, and \$2.071 million for the North Orange/South Seminole ITS Enhanced Circulator.

In FY2003, LYNX received a total of \$7.45 million in earmarks – \$5 million for new buses from the Federal Transit Administration (FTA); \$750,000 for bus facilities from the FTA; \$200,000 for the Job Access and Reverse Commute Program (JARC); and \$1.5 million for the Intelligence Transportation System (ITS) to improve transit service.

In FY2002, LYNX received a \$2 million earmark for bus and bus facilities from the Federal Transit Administration.

In FY2001, LYNX received a total of \$7 million in earmarks – \$4 million for bus and bus facilities; and \$3 million for the Central Florida Commuter rail project.

In FY2000, LYNX received a total of \$9.5 million in earmarks – \$5 million for the light rail system; \$2.5 million for the intermodal facility; and \$2 million for bus and bus facilities.

In FY1999, LYNX received a total of \$21 million in earmarks – \$17.5 million for the LYNX light rail system; \$2.5 million for intermodal facility in Orlando; and \$1 million for bus and bus facilities.

In FY1998, LYNX received a total of \$34.8 million in earmarks – \$31.8 million for the LYNX light rail system and \$3 million for bus and bus facilities.

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In FY1996, LYNX received a total of \$6.5 million in earmarks – \$2 million earmark for the light rail system and \$4.5 million for bus and bus facilities.

In FY1996, LYNX received an earmark of \$4.25 million in the transportation appropriations bill.

In FY1995, LYNX received \$500,000 from the Federal Transit Administration.

In FY1994, LYNX received a total of \$7.5 million from the Federal Transit Administration. Of this total, \$2.5 million was earmarked by Congress in the transportation appropriations bill, and the remaining \$5 million was awarded out of the agency's discretionary grant.

FISCAL IMPACT:

LYNX staff has included \$126,000 in the FY2011 Operating Budget to support this contract services.

Consent Agenda Item #6.C. i

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 and Obsolete Bus Parts

Date: 11/10/2010

ACTION REQUESTED:

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

BACKGROUND:

Surplus Items:

It is LYNX’ policy to hold an annual auction to dispose of Board approved surplus assets. This year’s auction was held July - September 2010. However, additional surplus items have been identified and require disposition. As such, the following **surplus unsold items** require authorization for retirement and disposal at the public auction:

Category	Surplus Items Acquisition Value	Net Book Value	Due To FTA
Computer Equipment	\$ 5,267	\$ 659	\$ 659
Furniture and Fixtures	153,796	1,526	1,526
Transmissions	49,454	3,760	3,760
Video Equipment	4,072	-0-	-0-
Total	\$212,590	\$5,945	\$5,945

Obsolete Bus Parts:

Also, LYNX's staff have identified several **obsolete bus parts** for retired Gillig buses with Detroit Diesel Series 50 engines and Allison transmissions. LYNX' current fleet of buses is equipped with Cummins engines and Voith and ZF transmissions. The total acquisition value of the obsolete items is \$143,369.

FISCAL IMPACT:

The total net book value of the surplus items is \$5,945. 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 FY2011.

The total acquisition value of the obsolete bus parts is \$143,369. The net proceeds from this sale will be included in LYNX' non-operating revenue. No funds are due to FTA.

Listing of Surplus Items for Auction

Class	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value	Due To FTA
CE	8060	Dell Optiplex 755	3/31/2008	1,275.94	659.24	659.24
CE	4829	Computer - Dell Latitude D800	5/2/2005	1,995.72	0.00	0.00
CE	4830	Computer - Dell Latitude D800	5/12/2005	1,995.72	0.00	0.00
		Computer Subtotal		5,267.38		659.24
FE	7045	Computer, Latitude D810	5/31/2006	2,681.42	402.23	402.23
FE	8761	Epson Projector	10/31/2007	694.00	300.74	300.74
FE	7316	Computer, Dell GX620	7/31/2006	1,148.35	210.52	210.52
FE	7319	Computer, Dell GX620	7/31/2006	1,148.35	210.52	210.52
FE	7328	Computer, Dell GX620	7/31/2006	1,148.35	210.52	210.52
FE	7040	Computer, Laptop D810	12/31/2005	2,866.22	191.10	191.10
FE	4256	Radio	12/6/2004	2,302.00	0.00	0.00
FE	74019STGA021	GENERATOR BENCH TESTER	9/7/1974	6,045.15	0.00	0.00
FE	2345	OIL FILTER CRUSHER - QUICK PACK	2/6/1992	1,995.00	0.00	0.00
FE	2069	ROBINAIR REFRIG RECOV/RECYC	12/15/1994	3,038.94	0.00	0.00
FE	97233SHE5064	TREADMILL, PRECOR C-964-110 OBT Wellness Center	2/28/1997	5,266.67	0.00	0.00
FE	97233SHE5044	STAR TRAC RECUMBENT BIKE OBT Wellness Center	2/20/1997	2,625.00	0.00	0.00
FE	97233SHE5098	MODULAR SQUAT/CALF RAISE COMBO - OBT Wellness Center	4/3/1997	1,709.00	0.00	0.00
FE	97233SHE5099	MODULAR MULTI PRESS COMBO - OBT Wellness Center	4/3/1997	2,052.00	0.00	0.00
FE	97233SHE5100	MODULAR LEG EXT/LEG CURL - OBT Wellness Center	4/3/1997	2,052.00	0.00	0.00
FE	97233SHE5101	MODULAR AB/BACK COMBO - OBT Wellness Center	4/3/1997	1,880.00	0.00	0.00
FE	1872	CLARKE 1.5HP BURNISHER	6/19/1997	1,567.28	0.00	0.00
FE	1698	TRANSMISSION DOLLY FOR GILLIG ENGINE	5/28/1999	4,203.75	0.00	0.00
FE	2909	ROBINAIR RECOVERY RECYCLE & RECHARGING MACHINE	9/30/2001	5,603.60	0.00	0.00
FE	3052	CAMCORDER-JVC-GY-DV500	1/10/2002	5,295.00	0.00	0.00
FE	3051	STAIR CLIMBER W/CHR-STAR TRAC - OBT Wellness Center	1/10/2002	2,155.00	0.00	0.00
FE	3050	TREADMILL W/CHR-STAR TRAC OBT Wellness Center	1/10/2002	4,519.00	0.00	0.00

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Class	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value	Due To FTA
FE	3121	Monitor - Zenith 27 Color Multisync"	4/18/2002	795.00	0.00	0.00
FE	3122	Monitor - Zenith 27 Color Multisync"	4/18/2002	795.00	0.00	0.00
FE	3123	Monitor - Zenith 27 Color Multisync"	4/18/2002	795.00	0.00	0.00
FE	3135	Computer - Dell 1800 GX400/Minitower	4/22/2002	1,357.00	0.00	0.00
FE	3526	Vaccum Pump, 1HP	8/22/2002	2,278.12	0.00	0.00
FE	3559	Power Supply - Uninterruptable	9/26/2002	876.00	0.00	0.00
FE	3562	Diagnostic Testing Cartridge - ABS Brakes	9/12/2002	574.31	0.00	0.00
FE	3576	WALL MOUNT - PEERLESS JUMBO	9/12/2002	345.00	0.00	0.00
FE	3826	Computer - Optiplex GX260T	7/24/2003	1,253.00	0.00	0.00
FE	3945	Computer - Latitude D800	6/25/2004	2,752.42	0.00	0.00
FE	3980	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3981	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3982	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3983	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3984	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3985	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3986	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3987	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3988	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3989	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3991	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3990	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3992	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3993	Radio	9/30/2004	2,302.00	0.00	0.00
FE	3994	Radio	9/30/2004	2,302.00	0.00	0.00
FE	4262	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4242	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4244	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4248	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4250	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4252	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4254	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4260	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4264	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4266	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4268	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4270	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4272	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4274	Radio	12/6/2004	2,302.00	0.00	0.00
FE	4276	Radio	12/6/2004	2,302.00	0.00	0.00

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Class	Company Asset Number	Description	Acquisition Date	Acquisition Value	Net Book Value	Due To FTA
FE	4235	LCK Monitor 4Color w/Battery Pack"	12/16/2004	457.14	0.00	0.00
FE	4862	Robiniar - A/C Recovery/Recycle	6/14/2005	4,695.00	0.00	0.00
FE	4482	RADIO-MOBILE MOTOROLA, MCS2000	7/1/2005	3,772.20	0.00	0.00
FE	4966	Dell Latitude D600 (Pentium, 1.8GHz) (Windows 2000)	12/6/2004	1,995.00	0.00	0.00
		Furniture and Equipment Subtotal		153,796.27		1,525.63
RV	351BB	Transmission	9/30/2007	10,540.00	2,854.59	2,854.59
RV	352BB	Transmission	9/30/2007	2,504.25	678.25	678.25
RV	311B	Transmission, ZF 5HP590	9/30/2006	10,896.71	227.01	227.01
RV	311B	Transmission, ZF 5HP590	9/30/2005	12,823.10	0.00	0.00
RV	343B	Transmission, ZF 5HP590	9/30/2005	12,689.81	0.00	0.00
		Engine and Transmission Subtotal		49,453.87		3,759.85
VP	4247	Video System	12/6/2004	4,072.00	0.00	0.00
		Video Subtotal		4,072.00		0.00
Grand Total				\$212,589.52		\$5,944.72

Listing of Obsolete Bus Parts for Auction

Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
AC-MISC	A1004502AC-0	KNOB - CLIMATE CTL - 464/465	8/4/2008	4	\$1.63	\$6.52
AC-MISC	011325056-0	VALVE - DRAIN - ORION 464/465	9/15/2005	22	\$1.80	\$39.60
AC-TK	66-7208-0	BALL -	9/15/2005	12	\$0.54	\$6.48
AC-TK	91-626-0	BRACKET - MOUNT T/K FILT.	9/15/2005	1	\$35.81	\$35.81
AC-TK	45-271-0	FIELD - CLUTCH 24V DC	9/15/2005	2	\$100.42	\$200.84
AC-TK	66-1316-0	GLASS - SIGHT T/K	9/15/2005	1	\$12.44	\$12.44
AC-TK	55-02404-130-0	HOSE - SUCTION - T/K	9/15/2005	1	\$157.75	\$157.75
AC-TK	66-6867-0	INDICATOR -	9/15/2005	2	\$19.54	\$39.08
AC-TK	66-4743-0	INDICATOR - MOISTURE	9/15/2005	5	\$19.46	\$97.30
AC-TK	66-6827-0	INDICATOR - MOISTURE	9/15/2005	1	\$8.09	\$8.09
AC-TK	33-1690-0	O-RING - RECEIVER ASSY	9/15/2005	12	\$1.03	\$12.40
AC-TK	44-6348-0	RESISTOR - EVAP MTR	9/15/2005	4	\$38.39	\$153.56
AC-TK	33-2418-0	SEAL - T/K PRONG	9/15/2005	1	\$0.45	\$0.45
AC-TK	67-1187-0	TANK - RECEIVER T/K	9/15/2005	1	\$145.07	\$145.07
AC-TK	41-1682-0	THERMOSTAT - AMBIENT T/K	9/15/2005	3	\$24.64	\$73.92
AC-TK	66-4840-0	TUBE - INLET T/KING	9/15/2005	1	\$16.10	\$16.10
AC-TK	66-5761-0	TUBE - VALVE E.P.R.	9/15/2005	1	\$17.98	\$17.98
AC-TK	66-4959-0	TUBE - VALVE T/K A/C	9/15/2005	1	\$16.85	\$16.85
AIR SYS	A1221503AD-0	RING - SEALING - QR-1 VALVE	9/15/2005	5	\$0.34	\$1.70
AIR SYS	051210001-0	VALVE - 3 WAY PILOT AIR - 464	9/15/2005	3	\$40.36	\$121.07
AIR SYS	051220504-0	VALVE - CTRL DOOR 5 POS -464/	9/15/2005	7	\$222.32	\$1,556.24
AIR SYS	051220504-2	VALVE - CTRL DOOR 5POS - 464/	9/15/2005	1	\$0.00	\$0.00
AIR SYS	011210540-0	VALVE - MAC 24V 3 WAY - 464/4	9/15/2005	6	\$22.31	\$133.86
AIR-COMP	5004187X-1	COMPRESSOR - AIR S-50 W/GEAR	9/15/2005	7	\$533.68	\$3,735.79
AIR-COMP	107623X-1	COMPRESSOR - AIR S50 W/O GEAR	9/15/2005	3	\$524.57	\$1,573.71
ALARMS	031001533-0	ALARM - BACKUP 12/24V - 464/4	9/15/2005	7	\$15.10	\$105.68
AUTO	2685G01660292-0	FILTER - AIR UNIT #12	9/15/2005	1	\$10.13	\$10.13
AUTO	46284-0	FILTER - AIR UNIT #15	9/15/2005	1	\$3.65	\$3.65
AUTO	27144G01-0	FILTER - AIR UNIT #4	9/15/2005	2	\$6.68	\$13.36
AUTO	72144G01660742-0	FILTER - AIR UNIT #4	9/15/2005	1	\$9.75	\$9.75
AUTO	33046-0	FILTER - FUEL UNIT #12	9/15/2005	3	\$0.00	\$0.00
AUTO	33393-0	FILTER - FUEL UNIT #15	9/15/2005	1	\$1.51	\$1.51
AUTO	8-24-04132-0	FILTER - FUEL UNIT #16	9/15/2005	2	\$16.65	\$33.30
AUTO	918106-0	FILTER - FUEL UNIT #17	9/15/2005	1	\$27.02	\$27.02
AUTO	51088-0	FILTER - HYD OIL UNIT #15	9/15/2005	3	\$3.01	\$9.02

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Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
AUTO	26591G0-0	FILTER - OIL UNIT #4/12	9/15/2005	2	\$25.75	\$51.50
AUTO	990937-0	FILTER - TRANS UNIT #17	9/15/2005	1	\$3.66	\$3.66
AUTO	31-24-0	WIPER BLADE - 24 IN. CAR	9/15/2005	17	\$6.23	\$105.91
BELTS	051341019-0	BELT - A/C COMP #464/465	9/15/2005	5	\$17.29	\$86.45
BELTS	53-02222-076-0	BELT - A/C COMP 102 IN.	9/15/2005	39	\$71.69	\$2,795.90
BELTS	23521000-0	BELT - ALT S-50 NEW STYLE	9/15/2005	10	\$14.57	\$145.70
BELTS	23518297-0	BELT - ALT S-50 OLD STYLE	9/15/2005	7	\$14.08	\$98.53
BELTS	060713014-0	BELT - P/S 464/465	9/15/2005	6	\$5.80	\$34.81
BODY-EXT	97-5738-00002-0	BRACKET - MIRROR C/S	9/15/2005	1	\$1.82	\$1.82
BODY-EXT	A1940502AL-0	CABLE ASSY - ROOF HATCH	9/15/2005	2	\$7.23	\$14.46
BODY-EXT	A0832004AB-0	GASKET - FUEL SENDER UNIT	9/15/2005	0	\$0.27	\$0.00
BODY-EXT	A0832522AE-0	GUIDE - PLUNGER FUEL FILL	9/15/2005	5	\$16.37	\$81.85
BODY-EXT	011008424-0	HANDLE - T-CLAMP - 464/465	9/15/2005	3	\$8.32	\$24.96
BODY-EXT	011520519-0	MIRROR ARM - RH SIDE - 464/46	9/15/2005	4	\$39.12	\$156.48
BODY-EXT	011515004-0	MUDFLAP - RR WHEEL - 464/465	9/15/2005	2	\$12.25	\$24.50
BODY-EXT	A0832522AF-0	RING - RETAINER FUEL FILL	9/15/2005	5	\$7.89	\$39.45
BODY-EXT	A0832522AC-0	SEAL - PLUNGER FUEL FILL	9/15/2005	3	\$8.12	\$24.36
BODY-EXT	051815038-0	SPRING - ENG ACCESS DOOR GAS	9/15/2005	1	\$10.61	\$10.61
BODY-EXT	011820506-0	SPRING - GAS - 464/465	9/15/2005	12	\$7.69	\$92.28
BODY-EXT	A0832522AD-0	SPRING - PLUNGR FUEL FILL	9/15/2005	3	\$5.30	\$15.90
BODY-INT	051805551-0	BRUSH - ENT DOOR 19 IN.	9/15/2005	11	\$96.00	\$1,056.00
BODY-INT	40-32872-000-0	HANDLE - PULL	9/15/2005	1	\$15.97	\$15.97
BODY-INT	A1915905CJ-0	HANDLE ASSY - LH RELEASE	9/15/2005	4	\$10.34	\$41.36
BODY-INT	50-02104-002-0	MIRROR - MOUNTING BRACKET	9/15/2005	1	\$3.50	\$3.50
BODY-INT	55-28645-000-0	PANEL - DOOR CONTROL	9/15/2005	1	\$42.33	\$42.33
BODY-INT	70010003-0	SCREW - #6-20 X 1/2 LG PH	9/15/2005	43	\$0.01	\$0.43
BODY-INT	9903-080110-055-0	SEAT BACK - FOAM DRIVER	9/15/2005	5	\$68.48	\$342.40
BODY-INT	9903-090030-060-0	SEAT BOTTOM - FOAM DRIVER	9/15/2005	6	\$32.00	\$192.00
BODY-INT	45-28654-002-0	TUBE - STANCHION	9/15/2005	1	\$34.19	\$34.19
BODY-INT	56-08297-000-0	VENT ASSY -	9/15/2005	3	\$9.31	\$27.93
BRAKE	82-09035-000-0	BEARING - OUTER CONE	9/15/2005	23	\$11.34	\$260.82
BRAKE	53-12460-000-0	CLEVIS ASSY - 5/8-18 THD	9/15/2005	9	\$2.25	\$20.21
BRAKE	82-03715-000-0	GASKET - REAR AXLES	9/15/2005	34	\$0.43	\$14.62
BRAKE	03-0181-00317-0	HUB ASSY - FRONT RIGHT	9/15/2005	5	\$704.66	\$3,523.31
BRAKE	010201513-0	SLACK ADJ - L/H REAR	9/15/2005	7	\$77.01	\$539.04
BRAKE	010201512-0	SLACK ADJ - R/H REAR	9/15/2005	4	\$79.45	\$317.81
BRAKE	82-03967-000-0	SLINGER - NON-ABS	9/15/2005	3	\$15.20	\$45.60
BRAKE	82-08212-000-0	SLINGER - ROTOR ASSEMBLY	9/15/2005	10	\$35.31	\$353.10
BULB	F40CWU3-0	BULB - FLOUR U SHAPED	9/15/2005	21	\$0.00	\$0.00
BULB	F25T8SP41-0	BULB - FLUORESCENT	9/15/2005	14	\$2.73	\$38.22

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Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
BULB	F42T12CW-0	BULB - FLUORESCENT	9/15/2005	81	\$0.00	\$0.00
BULB	82-17471-000-0	BULB - MAP LIGHT	9/15/2005	31	\$1.89	\$58.44
BULB	70-0	BULB - MINATURE	9/15/2005	153	\$0.21	\$31.52
BULB	90-0	BULB - MINATURE 12V 6CP	9/15/2005	184	\$0.00	\$0.04
BULB	1251-0	BULB - MINATURE 24V	9/15/2005	44	\$0.21	\$9.24
BULB	624-0	BULB - MINATURE 24V	9/15/2005	74	\$0.21	\$15.54
BULB	6423-0	BULB - MINATURE 24V 5W	9/15/2005	31	\$0.41	\$12.83
BULB	1691-0	BULB - MINATURE 28V 15CP	9/15/2005	28	\$0.45	\$12.47
BULB	211-2-0	BULB - MINI	9/15/2005	26	\$0.20	\$5.28
BULB	99063Y-0	LENS - AMBER MARKER	9/15/2005	38	\$0.61	\$23.18
BULB	051030006-0	LENS - KNEELING - 464/465	9/15/2005	11	\$0.67	\$7.38
BULB	061052519-0	LENS ASSY - AMBER 4 IN. RND -	9/15/2005	0	\$0.00	\$0.00
BULB	051015550-0	LENS ASSY - AMBER LED	9/15/2005	3	\$10.53	\$31.59
BULB	60302Y-0	LENS ASSY - AMBER TURN	9/15/2005	12	\$5.00	\$60.00
BULB	011055508-0	LENS ASSY - CLEAR / ROUND - 4	9/15/2005	15	\$4.69	\$70.35
BULB	011054537-0	LENS ASSY - LICENSE PLATE -46	9/15/2005	57	\$1.15	\$65.74
BULB	051015552-0	LENS ASSY - RED LED - 464/465	9/15/2005	4	\$13.86	\$55.44
BULB	51-17228-002-0	LENS ASSY - RED RR ID MRK	9/15/2005	30	\$1.60	\$47.86
BULB	98031Y-0	REFLECTOR - AMBER	9/15/2005	13	\$0.46	\$6.03
BULB	021002027-0	SOCKET - DASH SWITCH - 464/46	9/15/2005	17	\$2.32	\$39.44
BULB	A1070027AP-0	SOCKET - FIXED END	9/15/2005	7	\$5.19	\$36.33
DOORS	051830409-0	DOOR ASSY - MAIN HEATER - 464	9/15/2005	1	\$100.12	\$100.12
DOORS	E1811951AZ-0	KIT - DOOR MOTOR 464/465	9/15/2005	1	\$48.74	\$48.74
DOORS	65-9999-00215-0	KIT - TOUCH BAR UPGRADE	9/15/2005	2	\$101.52	\$203.04
DOORS	051813502-0	TOUCH-BAR ASSY - REAR 48 IN -	9/15/2005	2	\$298.06	\$596.12
ELECT-CB	051033403-0	BREAKER - 120AMP CIRCUIT - 46	9/15/2005	2	\$17.27	\$34.54
ELECT-CB	051033421-0	BREAKER - 150A WATERPROOF - 4	9/15/2005	0	\$0.00	\$0.00
ELECT-CB	51-24459-007-0	BREAKER - 25AMP CIRCUIT	9/15/2005	4	\$2.10	\$8.40
ELECT-CB	021008100-0	FUSE - 10AMP AUTO INSERT	9/15/2005	20	\$0.59	\$11.80
ELECT-GIL	AV0108024-0	GAUGE - OIL PRESSURE	9/15/2005	1	\$6.55	\$6.55
ELECT-GIL	82-13446-001-0	SOCKET - FLOURESCENT BULB	9/15/2005	2	\$13.57	\$27.14
ELECT-ORI	050410402-0	BUTTON - HORN W/EMBLEM - 464/	9/15/2005	12	\$5.10	\$61.20
ELECT-ORI	011005413-0	GAUGE - OIL PRESS MECHANICAL	9/15/2005	10	\$12.31	\$123.10
ELECT-ORI	051031020-0	GAUGE - VOLTMETER 24V - 464/4	9/15/2005	5	\$13.04	\$65.20
ELECT-ORI	011220010-0	SWITCH - PRESSURE 50 PSI - 46	9/15/2005	4	\$10.25	\$41.00
ELECT-RELA	011003044-0	DIODE - 6 AMP 100 VOLT - 464/	9/15/2005	7	\$0.88	\$6.16
ELECT-RELA	051070014-0	RELAY - DIMMER MODULE - 464/4	9/15/2005	11	\$26.00	\$286.00
ELECT-RELA	011021245-0	RELAY - TIME DELAY 24V - 464/	9/15/2005	9	\$28.29	\$254.61
ELECT-SW	70-0783-00027-0	SWITCH - TOGGLE ON/OFF/ON	9/15/2005	14	\$2.04	\$28.56
ELECT-SW	340-1986-000-0	SWITCH - TOGGLE ON/ON/ON	9/15/2005	2	\$7.75	\$15.50

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Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
ENG MISC	23506159-0	CLAMP - TURBO EXHAUST OUT	9/15/2005	9	\$5.95	\$53.55
ENG MISC	23515145-0	GASKET - AIR COMP MOUNT	9/15/2005	12	\$0.89	\$10.68
ENG MISC	23533983-0	GASKET - EXHAUST MANIFOLD	9/15/2005	2	\$3.50	\$7.00
ENG MISC	23516969-0	SEAL - REAR MAIN	9/15/2005	13	\$43.42	\$564.46
ENG MISC	25036693-0	SENSOR - OIL/COOLANT	9/15/2005	2	\$41.56	\$83.12
ENG MISC	23519402-0	TEST STRIP - COOLANT	9/15/2005	39	\$10.32	\$402.48
ENG MISC	23517240-0	WASHER - TURBO EXHAUST	9/15/2005	7	\$11.71	\$81.97
ENG S-50	23532937-0	ARM ASSY - INTAKE ROCKER	9/15/2005	6	\$34.80	\$208.77
ENG S-50	23513939-0	ASSY - INJ. ROCKER ARM	9/15/2005	6	\$75.10	\$450.58
ENG S-50	8929690-0	BEARING - CAMSHAFT SER 50	9/15/2005	15	\$12.00	\$180.00
ENG S-50	23515581-0	BEARING - CON. ROD SER 50	9/15/2005	5	\$15.88	\$79.40
ENG S-50	8929710-0	BEARING - CON. ROD SER-50	9/15/2005	20	\$13.70	\$274.00
ENG S-50	8929711-0	BEARING - CONECT ROD .254	9/15/2005	18	\$31.28	\$563.04
ENG S-50	23515583-0	BEARING - CONN ROD - .508 S50	4/19/2007	0	\$31.16	\$0.00
ENG S-50	5206-A2RSX-0	BEARING - IDLER SER 50	9/15/2005	4	\$48.20	\$192.80
ENG S-50	8929671-0	BEARING - MAIN .254 S-50	9/15/2005	0	\$43.87	\$0.00
ENG S-50	8929672-0	BEARING - MAIN .508 - S50	4/19/2007	0	\$39.29	\$0.00
ENG S-50	8929670-0	BEARING - MAIN SER 50	9/15/2005	11	\$22.73	\$250.03
ENG S-50	8929680-0	BEARING - MAIN THRUST	9/15/2005	4	\$31.93	\$127.72
ENG S-50	8929682-0	BEARING - THRUST - .508 S50	4/19/2007	0	\$50.37	\$0.00
ENG S-50	8929681-0	BEARING - THRUST .254 S50	9/15/2005	0	\$56.25	\$0.00
ENG S-50	23530768-0	BOLT - CYL. HEAD SER-50	9/15/2005	147	\$3.03	\$445.41
ENG S-50	23525734-0	BOLT - HOLD DOWN ROCKER	9/15/2005	12	\$1.16	\$13.92
ENG S-50	23507183-0	BOLT - OIL COOLER HSNG.	9/15/2005	0	\$1.08	\$0.00
ENG S-50	11504571-0	BOLT - OIL PAN 10X1.5X65	9/15/2005	33	\$1.72	\$56.67
ENG S-50	23522795-0	BRACKET - GEN SERIES 50	9/15/2005	2	\$89.09	\$178.18
ENG S-50	R23513559-1	BULLGEAR ASSY - DDEC III	9/15/2005	1	\$713.76	\$713.76
ENG S-50	23517243-0	BUSHING - OIL PAN BOLTS	9/15/2005	5	\$1.63	\$8.15
ENG S-50	23517283-0	BUTTON - VALVE INJ. S-50	9/15/2005	0	\$0.00	\$0.00
ENG S-50	R23524916-1	CAMSHAFT - SER 50 EGR	3/23/2007	0	\$337.38	\$0.00
ENG S-50	R23519871-1	CAMSHAFT - SERIES 50	9/15/2005	0	\$0.00	\$0.00
ENG S-50	R23522198-1	CAMSHAFT - SERIES 50	9/15/2005	0	\$306.14	\$0.00
ENG S-50	23511785-0	CAMSHAFT ASSY - SER 50	9/15/2005	3	\$336.36	\$1,009.08
ENG S-50	23507505-0	CLAMP - TURBO SER.50 ENG	9/15/2005	3	\$32.53	\$97.59
ENG S-50	5198563-0	COMPOUND - INTL #2	3/12/2007	3	\$30.49	\$91.47
ENG S-50	5141773-0	COUPLING - AIR COMPRESSOR S50	9/15/2005	3	\$16.34	\$49.02
ENG S-50	23505249-0	COUPLING - FUEL PUMP DR	9/15/2005	13	\$2.77	\$35.99
ENG S-50	5143616-0	COUPLING - P/S PUMP	9/15/2005	11	\$10.73	\$117.98
ENG S-50	5135378-0	COUPLING - P/S PUMP DRIVE	9/15/2005	4	\$115.19	\$460.76
ENG S-50	R23524000-1	DRIVE ASSY - SER 50 ACCY (REM	9/15/2005	2	\$253.60	\$507.19

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Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
ENG S-50	R23519308-1	ECM - SER-50 DDEC IV	9/15/2005	2	\$1,083.40	\$2,166.80
ENG S-50	23523134-0	FILLER - OIL RELOCATE S50	9/15/2005	2	\$308.10	\$616.20
ENG S-50	8929130-0	GASKET - OIL FILLER ASSY	9/15/2005	14	\$1.85	\$25.90
ENG S-50	23511656-0	GASKET - OIL INLET TUBE TO PU	9/15/2005	21	\$0.60	\$12.69
ENG S-50	23516531-0	GASKET - ROCKER COVER	9/15/2005	10	\$23.30	\$233.00
ENG S-50	23511580-0	GASKET - SER 50 OIL PAN	9/15/2005	10	\$16.99	\$169.90
ENG S-50	23511772-0	GASKET - SER 50 VALVE COV	9/15/2005	2	\$12.81	\$25.62
ENG S-50	8929299-0	GASKET - TF750 FRT HSG	9/15/2005	10	\$2.28	\$22.80
ENG S-50	23505248-0	GASKET - TF750 FUEL PUMP	9/15/2005	4	\$0.72	\$2.88
ENG S-50	8929529-0	GASKET - TURBO EXH. S-50	9/15/2005	8	\$1.83	\$14.60
ENG S-50	8929285-0	GASKET - TURBO OIL RETURN	9/15/2005	14	\$0.49	\$6.86
ENG S-50	8929497-0	GEAR - CRANK SER-50 ENG	9/15/2005	1	\$189.89	\$189.89
ENG S-50	23518253-0	HARNESS - INJECTOR SER-50	9/15/2005	2	\$79.67	\$159.34
ENG S-50	SC300003-0	HARNESS- RETARD 8-WAY	9/26/2005	1	\$136.82	\$136.82
ENG S-50	R23525568-1	HEAD - CYLIN S50 NON-EGR	9/15/2005	3	\$1,169.97	\$3,509.91
ENG S-50	23512013-0	HOSE - AIR COMP BOOSTER	9/15/2005	4	\$11.73	\$46.93
ENG S-50	23513066-0	HOSE - COOL FROM AIR COMP	9/15/2005	4	\$11.03	\$44.12
ENG S-50	R5235550-1	INJECTOR - SER-50 TYPE352	9/15/2005	6	\$175.00	\$1,050.00
ENG S-50	R5236347-1	INJECTOR - SER-50 TYPE389	9/15/2005	9	\$200.83	\$1,807.43
ENG S-50	R5236981-1	INJECTOR - SER-50 TYPE416	9/15/2005	9	\$229.95	\$2,069.55
ENG S-50	R5236978-1	INJECTOR - SER-50 TYPE444	9/15/2005	4	\$236.33	\$945.32
ENG S-50	23512307-0	ISOLATOR - ECM MOUNT	9/15/2005	60	\$1.16	\$69.61
ENG S-50	23517242-0	ISOLATOR - OIL PAN S50	9/15/2005	78	\$1.67	\$130.58
ENG S-50	R23532555-0	KIT - CYLINDER SER 50	6/27/2007	11	\$291.22	\$3,203.40
ENG S-50	R23532555-1	KIT - CYLINDER SER 50	9/15/2005	2	\$300.06	\$600.12
ENG S-50	23532330-0	KIT - GASKET SER 50 HEAD	9/15/2005	3	\$206.08	\$618.24
ENG S-50	070735001-0	MOUNT - ENGINE 464/465	9/15/2005	1	\$51.83	\$51.83
ENG S-50	5234699-0	O-RING - INJECTOR LOWER	9/15/2005	33	\$2.93	\$96.69
ENG S-50	5104701-0	O-RING - INJECTOR TUBE	9/15/2005	13	\$1.44	\$18.77
ENG S-50	5234702-0	O-RING - INJECTOR UPPER	9/15/2005	20	\$4.00	\$80.00
ENG S-50	12103881-0	PIN - ECU TERMINAL	9/15/2005	39	\$0.08	\$3.12
ENG S-50	23511549-0	PIPE - OIL PUMP INLET S50	9/15/2005	2	\$48.30	\$96.60
ENG S-50	5178994-0	PLUG - OIL DRAIN SER50	9/15/2005	4	\$7.67	\$30.68
ENG S-50	23518219-0	PULLEY - GENERATOR 12 GRV	9/15/2005	14	\$44.18	\$618.45
ENG S-50	23518610-0	PUMP - FUEL SER.50	9/15/2005	3	\$150.41	\$451.23
ENG S-50	R23522707-1	PUMP - WATER SERIES 50	9/15/2005	1	\$264.07	\$264.07
ENG S-50	R23523336-1	PUMP ASSY - OIL NEW S50	9/15/2005	2	\$494.74	\$989.48
ENG S-50	23538247-0	ROCKER ARM ASSY - EXH S50	9/15/2005	7	\$50.06	\$350.44
ENG S-50	23520820-0	SCREW - INJECTOR ADJ. S50	9/15/2005	16	\$12.59	\$201.44
ENG S-50	23537089-0	SCREW - VLV ADJ EXH. S-50	9/15/2005	14	\$3.81	\$53.27

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Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
ENG S-50	23511870-0	SEAL - AUXILIARY	9/15/2005	7	\$7.73	\$54.11
ENG S-50	23518355-0	SEAL - CRANKSHAFT SER 50	9/15/2005	4	\$37.08	\$148.32
ENG S-50	23508392-0	SEAL - RING ADPT TO BLOCK	9/15/2005	12	\$57.71	\$692.46
ENG S-50	8929289-0	SEAL - RING OIL COOL HSG	9/15/2005	12	\$3.20	\$38.34
ENG S-50	23532850-0	SEAL - RING OIL COOLER	9/15/2005	6	\$1.72	\$10.32
ENG S-50	8929253-0	SEAL - S50 RING ACCY DRV	9/15/2005	7	\$7.08	\$49.56
ENG S-50	5101160-0	SEAL - WATER PUMP RING	9/15/2005	38	\$2.51	\$95.38
ENG S-50	23515251-0	SENSOR - COOLANT	9/15/2005	3	\$27.15	\$81.44
ENG S-50	23521882-0	SENSOR - EXH TEMP SER 50G	9/15/2005	2	\$153.59	\$307.18
ENG S-50	23532797-0	SENSOR - OIL PRESS S50	9/15/2005	3	\$60.71	\$182.13
ENG S-50	8929387-0	SENSOR - SRS MAG IDLER	9/15/2005	3	\$58.80	\$176.40
ENG S-50	8929388-0	SENSOR - TRS TIMING REF.	9/15/2005	2	\$46.50	\$93.00
ENG S-50	23522322-0	SENSOR - TURBO BOOST S-50	9/15/2005	3	\$57.60	\$172.79
ENG S-50	23525630-0	SHAFT - INJ ROCKER ARM	9/15/2005	5	\$176.97	\$884.85
ENG S-50	R23524063-0	SHAFT ASSY - BALANCE S50	9/15/2005	1	\$1,910.82	\$1,910.82
ENG S-50	23527060-0	TENSIONER - BELT GILLIG	9/15/2005	2	\$733.98	\$1,467.96
ENG S-50	23512829-0	TENSIONER - BELT S-50	9/15/2005	7	\$77.14	\$539.97
ENG S-50	23526034-0	TENSIONER - BELT S-50	9/15/2005	1	\$86.02	\$86.02
ENG S-50	8929878-0	THERMOSTAT - S-50	9/15/2005	12	\$11.70	\$140.40
ENG S-50	8929085-0	THRUST - UPPER SER 50	9/15/2005	3	\$13.10	\$39.30
ENG S-50	23529395-0	TUBE - CENTER FUEL FILT.	9/15/2005	4	\$4.92	\$19.68
ENG S-50	23511448-0	TUBE - TURBO OIL SUPPLY	9/15/2005	2	\$25.49	\$50.98
ENG S-50	R23514273-1	TURBO - SER-50 DDECIII	9/15/2005	4	\$648.20	\$2,592.80
ENG S-50	010730001-0	VALVE - FUEL CHECK	9/15/2005	2	\$11.49	\$22.98
ENG S-50	23517075-0	VALVE - SHTOFF FUEL/COOLN	9/15/2005	5	\$21.30	\$106.50
ENG S-50	8929328-0	WASHER - HEAD BOLT S-50	9/15/2005	51	\$1.33	\$67.83
ENG S-50	8929169-0	WASHER - TURBO MTG. SER50	9/15/2005	5	\$1.12	\$5.60
EXHAUST	55-28514-000-0	MUFFLER - CAT/CON 23 IN.	9/15/2005	3	\$1,500.00	\$4,500.00
EXHAUST	55-28586-000-0	PIPE - AIR CLNR. TO ENG.	9/15/2005	2	\$231.43	\$462.86
EXHAUST	55-29868-001-0	PIPE - EXHAUST TURBO OUT	9/15/2005	3	\$233.80	\$701.40
EXHAUST	55-32797-000-0	PIPE - INTERMEDIATE TURBO	9/15/2005	1	\$125.81	\$125.81
FASTENERS	011008203-0	CONNECTOR - THREADED - 464/46	9/15/2005	4	\$15.99	\$63.96
FILTER AC	10008-0	FILTER - A/C 14 X 46	9/15/2005	17	\$0.76	\$12.92
FILTER AC	10009-0	FILTER - A/C 44.5 X 15.5	9/15/2005	40	\$0.90	\$36.00
FILTER AC	66-5750-0	FILTER - DRIER A/C T/K - "THE	9/15/2005	7	\$27.80	\$194.60
FILTER FUE	23530706-0	FILTER - FUEL PRI	9/15/2005	346	\$3.14	\$1,085.61
FILTER FUE	23530707-0	FILTER - FUEL SEC	9/15/2005	395	\$2.98	\$1,177.10
FILTER HYD	052160101-0	FILTER - HYD 464/465	9/15/2005	4	\$36.25	\$145.00
FILTER MIS	011804504-0	FILTER - AIRLINE MINI - 464/4	9/15/2005	7	\$20.01	\$140.07
FILTER OIL	23530573-0	FILTER - OIL GILLIG - SER 50	9/15/2005	330	\$5.45	\$1,798.50

Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
FILTER TRA	29544785-0	FILTER - SUCTION B500	9/15/2005	5	\$36.77	\$183.83
FILTER TRA	29526899-0	KIT - TRAN FILTER 400/500	9/15/2005	27	\$24.95	\$673.66
FITTINGS	54-13118-062-0	ELBOW - 9/16-18 #8JIC	9/15/2005	11	\$6.40	\$70.40
FITTINGS	12-8FTX-5-0	FITTING - AIR DRIER INLET	9/15/2005	10	\$2.00	\$20.00
FITTINGS	4411-5S-0	FITTING - HOSE #5 STRAIGHT	9/15/2005	7	\$2.36	\$16.52
FITTINGS	190295-10S-0	FITTING - HOSE 90 10-10	9/15/2005	11	\$10.37	\$114.07
FITTINGS	190261-20S-0	FITTING - HOSE 90 JIC #20	9/15/2005	2	\$9.74	\$19.48
FITTINGS	4411-20S-0	FITTING - HOSE JIC #20	9/15/2005	17	\$8.61	\$146.43
FITTINGS	190302-6S-0	FITTING - JIC #6 / 90 DEG	9/15/2005	1	\$6.90	\$6.90
GLASS	E1805960BX-0	GLASS - ENTRANCE DOOR - 464/4	9/15/2005	13	\$24.33	\$316.29
GLASS	051905006-0	WINDSHIELD - C/S 96 IN. - 464	9/15/2005	1	\$350.82	\$350.82
HOSE ASSY	53-27653-00S-0	ELBOW - RUBBER 2" TRANS COOLE	10/19/2005	4	\$29.74	\$118.96
HOSE ASSY	56-00031-023-0	HOSE - 7X5X4.5 HUMP	9/15/2005	10	\$15.71	\$157.10
HOSE ASSY	051340420-0	HOSE - A/C SUCT 464/465	9/15/2005	1	\$197.88	\$197.88
HOSE ASSY	97-1727-0000S-0	HOSE - AIR STARTER FLX	9/15/2005	3	\$8.75	\$26.25
HOSE ASSY	FAHP0170-0	HOSE - COLD PLATE TO FILT	9/15/2005	6	\$45.77	\$274.62
HOSE ASSY	C3-06-0000-160-0	HOSE - COOLANT 16 IN.	7/30/2008	3	\$16.61	\$49.83
HOSE ASSY	56-18898-006-0	HOSE - ELBOW 90 DEG	9/15/2005	4	\$23.00	\$92.00
HOSE ASSY	010704512-0	HOSE - ENG OIL PRESS	9/15/2005	2	\$18.16	\$36.32
HOSE ASSY	100-00007-0	HOSE - FILTER TO CYL HEAD	9/15/2005	3	\$25.63	\$76.89
HOSE ASSY	010715504-0	HOSE - OIL SUPPLY 50 DN GEN	9/15/2005	5	\$20.29	\$101.45
HOSE ASSY	010701597-0	HOSE - TRANS OIL COOLER	9/15/2005	5	\$76.29	\$381.45
HOSE ASSY	010804511-0	HOSE - WATER SURGE TANK	9/15/2005	10	\$14.46	\$144.64
HOSE ASSY	46-08D3030-0360-0	HOSE ASSY - FUEL SYSTEM	9/15/2005	2	\$58.00	\$116.00
HOSE ASSY	46-20B1014-0480-0	HOSE ASSY - TRANS COOLER	9/15/2005	2	\$91.68	\$183.36
HOSE ASSY	010701592-0	HOSE ASSY - ZF/MODINE	9/15/2005	7	\$80.51	\$563.57
HYDRAULIC	53-29059-000-0	MOTOR - HYD FAN W/O HOLE	9/15/2005	13	\$640.00	\$8,320.00
MISC-PART	40-32667-001-3	PLATE - SPL SHIELD LONG	9/15/2005	3	\$0.00	\$0.01
MISC-PART	40-32667-000-3	PLATE - SPL SHIELD SHORT	9/15/2005	1	\$0.01	\$0.01
O-RINGS	222-VS75-0	O-RING - TRANS/OIL COOLER	9/15/2005	56	\$1.00	\$55.74
PA-TALK BU	011060250-0	SPEAKER - EXT 80 OHM LOUV - 4	9/15/2005	15	\$13.76	\$206.40
PJT-ENGS50	53-27698-006-0	GAUGE - AIR RESTRICTOR	9/15/2005	7	\$8.05	\$56.33
PJT-TRANS	8929795-0	BOLT - FLEXPLATE B500	9/15/2005	24	\$2.12	\$50.88
PJT-TRANS	29525529-0	KIT - ACCUMULATOR B500	9/15/2005	9	\$207.58	\$1,868.24
SEAT-DRIVE	9901-500184-000-0	AIRBAG - DRIVERS SEAT	9/15/2005	7	\$104.45	\$731.16
SEAT-DRIVE	E2001560AX-0	AIRBAG - DUAL LUMBAR SEAT	9/15/2005	7	\$34.35	\$240.42
SEAT-DRIVE	9902-500393-000-0	BOLT - SCISSOR SYS BEARIN	9/15/2005	11	\$1.80	\$19.80
SEAT-DRIVE	9904-000032-004-0	CONNECTOR - AIR 1/8 IN. SEAT	9/15/2005	89	\$0.47	\$41.83
SEAT-DRIVE	82-19759-000-0	COVER - L/H SEAT FRAME	9/15/2005	12	\$18.56	\$222.72
SEAT-DRIVE	9902-500278-000-0	VALVE - AIR KNOB W/INDEX	9/15/2005	1	\$6.30	\$6.30

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Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
SEATING	82-10290-002-0	COVER - R/H SEAT FRAME	9/15/2005	12	\$18.56	\$222.72
SIGN DEST	P66009-000-0	SOCKET - TELESCOPIC LAMP	9/15/2005	12	\$9.70	\$116.40
STEERING	53-29058-015-0	PUMP - P/S	9/15/2005	8	\$622.50	\$4,980.00
STEERING	A0102507LB-0	TIE ROD - END L/H ORION - 464	9/15/2005	9	\$10.80	\$97.20
STEERING	A0102507LC-0	TIE ROD - END R/H ORION - 464	9/15/2005	7	\$10.80	\$75.60
SUSPENSION	050134510-0	ABSORBER - FRONT SHOCK - 464/	9/15/2005	12	\$43.11	\$517.35
SUSPENSION	010132404-0	AIRBAG - FRT/REAR ORION - 464	9/15/2005	10	\$60.80	\$608.00
SUSPENSION	53-20415-001-0	AIRBAG - REAR GILLIG	9/15/2005	16	\$103.00	\$1,648.00
SUSPENSION	010133007-0	BUSHING - EXTENDED FLANGE - 4	9/15/2005	51	\$2.65	\$135.15
SUSPENSION	A0133501AB-0	BUSHING - RADIUS ROD - 464/46	9/15/2005	32	\$10.50	\$336.00
SUSPENSION	010132003-0	NUT - LOCK 3/4-10 AIRBAG - 46	9/15/2005	18	\$0.70	\$12.60
SUSPENSION	55-28557-000-0	OUTRIGGER - RAD. MTG. LH	9/15/2005	1	\$155.40	\$155.40
SUSPENSION	BS-4142259-0	SCREW - ORION V AIRBAG - 464/	9/15/2005	18	\$0.81	\$14.58
SUSPENSION	010134006-0	STUD - SHOCK UPPER - 464/465	9/15/2005	7	\$5.87	\$41.09
SUSPENSION	011224503-0	VALVE - LEVELING LH - 464/465	9/15/2005	8	\$22.20	\$177.60
SUSPENSION	011226502-0	VALVE - LEVELING REAR LH - 46	9/15/2005	5	\$22.30	\$111.50
SUSPENSION	011224502-0	VALVE - LEVELING RH - 464/465	9/15/2005	10	\$23.10	\$231.00
SUSPENSION	010134002-0	WASHER - SHOCK ABSORBER - 464	9/15/2005	3	\$0.43	\$1.29
TRANS ALSN	29506690-0	ADAPTER - B500 TEMP SEND	9/15/2005	3	\$77.70	\$233.10
TRANS ALSN	29507425-0	ADAPTER - STRAIGHT B500R	9/15/2005	3	\$13.89	\$41.67
TRANS ALSN	11514357-0	BOLT - FLEXPATE B500	9/15/2005	76	\$0.30	\$22.72
TRANS ALSN	11505362-0	BOLT - FLEXPATE - B400	6/22/2006	54	\$2.12	\$114.48
TRANS ALSN	29505612-0	BOLT - M10 X 1.5 X 55	9/15/2005	4	\$1.55	\$6.20
TRANS ALSN	55-34500-000-0	BRACKET - B400 TRN COOLER	9/15/2005	1	\$107.16	\$107.16
TRANS ALSN	55-33215-000-0	BRACKET - B500 TRN COOLER	9/15/2005	1	\$101.99	\$101.99
TRANS ALSN	40-29079-000-0	BRACKET - TRANS OIL COOL	9/15/2005	4	\$35.52	\$142.08
TRANS ALSN	29500915-0	CONNECTOR - IN.A IN. (B/W) E	9/15/2005	3	\$14.91	\$44.73
TRANS ALSN	15300027-0	CONNECTOR - 2 WAY	9/15/2005	5	\$1.21	\$6.05
TRANS ALSN	29505516-0	CONNECTOR - RETARD SOLEN.	9/15/2005	6	\$58.03	\$348.18
TRANS ALSN	53-29008-000-0	COOLER - TRAN OIL (NEW)	9/15/2005	2	\$1,233.73	\$2,467.46
TRANS ALSN	29507434-0	COVER - B500 TRANS FILTER	9/15/2005	1	\$30.05	\$30.05
TRANS ALSN	55-27372-003-0	DIPSTICK - TRANS B-400	9/15/2005	5	\$28.17	\$140.85
TRANS ALSN	55-27372-001-0	DIPSTICK - TRANS B500	9/15/2005	5	\$21.39	\$106.95
TRANS ALSN	29513005-0	DISC - FLEX PLATE	9/15/2005	3	\$12.55	\$37.65
TRANS ALSN	29517003-0	ECU - ALLISON WTEC II	9/15/2005	1	\$1,687.73	\$1,687.73
TRANS ALSN	29525432-0	ECU - B400 TRANSMISSION	9/15/2005	1	\$2,181.21	\$2,181.21
TRANS ALSN	29507422-0	FITTING - #20 90 DEGREE	9/15/2005	3	\$41.42	\$124.26
TRANS ALSN	29511637-0	FLANGE - OUTPUT B-500	9/15/2005	1	\$570.65	\$570.65
TRANS ALSN	29513004-0	FLEX PLATE - DISC ASSY	9/15/2005	1	\$55.55	\$55.55
TRANS ALSN	29510827-0	FLEXPATE - B-400R	9/15/2005	3	\$81.07	\$243.21

Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
TRANS ALSN	29503283-0	GASKET - B400 CASE	9/15/2005	2	\$7.86	\$15.71
TRANS ALSN	29501099-0	GASKET - B500 CASE TRANS	9/15/2005	3	\$16.67	\$50.01
TRANS ALSN	29507891-0	GASKET - CHANNEL PLATE	9/15/2005	1	\$1.94	\$1.94
TRANS ALSN	29535230-0	GASKET - CHANNEL PLATE	9/15/2005	2	\$5.71	\$11.41
TRANS ALSN	29512744-0	GASKET - SEPERATOR PLATE	9/15/2005	2	\$3.91	\$7.82
TRANS ALSN	29511062-0	GASKET - SOLENOID COVER	9/15/2005	8	\$1.65	\$13.20
TRANS ALSN	29503263-0	GASKET - SUCTION FILTER	9/15/2005	9	\$1.16	\$10.44
TRANS ALSN	29503120-0	HARNESS - JUMPER TRANS	9/15/2005	3	\$178.50	\$535.50
TRANS ALSN	29542682-0	HARNESS - TRANS CONNECT	9/15/2005	1	\$249.97	\$249.97
TRANS ALSN	29542679-0	HARNESS ASSY - INTERNAL CTL -	9/21/2007	1	\$232.52	\$232.52
TRANS ALSN	23045507-0	HUB - B-400 TRANS	5/23/2006	1	\$428.83	\$428.83
TRANS ALSN	53-23196-001-0	KEEPER - SPRING	9/15/2005	5	\$30.00	\$150.00
TRANS ALSN	29535973-0	KIT - ACCUMULATOR B500	9/15/2005	2	\$249.14	\$498.28
TRANS ALSN	29535910-0	KIT - BOLT B-400 OUTPUT	9/15/2005	3	\$13.90	\$41.70
TRANS ALSN	29537643-0	KIT - SEPERATOR GASKET - B400	10/8/2007	1	\$88.39	\$88.39
TRANS ALSN	29518442-0	KIT - VLV BODY B500 GASKE	9/15/2005	1	\$72.12	\$72.12
TRANS ALSN	29536584-0	KIT- SENSOR OIL LEVEL	9/15/2005	2	\$277.56	\$555.12
TRANS ALSN	15300014-0	LOCK - CONNECTOR PIN/WIRE	9/15/2005	20	\$0.39	\$7.80
TRANS ALSN	29501361-0	LOCK TAB - B400 TRANS	9/15/2005	6	\$11.40	\$68.40
TRANS ALSN	29509886-0	MODULE - VEHICLE INTRFACE	9/15/2005	2	\$318.59	\$637.18
TRANS ALSN	56-19121-002-0	MOUNT - VIBRATION ABSORBE	9/15/2005	1	\$5.30	\$5.30
TRANS ALSN	29512863-0	O-RING - B400 TRANS	4/7/2008	4	\$4.52	\$18.08
TRANS ALSN	23046274-0	O-RING - B400 TRANS.	9/15/2005	1	\$0.75	\$0.75
TRANS ALSN	29503208-0	O-RING - B400 TRANS.	9/15/2005	1	\$1.62	\$1.62
TRANS ALSN	29511437-0	O-RING - OUTPUT FLAN B500	9/15/2005	4	\$1.06	\$4.22
TRANS ALSN	29511444-0	O-RING - OUTPUT FLAN B500	9/15/2005	7	\$1.19	\$8.33
TRANS ALSN	23048627-0	O-RING - PACKING	9/15/2005	5	\$1.63	\$8.15
TRANS ALSN	23016502-0	PIN - FEMALE CONTACT	9/15/2005	25	\$0.74	\$18.50
TRANS ALSN	29511913-0	PIN - RETARDER SOLEN B500	9/15/2005	10	\$2.44	\$24.43
TRANS ALSN	29530328-0	PLUG - B400/500 SIDE	9/15/2005	4	\$11.27	\$45.08
TRANS ALSN	29512114-0	PLUG - RETAINER SER-50	9/15/2005	1	\$45.39	\$45.39
TRANS ALSN	29503360-0	PLUG - TRANS PAN DRAIN	9/15/2005	7	\$4.61	\$32.27
TRANS ALSN	29506386-0	RETAINER - LOCKNUT	9/15/2005	3	\$3.99	\$11.96
TRANS ALSN	29511429-0	RETAINER - LOCKNUT B-500	9/15/2005	2	\$10.65	\$21.30
TRANS ALSN	23047808-0	SEAL - 129.8 MM I.D.	9/15/2005	1	\$8.32	\$8.32
TRANS ALSN	29541736-0	SEAL - B400 OUTPUT SHAFT	9/15/2005	5	\$17.17	\$85.85
TRANS ALSN	23046376-0	SEAL - FACE B-400	9/15/2005	24	\$2.18	\$52.32
TRANS ALSN	29542084-0	SEAL - FEEDTHROUGH STANDOFF -	4/7/2008	4	\$5.42	\$21.68
TRANS ALSN	29507823-0	SEAL - FILL TUBE	9/15/2005	11	\$2.67	\$29.41
TRANS ALSN	29511066-0	SEAL - OIL B500	9/15/2005	11	\$40.12	\$441.30

Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
TRANS ALSN	29505859-0	SEAL - OIL B-500	9/15/2005	1	\$31.02	\$31.02
TRANS ALSN	29507949-0	SELECTOR - SHIFT GILLIG (NEW)	9/15/2005	3	\$950.00	\$2,850.00
TRANS ALSN	29507949-1	SELECTOR - SHIFT GILLIG (REB)	9/15/2005	4	\$452.87	\$1,811.48
TRANS ALSN	29507798-0	SENDER - TEMP TRANS	9/15/2005	6	\$23.03	\$138.18
TRANS ALSN	29543433-0	SENSOR - B400 TURB. SPEED	9/15/2005	3	\$61.01	\$183.03
TRANS ALSN	29543432-0	SENSOR - B500 TURB. SPEED	9/15/2005	16	\$57.27	\$916.32
TRANS ALSN	23016824-0	SENSOR - HT748 TEMP.	9/15/2005	2	\$102.89	\$205.78
TRANS ALSN	29543434-0	SENSOR - SPEED B400	9/15/2005	1	\$181.50	\$181.50
TRANS ALSN	29501002-0	SENSOR - TEMP. INTERNAL	9/15/2005	1	\$25.40	\$25.40
TRANS ALSN	29507769-0	SENSOR - UFC	9/15/2005	2	\$180.77	\$361.54
TRANS ALSN	29511861-0	SENSOR ASSY - B500 TEMP	9/15/2005	4	\$175.00	\$700.00
TRANS ALSN	29522717-0	SOLENOID - B400/500	9/15/2005	1	\$107.83	\$107.83
TRANS ALSN	29536722-0	SOLENOID - B500 N/O B	9/15/2005	6	\$53.18	\$319.08
TRANS ALSN	29537371-0	SOLENOID - B500 N/C D	9/15/2005	6	\$55.60	\$333.60
TRANS ALSN	29507451-0	SOLENOID ASSY - B500	9/15/2005	4	\$44.13	\$176.52
TRANS ALSN	29516328-0	STANDOFF - TOWER TRANS.	9/15/2005	2	\$34.11	\$68.22
TRANS ALSN	29506652-0	SWITCH - RETARDER TEMP SE	9/15/2005	1	\$166.75	\$166.75
TRANS ALSN	29511308-0	SWITCH - TRANS RETARD 7 PSI -	9/15/2005	2	\$71.81	\$143.62
TRANS ZF	6029 205 593-0	CABLE - ZF TRANS JUNCTION	9/15/2005	2	\$230.05	\$460.10
TRANS ZF	4139303003-0	COVER - SPEED SENSOR ZF	9/15/2005	2	\$3.13	\$6.26
TRANS ZF	010601037-0	DIPSTICK - TRANS ZF	9/15/2005	2	\$45.48	\$90.96
TRANS ZF	02-38675-002-0	DIPSTICK - ZF 592 TRANS.	9/15/2005	5	\$45.00	\$225.00
TRANS ZF	0501208166-0	DIPSTICK - ZF TRANS	9/15/2005	3	\$34.10	\$102.30
TRANS ZF	4139330459-0	FLEXPLATE - 5HP590/S50	9/15/2005	5	\$88.79	\$443.95
TRANS ZF	4139347284-0	GASKET - TRANS COOLER	9/15/2005	7	\$1.10	\$7.70
TRANS ZF	4139230014-0	GEAR - RNG FLYWHL S-50 ZF	9/15/2005	1	\$877.28	\$877.28
TRANS ZF	4149206098-0	HARNESS- WIRING ZF 5HP590	11/15/2005	1	\$451.31	\$451.31
TRANS ZF	0634314016-0	O-RING - 40 X 3 ZF	9/15/2005	3	\$1.04	\$3.12
TRANS ZF	0634316159-0	O-RING - ZF TRANSMISSION	9/15/2005	5	\$3.41	\$17.05
TRANS ZF	0636302015-0	PLUG - TRAN 845	9/15/2005	5	\$4.15	\$20.75
TRANS ZF	4139203093-0	PLUG - ZF TRANSMISSION	9/15/2005	1	\$10.25	\$10.25
TRANS ZF	0750111181-0	SEAL - SHAFT ZF TRANS	9/15/2005	1	\$5.89	\$5.89
TRANS ZF	6029-199-002-0	SENDER - PRESSURE 24MM	9/15/2005	6	\$20.53	\$123.18
TRANS ZF	0501314432-0	SENSOR - TURBINE ZF592	9/15/2005	4	\$28.45	\$113.78
TRANS ZF	0501311289-0	SWITCH - OIL PRESSURE ZF	9/15/2005	6	\$88.44	\$530.64
TRANS ZF	0501311579-0	SWITCH - PRESSURE	9/15/2005	2	\$116.77	\$233.54
TRANS ZF	0501319200-0	VALVE - SOLENOID 5HP592	9/15/2005	3	\$211.37	\$634.11
TRANS ZF	0501319201-0	VALVE - SOLENOID ZF TRANS	9/15/2005	8	\$79.95	\$639.57
TRANS ZF	0501315338-0	VALVE - SOLENOID ZF590	9/15/2005	4	\$100.67	\$402.68
TRANS ZF	4149206088-0	VALVE - THROTTLE ZF	7/3/2007	0	\$490.76	\$0.00

LYNX Board Agenda

Class	Part ID-Suffix	Description	Date Created	Total Qty	Unit Cost	Total Acquisition Value
TRANS ZF	0501214166-0	VALVE, SOLENOID RETARDER ZF 5	10/19/2005	2	\$210.95	\$421.90
VIDEO SUV	801-1512-000-0	MIC - AGC	9/15/2005	0	\$70.00	\$0.00
VIDEO SUV	470-0001-000-0	MOUNT - BALL JOINT OCU	9/15/2005	3	\$59.20	\$177.59
WC LIFT	A133-0022-0	CHAIN - SLACK TRIP	9/15/2005	2	\$19.72	\$39.44
WC LIFT	114-0065-0	HINGE - MALE SPLASH SHLD	9/15/2005	2	\$8.68	\$17.36
WC LIFT	C273-0042-0	RAMP - HYD CYL ASSY	9/15/2005	2	\$1,009.00	\$2,018.00
WC LIFT	P413-2824-0	SCREW - 1/2 X 20 X 3 HEX	9/15/2005	7	\$3.88	\$27.16
WHEELS	53-26406-005-0	DRIVESHAFT - 1710	9/27/2005	2	\$460.83	\$921.66
WHEELS	82-90063-0	HOUSING - REAR AXLE LATE	9/15/2005	2	\$6,893.36	\$13,786.72
WHEELS	82-08151-005-0	SHAFT - AXLE L/H 10 HOLE	9/15/2005	3	\$583.10	\$1,749.30
WHEELS	82-04041-002-0	YOKE - DIFFER. GILLIG	9/15/2005	2	\$109.91	\$219.82
WIPER	A1232905AC-0	SOLENOID - WIPER CONTROL - 46	9/15/2005	3	\$55.50	\$166.50
WIPER	52-28-0	WIPER BLADE - 20 IN. R/H	9/15/2005	9	\$5.48	\$49.32
					Grand Total	\$143,369.40

Consent Agenda Item #6.C. ii

To: LYNX Board of Directors

From: Edward Johnson
INTERIM EXECUTIVE DIR
Rudolph Walter
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Miscellaneous
Ratification of a Contract Award to Barracuda Building Corporation for the Construction of Bus Shelter Pads and Installation of Shelters

Date: 11/10/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' ratification of a contract award to Barracuda Building Corporation for the construction of bus shelter pads and installation of shelters.

BACKGROUND:

At the May 26, 2010 Board of Directors meeting, the Board authorized the Chief Executive Officer (CEO) or designee to award the contract since this project is being funded by the American Recovery & Reinvestment Act (ARRA).

The RFP for the construction of bus shelter pads and installation of shelters was released on May 25, 2010 and proposals were due on June 4, 2010.

Three proposals were received from the following firms.

- Barracuda Building Corp.
- C & S Companies
- T & G Constructors

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

Cathy Cavins, ARRA Project Manager
Jeff Reine, Project Manager of Strategic Planning

Steve Robinson, Manager of Facility Maintenance

Rick Sparer from AECOM provided technical assistance to the members of the SEC.

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

- A. Price/Cost – (40 Points)
- B. Company Qualifications - (25 Points)
- C. Personnel & Experience - (18 Points)
- D. Methodology/Approach - (10 Points)
- E. Financial Qualifications - (7 Points)

On Monday, July 12, 2010 a letter requesting additional information was sent to each of the firms who submitted a proposal. The SEC met on Friday, July 16, 2010 to discuss the three responses. The meeting was publicly noticed and each firm was notified of the date and time of the meeting.

The results of the SEC rankings were as follows (based upon a maximum possible score of 300):

Vendor	Score	Ordinal
C & S Companies	243.5	1
Barracuda Building Corp	169.5	2
T & G Constructors	182.5	3

Following the July 16, 2010 SEC meeting, the Manager of Procurement and Contracts received a letter from Barracuda Construction Corp, stating they did not receive the letter dated July 12, 2010 requesting the additional information. The information requested included an implementation schedule, the number of crews, supervisors, and time frame to install various quantities of shelters, the type of equipment to be used and how multiple crews will be supervised between multiple locations.

On Tuesday, August 17, Barracuda Construction Corp was provided the questions and given the same amount of time to respond. The response was then forwarded to the members of the SEC. The members of the SEC had additional questions to be asked of all three firms.

On Thursday, September 2, 2010, a letter was sent to all three firms requesting additional information. Interviews were scheduled for Thursday, September 9, 2010 to discuss the response to the questions.

At the end of the interviews the results of the SEC rankings were as follows (based upon a maximum possible score of 300):

Vendor	Score	Ordinal
Barracuda Building Corp	246.5	1
C & S Companies	242	2
T & G Constructors	178.5	3

Based on the rankings above, the SEC recommended the award for this project be made to Barracuda Building Corp.

The term of the contract is for three (3) years with a minimum number of fifty (50) and a maximum number of four hundred and eighty shelters to be installed.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX had established a goal of 10.21% for this project. Barracuda’s proposal contained no DBE participation. Their proposal did contain documentation towards a good faith effort in obtaining DBE participation. LYNX staff is currently working with them to obtain DBE participation.

FISCAL IMPACT:

LYNX has included ARRA funding in the amount of \$5,076,886 and \$2,269,100 of Non-ARRA federal funds in the FY2011 Capital Budget for bus shelter construction and installation. The maximum estimated installation costs for this contract are \$2,040,000 for 340 Tolar style shelters and \$1,190,000 for 140 LYNX style shelters. The number and style of the shelters installed will be changed based on location constraints.

Consent Agenda Item #6.C. iii

To: LYNX Board of Directors

From: Edward Johnson
INTERIM EXECUTIVE DIR
Mike May
(Technical Contact)
Joyce Baldi
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name:
Authorization to Amend the Anti-Drug and Alcohol Misuse Prevention Program

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization to amend the Anti-Drug and Alcohol Misuse Prevention Program Policy to conform to the Federal Transit Administration's (FTA) final rule issued last month requiring that ecstasy be added to the list of drugs being tested.

BACKGROUND:

At the March 25, 2010 Board of Directors' meeting, LYNX Board adopted the newly amended drug and alcohol misuse and prevention program policy. The amended policy incorporated the testing of employees, the categories of pharmaceuticals and definitions for each and safety sensitive employees' disclosure on medically prescribed medications. The policy included all LYNX staff, both safety-sensitive and non-safety sensitive employees. Subsequent to the adoption of the policy, the Federal Transit Administration (FTA) notified LYNX that by combining the two types of personnel in the policy would result in confusion in whom, when and how employees may be tested for certain substances while at work. At the July 28, 2010 Board meeting, the Board approved the policy being separated into two policies.

The Federal Transit Administration (FTA) has again amended their regulations to add the chemical name for ecstasy as a substance that is tested and to update the levels required for positive test results. In order to be in compliance with the new regulation, the Board of Directors must approve the policy change that will go into effect immediately. The changes to the policy appear on page 14.

FISCAL IMPACT

There is no fiscal impact on this action taken by the Board of Directors.



Policy: Anti-drug and Alcohol Misuse
Prevention Program

Approved By:

Issuing Dept: Human Resources

Effective Date: November 10, 2010

Edward Johnson, Interim CEO

1. Policy

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

2. Purpose

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

3. Applicability

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

A safety-sensitive function is any duty related to the safe operation of mass transit service including the operation of a revenue service vehicle (whether or not the vehicle is in revenue service), dispatch, maintenance of a revenue service vehicle or equipment used in revenue service, security personnel who carry firearms, and any other employee who operates a non-revenue service vehicle, when required to be operated by a holder of a Commercial Driver's License. A list of safety-sensitive positions is attached.

4. Prohibited Substances

4.1 Illegally Used Controlled Substances or Drugs

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

4.2 Legal Drugs

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

However, the Medical Review Officer (MRO) may also medically disqualify an employee from performing safety-sensitive duties because of medication use. See Section 49



CFR 40.135(d). The use of hemp and marijuana products for medical use is considered a violation of this policy.

4.3 Alcohol

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

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

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

5. Prohibited Conduct

5.1 Manufacture, Trafficking, Possession and Use

As outlined in the Drug-Free Workplace Act of 1988, transit system employees are prohibited from engaging in the unlawful manufacture, distribution, dispensing, possession or use of prohibited substances on LYNX premises, in transit vehicles, in uniform or while on company business. Compliance with the Drug-Free Workplace Act of 1988 is required of all recipients of Federal funding and is a condition of employment for all LYNX employees to abide by its terms.

Employees who violate this provision will be discharged. Law enforcement shall be notified, as appropriate, where criminal activity is suspected.

5.2 Intoxication

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

5.3 Alcohol and Drug Use

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

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

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

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

5.4 Compliance with Testing Requirements

All safety-sensitive employees will be subject to urine drug testing and breath alcohol testing as a condition of employment. Any safety-sensitive employee who refuses to comply with a request for testing shall be immediately removed from duty, referred to a Substance Abuse Professional (SAP), and their employment terminated. Observed collections will be conducted as outlined in paragraph 6.1.

The following shall constitute a test refusal:

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

5.5 Voluntary Treatment Requirements

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



participate in the prescribed rehabilitation program. The provisions of this paragraph 5.5 apply to employees who voluntarily seek treatment prior to notification for a drug or alcohol test. Any employee with a positive test result will be subject to termination.

5.6 Notifying LYNX of Criminal Drug

Under the Drug-Free Workplace Act, all employees are required to notify LYNX of any criminal drug conviction or arrest within five (5) days after such conviction or arrest. Failure to comply with this provision shall result in disciplinary action up to and including termination of employment. LYNX will notify FTA of any employee criminal drug statute conviction within ten (10) days of notification of conviction.

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

Employees must notify LYNX within five (5) days of receiving the DWI/DUI. Any safety-sensitive employee who has been arrested for DWI/DUI will be suspended or may be re-assigned to a non-safety-sensitive position for a maximum period of ninety (90) days and will not be permitted to operate any LYNX vehicle, under any circumstances. If the employee's CDL is not reinstated at the end of ninety (90) days, he/she will be terminated.

5.8 Proper Application of the Policy

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

5.9 Confidentiality

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

Test results may only be disclosed with the employee's consent. The employee must sign an authorization to release information form anytime information is to be released

to the employee, a union representative, subsequent employers, or to any other third party designated by the employee.

LYNX may release reports and results when:

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

6. Testing Procedures

All safety-sensitive employees shall be subject to testing for pre-employment, reasonable suspicion, and following a post accident as defined in paragraphs 6.4, 6.5 and 6.6 of this policy.

All safety-sensitive employees who voluntarily submit to a rehabilitation program prior to testing positive on a drug or alcohol test will be tested prior to returning to duty following completion of the Substance Abuse Professional's recommended treatment program (see paragraph 9.4).

Those employees who perform safety-sensitive functions as defined in the list of safety-sensitive positions attachment to this policy shall also be subject to testing on a random, unannounced basis. Testing shall be conducted in a manner to assure a high degree of accuracy and reliability using techniques, equipment and laboratory facilities which have been approved by the U.S. Department of Health and Human Service (DHHS). All testing will be conducted consistent with the procedures put forth in 49 CFR Part 40, as amended.

The drugs that will be tested for include marijuana, cocaine, opiates, amphetamines and phencyclidine. An initial drug screen will be conducted on each urine specimen. For those specimens that are not negative, a confirmatory Gas Chromatography/Mass Spectrometry (GC/MS) test will be performed by a HHS-certified laboratory. The test will be considered positive if the amounts present are above the minimum thresholds established in 49 CFR Part 40, as amended. In instances where there is a reason to believe an employee is abusing a substance other than the five (5) drugs listed above, LYNX reserves the right to test for additional drugs under LYNX' own authority using standard laboratory testing protocols. This additional testing will not be conducted on any specimen collected using a DOT/FTA testing authority.

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

second test will be performed by the Breath Alcohol Technician (BAT). The confirmatory test will be performed using an NHTSA-approved evidential breath testing device (EBT) operated by a trained Breath Alcohol Technician (BAT).

6.1 Observed Collections

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

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

6.2 Breath Alcohol Testing

Breath alcohol testing will be conducted utilizing a National Highway Traffic Safety Administration (NHTSA) approved evidential breath-testing device (EBT) operated by a Trained Breath Alcohol Technician (BAT). All breath alcohol test results will be reported only by an Medical Review Officer or Breath Alcohol Technician to the Designated Employer Representative. If the initial test indicates a breath alcohol concentration of 0.02 or greater, a second test will be performed to confirm the results of the initial test. A safety-sensitive who has a confirmatory breath alcohol test result of 0.02 or greater will be immediately removed from duty. Under LYNX policy, a safety-sensitive employee with a confirmatory breath alcohol test result with a concentration of .02 or greater, but



less than .04, will be immediately removed without pay for the remainder of their shift, or for a minimum of eight (8) hours whichever is greater. A confirmatory breath alcohol test result of 0.04 or greater will be considered a positive alcohol test result and a violation of this policy and federal requirements in 49 CFR Part 655.

6.3 Employee Requested Testing

Any safety-sensitive employee who questions the results of a verified positive required drug test or refusal to test because of adulteration or substitution under paragraphs 6.4 and 6.5 - 6.10 of this policy, may request that the split sample be tested. This test must be conducted on a split sample that was provided by the employee at the same time as the original sample. LYNX will seek to reimburse the employee for all costs of such testing unless the result of the split sample test invalidates the result of the original test. The method of collecting, storing, and testing the split sample will be consistent with the procedures set forth in 49 CFR Part 40, as amended. The employee's request for a split sample test must be made to the Medical Review Officer within seventy-two (72) hours of notice of the original sample verified test result. Requests after seventy-two (72) hours will only be accepted if the delay was due to documentable facts that were beyond the control of the employee.

6.4 Pre-Employment Testing

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

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

When a covered employee transferring into a safety-sensitive position has previously failed or refused a pre-employment drug test administered under this part, the employee must provide LYNX with proof of having successfully completed a referral, evaluation and treatment plan as described in 49 CFR Part 40 Section 655.62.

All safety-sensitive employees who have not performed a safety-sensitive function for ninety (90) or more consecutive calendar days, regardless of the reason, AND HAVE BEEN OUT OF THE RANDOM TESTING POOL DURING THAT TIME PERIOD, must successfully pass a pre-employment drug/alcohol test. If the safety-sensitive employee receives a confirmed positive pre-employment drug and/or alcohol test, the employee will be discharged.

6.5 Reasonable Suspicion Testing

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

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

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

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

6.6 Post-Accident Testing

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

- An individual dies (fatality);

- An individual suffers bodily injury and immediately receives medical treatment away from the scene of the accident;
- Mass transit vehicle involved is a bus, electric bus, van or automobile; one or more vehicles, including non-FTA-funded vehicles, incur disabling damage as the result of the accident and the vehicle or vehicles are towed from the scene by a tow truck or other vehicle; and
- Mass transit vehicle involved is a rail car, trolley car, trolley bus, or vessel, the mass transit vehicle is removed from operations.

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

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

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

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

Employees must remain readily available for testing after an accident. Failure to remain readily available is a refusal.

6.7 Random Testing



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

6.8 Return-to-Duty Testing

All safety-sensitive employees who previously voluntarily entered into a rehabilitation program as set forth in paragraph 5.5 must test negative on a drug or alcohol test (below 0.02 for alcohol) on a return-to-duty test and be evaluated and released to duty by the Substance Abuse Professional before returning to work. Testing in this paragraph 6.8 is conducted by LYNX using non-DOT testing forms.

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

6.9 Follow-Up Testing

Safety-sensitive employees who previously voluntarily entered into a prescribed rehabilitation program will be required to undergo frequent, unannounced urine and/or breath testing following their return to duty. Testing in this paragraph 6.9 is conducted by LYNX using non-DOT testing forms. Testing positive on a follow-up test is an automatic termination.

6.10 Follow-Up Testing For Second Chance Agreements

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

6.11 Observed Urine Collection

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

6.12 Dilute Negative Policy

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

6.13 Shy Bladder

If a safety-sensitive employee cannot provide a sufficient urine specimen (Section 40.193(b) the collector must do the following: Urge the employee to drink up to forty (40) ounces of fluid, distributed reasonably through a period of up to three (3) hours, or until the individual has provided a sufficient urine specimen, whichever occurs first. If the employee refuses to drink fluids, this is not considered a refusal to take a drug test. The employee must be told the time at which the three (3) hour period begins and ends.

6.14 Workers’ Compensation

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

7. Disciplinary Consequences for Positive Alcohol Test Results:

A confirmed Breath Alcohol Content (BAC) of 0.02 or greater, but less than 0.04, the employee will be immediately removed from his/her safety-sensitive duties. The employee will remain off duty until their next scheduled duty period, but not less than eight (8) hours following the administration of the test. Under LYNX authority, prior to returning to duty, the employee will be retested for alcohol. The breath alcohol concentration must be less than 0.02 before the employee may return to duty. Should the employee test 0.02 or more on the return-to-duty test, the employee may be given a Second Chance Agreement as outlined in paragraph 8.0.

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



7.1 Disciplinary Consequences for a Positive Test for Prohibited Drugs:

Prohibited drugs are marijuana, cocaine, opiates, alcohol, phencyclidine, **MDMA**, and amphetamines. Based on LYNX Policy, the following disciplinary action applies:

Cocaine, opiates, phencyclidine and amphetamines – immediate termination

Marijuana – A onetime second chance agreement

Alcohol – A onetime second chance agreement

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

What are the cutoff concentrations for drug tests?

As a laboratory, you must use the cutoff concentrations displayed in the following table for initial and confirmatory drug tests. All cutoff concentrations are expressed in nanograms per milliliter (ng/mL). The table follows:

Initial test analyte	Initial test cutoff concentration	Confirmatory test analyte	Confirmatory test cutoff concentration
Marijuana metabolites	50 ng/mL	THCA ¹	15 ng/mL.
Cocaine metabolites	150 ng/mL	Benzoylcegonine	100 ng/mL.
Opiate metabolites			
Codeine/Morphine ²	2000 ng/mL	Codeine	2000 ng/mL.
		Morphine	2000 ng/mL.
6–Acetylmorphine	10 ng/mL	6–Acetylmorphine	10 ng/mL.
Phencyclidine	25 ng/mL	Phencyclidine	25 ng/mL.
Amphetamines ³			
AMP/MAMP ⁴	500 ng/mL	Amphetamine	250 ng/mL.
		Methamphetamine ⁵	250 ng/mL.
MDMA⁶	500 ng/mL	MDMA	250 ng/mL.
		MDA⁷	250 ng/mL.
		MDEA⁸	250 ng/mL

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

²Morphine is the target analyte for codeine/morphine testing.

³Either a single initial test kit or multiple initial test kits may be used provided the single test kit detects each target analyte independently at the specified cutoff.

⁴Methamphetamine is the target analyte for amphetamine/methamphetamine testing.

⁵To be reported positive for methamphetamine, a specimen must also contain amphetamine at a concentration equal to or greater than 100 ng/mL.

⁶Methylenedioxymethamphetamine (MDMA).

⁷Methylenedioxyamphetamine (MDA).

⁸Methylenedioxyethylamphetamine (MDEA).

7.2 Information Disclosure

Pre-Employment

To be considered for employment, all applicants will be asked to give consent to LYNX for a background check of their previous DOT covered employer(s) over the past two (2) years as defined by 49 CFR 40.25. Information requested will include:

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

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

Retention and Release

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

- To a third party only as directed by specific, written instruction of the employee;
- To the decision-maker in a lawsuit, grievance, or other proceeding initiated by or on the behalf of the employee tested;
- To a subsequent employer upon receipt of a written request from the employee;
- Information obtained from previous employers of a drug and alcohol rule violation to the National Transportation Safety Board during an accident investigation;
- To the DOT or any DOT agency with regulatory authority over the employer.

If a party seeks a court order to release a specimen or part of a specimen contrary to

any provision of Part 40, necessary legal steps will be taken by LYNX to contest the issuance of the order.

8. Re-Entry Contract

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

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

9. Prescriptions and Over-The-Counter Medication

9.1 Prescribed Drugs

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

9.2 Over-The-Counter Medications

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

9.3 Employee Assistance Program (EAP)



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

9.4 A Substance Abuse Professional (SAP)

A Substance Abuse Professional (SAP) evaluates employees who have violated a DOT drug and alcohol program regulation, makes recommendations concerning education, and offers employees free, confidential help for managing a variety of life's problems. This service is confidential and available twenty-four (24) hours a day, seven (7) days a week.

9.5 Employee and Supervisor Training

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

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

LYNX SAFETY-SENSITIVE POSITIONS

Transportation

Deputy Chief of Operations - Transportation
Manager of Transportation
Superintendent of Transportation
Assistant Superintendent
Administrative Supervisor
Bus Operators
Dispatchers/Radio Supervisors
Street Supervisors
Supervisor of Training

Maintenance

Deputy Chief of Operations - Maintenance



Manager of Facilities Maintenance
Manager of Maintenance
Road Rangers
Supervisor of Maintenance
Supervisor of Body Shop
Supervisor of Service Island
Supervisor of Facilities Maintenance
Supervisor of Training
Body Shop Technicians
Technician A
Technician B
Technician C
Tech C Electronics
Service Island Attendants

10. System Contact

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

Program Manager:

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

Medical Review Officer:

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

Random Testing:

Name: Solantic/WORC
Contact: Mandy Geissbuhler
MRO: Dr. Jock Sneddon
Address: 7751 Kingspointe PKWY, Suite 114



Orlando, FL 32819
Phone: 407-581-9672
Fax: 407-581-9673

Employee Assistance Program:

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

Substance Abuse Professional:

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

11. Alcohol Fact Sheet

Alcohol is a potentially harmful depressant of the central nervous system. There are three (3) basic types of alcoholic drinks: beer, wine and hard liquor. All three (3) forms of alcohol have the same potential for intoxication and addiction.

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

The Annual Toll

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

How does substance use and abuse threaten jobs?

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

Even if drug use is outside the workplace, it can affect job performance. Substance abusers are ten (10) times more likely to miss work, more likely to be involved in on-the-job accidents and are less productive. And while they aren't working or carrying their workload, someone else has to pick up the slack.

Treatment Options

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

11.1 Drug Fact Sheet

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

11.2 Amphetamines

Although widely prescribed at one time for weight reduction and mood elevation, the legal use of amphetamines is now limited to a very narrow range of medical conditions. Most amphetamines that are abused are illegally manufactured in foreign countries and smuggled into the United States or clandestinely manufactured in crude laboratories. Color ranges from white, off-white, grey, yellow, and pink. It is usually sold by weight, in small rectangular wraps of paper. It is a sour-tasting, water soluble powder. Methylphenidate is related to amphetamines (though not strictly an amphetamine and is packaged in aluminum foil wraps or sealable plastic bags). Methamphetamine may be

taken orally, injected, or snorted into the nose. Trade/street names include Biphphetamine, Delcobese, Desotyn, Detedrine, Chetrol, Ritalin, Speed, Meth, Crank, Crystal, Monster, Black Beauties, and Rits.

Health Effects

Amphetamines are stimulant drugs that work on the central nervous system. They start working within fifteen (15) minutes (faster if injected or smoked.) They cause an increase in heart rate and blood pressure. They make the user feel more alert, confident and give a sense of increased energy. They reduce the desire for sleep and suppress the appetite. They can cause tension in the muscles, and cause tightness of the jaw, which leads some people to grind their teeth and chew constantly. Users tend to talk a lot, and pupils may become dilated.

11.3 Cocaine

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

Health Effects

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

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

11.4 Heroin

Heroin is a synthetic opiate drug that is highly addictive. It is made from morphine, a naturally occurring substance extracted from the seed pod of the Asian opium poppy plant. Heroin usually appears as a white or brown powder or as a black sticky substance, known as “black tar heroin.”

Heroin enters the brain, where it is converted to morphine and binds to receptors known as opioid receptors. These receptors are located in many areas of the brain (and in the body), especially those involved in the perception of pain and in reward. Opioid

receptors are also located in the brain stem—important for automatic processes critical for life, such as breathing, blood pressure, and arousal. Heroin overdoses frequently involve a suppression of respiration.

Health Effects

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

11.5 Marijuana

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

Health Effects

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

11.6 Phencyclidine (PCP)

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



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

Health Effects

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

Employee Receipt of Anti-Drug and Alcohol Policy

Attached is a copy of the Drug and Alcohol Policy, dated March 26, 2010. Your signature below certifies that you have received a copy of the policy. Please sign and return this form to Human Resources. Please contact William Zielonka or your immediate supervisor if you have any questions.

Name: _____ Date: _____

ID Number: _____ Job title: _____



FTA Drug and Alcohol Testing Program

COLLECTION SITE CHECKLIST

System Name _____

Collection Site _____

Date _____

DRUG TESTING PROCEDURES

Specimen Collection:

1. Does the collection site(s) meet the Department of Transportation requirements published in 49 CFR Part 40, Procedures for Transportation Workplace Drug and Alcohol Testing Programs?

2. Does the collection site check the donor's ID? _____ Does the collection site have a procedure in place to confirm donor identity when no ID is presented (i.e., supervisor attests to identity)? ___ Yes ___ No

Does the collection site:

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



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

Employee Name _____ Date _____
Division Name _____


() **FATAL ACCIDENT:** DOT Drug and Alcohol tests are automatically required and are mandatory. Under any circumstance in which an individual dies from a revenue vehicle accident, if any other employee could have contributed to the accident, they must be tested as well.

Drug test determination check-off list for other than fatal accidents.

ENTER "Y" (yes) or "N" (no)

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

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

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

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

Fatal and Non-Fatal accident

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

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

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

-If you **CANNOT** discount the employee as a contributing factor to the accident **AND** you answered "**YES**" to (A) or (B) above then **YOU MUST TEST**

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

If yes, test that employee as well



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

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

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

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

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

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

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

- (1) The employee is claiming injury and is putting in a claim for (workers compensation)
- (2) Your client contract requires you to test for any accident that an employee (driver) is involved in

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

Please check the appropriate authority for test:

FTA Authority (DOT)_____

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

Notes: _____

Supervisor:_____ Time of accident:_____

Consent Agenda Item #6.C. iv

To:	LYNX Board of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER Rudolph Walter (Technical Contact) Belinda Balleras (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Miscellaneous Authorization to File Grant Applications with the Florida Department of Transportation (FDOT) for FY 2012 Rural Transportation Services and FY 2011/FY 2012 Job Access Reverse Commute (JARC) and New Freedom Program (NFP)
Date:	11/10/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Interim Chief Executive Officer (CEO) or designee to submit a number of grant applications to the Florida Department of Transportation (FDOT) and authorize the Chairman to execute Resolution #10-005 for Federal Transit Administration (FTA) funds attributable to the large urbanized area of Orlando, the small urbanized area of Kissimmee, and non-urbanized areas. The applications are due on December 17, 2010.

Grant applications will be submitted to FDOT for \$600,000 of Section 5311 Non-urbanized Area Formula Program funds; \$1.6 million of Section 5316 Job Access and Reverse Commute (JARC) Program funds; and \$1.3 million of Section 5317 New Freedom Program (NFP) funds. Since projects to be funded under the JARC and NFP programs must be competitively selected, any amounts to be awarded to LYNX may vary from the initial funding requests submitted by LYNX.

BACKGROUND:

As the designated recipient of FTA funds for rural and small urbanized areas, FDOT is soliciting applications under each of the following funding programs:

Non-urbanized Area Program – Section 5311

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

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

The Federal rural operating assistance of approximately \$600,000 will offset some of the operating costs in FY2012 and the balance of the rural services transportation will be funded through farebox revenues, local funding contributions and other directly generated revenues. Once authorized, the funds programmed by FDOT in July 2011 will be included in the FY2012 operating budget.

Job Access and Reverse Commute Program (JARC) – Section 5316

The JARC program provides funding for projects that assist welfare recipients and eligible low-income individuals in accessing jobs and other employment-related activities, as well as reverse commute projects transporting those in urban and rural areas to suburban employment opportunities.

The Section 5316 JARC rural and small urbanized area funds are apportioned annually by FTA to FDOT as the designated recipient. FDOT in turn sub-allocates the JARC funds from the statewide Federal apportionments to the Districts for competitive selection of projects. JARC funds can be used for operating or capital expenses.

The Section 5316 JARC funds for large urbanized areas, such as Orlando, are apportioned annually by FTA to agencies designated to receive the funds. LYNX is the designated recipient for Orlando urbanized area funds. FDOT has agreed to perform the competitive selection process for these funds.

New Freedom Program (NFP) – Section 5317

The NFP provides funding for new public transportation services and service alternatives beyond those required by the Americans with Disabilities Act of 1991 (ADA) which assist individuals with disabilities to and from employment sites and other destinations that allow them full participation in community life.

The Section 5317 NFP rural and small urbanized area funds are apportioned annually by FTA to FDOT, as the designated recipient. FDOT in turn sub-allocates the NFP funds from the statewide Federal apportionment to the Districts for competitive selection of projects. NFP funds may be used for capital or operating expenses.

LYNX is the designated recipient for the NFP funds apportioned annually by FTA to the large urbanized area of Orlando. FDOT has agreed to perform the competitive selection process for these funds.

FISCAL IMPACT:

Under the Section 5311 Non-urbanized Area Program it is estimated that approximately \$600,000 of Federal funds for rural operating assistance may be available in FY2011. Grant funds will be obligated after July 2011 under a Joint Participation Agreement (JPA) with FDOT.

Under Section 5316 Job Access and Reverse Commute Program and the Section 5317 New Freedom Program, FDOT's final award announcement is anticipated sometime in early 2011 and funding will be included in the FY2011 State Work Program. LYNX will apply for approximately \$825,000 in JARC funds and \$800,000 in NFP funds for small urbanized and rural areas; and approximately \$775,000 in JARC funds and \$500,000 in NFP funds for the large urbanized area of Orlando.

Because all JARC and NFP funded projects must go through the competitive selection process, actual funding will be determined based upon FDOT's project selections and award notification. The projects selected by FDOT will be included in the LYNX' FY2013 capital and operating budgets.

CFRTA RESOLUTION 10-005

A RESOLUTION OF THE CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY; AUTHORIZATION FOR THE INTERIM CHIEF EXECUTIVE OFFICER (CEO) TO SUBMIT GRANT APPLICATIONS WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FOR FY 2012 RURAL OPERATING ASSISTANCE AND FY 2011 and FY 2012 JOB ACCESS REVERSE COMMUTE (JARC) AND NEW FREEDOM PROGRAM (NFP) PROJECTS

WHEREAS, LYNX has completed a Transportation Development Plan (TDP) for FY 2011-2020, which has been adopted by the Board and submitted to FDOT in June 2010, and the projects identified in the TDP are consistent with METROPLAN Orlando's Year 2030 Long Range Plan and five-year Transportation Improvement Program (TIP).

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

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

NOW THEREFORE, BE IT RESOLVED THAT:

1. The BOARD has the authority to authorize the execution of the Joint Participation Agreements to be issued by FDOT in FY 2011 and subsequent fiscal years.
2. The BOARD authorizes the Chief Executive Officer (CEO) to execute the Joint Participation Agreements with the Florida Department of Transportation for operating assistance for rural transportation services and JARC/NFP projects in the amounts to be awarded by FDOT and included in the state Work Program.
3. That the above authorizations shall be continuing in nature until revoked by the Chairman of the Governing Board.

APPROVED AND ADOPTED this 10th day of November 2010, by the Governing Board of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Chairman

Attest:

Assistant Secretary

Consent Agenda Item #6.C. v

To: LYNX Board of Directors

From: Edward Johnson
INTERIM EXECUTIVE DIR
Deborah Henderson
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Miscellaneous
Board of Directors 2011 Meeting Dates

Date: 11/10/2010

ACTION REQUESTED:

Staff is requesting the Board of Directors approval on the following proposed meetings dates for 2011:

January 27, 2011
March 24, 2011
May 26, 2011
July 28, 2011
September 22, 2011
November 10, 2011

Action Agenda Item #7.A

To:	LYNX Board of Directors
From:	Edward Johnson INTERIM EXECUTIVE DIR Deborah Henderson (Technical Contact)
Phone:	407.841.2279 ext: 6058
Item Name:	Ratification of the Employment Agreement with the Chief Executive Officer, John M. Lewis, Jr.
Date:	11/10/2010

ACTION REQUESTED:

Staff is requesting ratification of the Employment Agreement with John M. Lewis, Jr. to serve as Chief Executive Officer (CEO) having a term of three (3) years with an annual renewal thereafter. The Chairman is prepared to execute said Agreement upon approval by the Board.

BACKGROUND:

On July 1, 2010, the LYNX Board of Directors accepted the early resignation of Ms. Linda Watson as Chief Executive Officer, to be effective July 31, 2010. At that same meeting, the Board directed LYNX' General Counsel to undertake a search for a replacement CEO and to engage a search firm, a similar process that was conducted in 2004.

The Chief Executive Officer (CEO) Profile was provided to the Board of Directors at its July 1st meeting and subsequently revised to incorporate comments from one or more of the Board Members or their staff.

The Board authorized Legal Counsel, after consulting with the Board Chairman, to select a search firm. A search firm was selected with the concurrence of the Board Chairman. The firm was then engaged and the CEO's compensation structure was negotiated with the firm. The search firm conducted its search based on the Chief Executive Officer Profile.

During the first week of September, the firm presented 5 candidates for interviews by LYNX. The 5 candidates came to Orlando to be interviewed.

After the initial interviews, 3 candidates were asked to return for final interviews. As was done for the CEO search in 2004, final interviews took place on October 14, 2010 in a public meeting

of the Board of Directors and concluded with a candidate selection with that preferred candidate being Mr. John M. Lewis..

The Board of Directors authorized the Chairman to negotiate the terms of an Employment Agreement with Mr. Lewis, subject to subsequent ratification by the Board.

FISCAL IMPACT:

LYNX staff has included funds in the FY2011 Operating Budget to support the Chief Executive Officer's (CEO) salary and benefits as follows:

Compensation	Amount
Base Salary	\$ 169,000
Deferred Compensation	16,900
Car Allowance	<u>6,000</u>
Total Compensation Package	<u>\$ 191,900</u>
Reimbursements:	
Relocation and up to 7 months temporary housing expenses, at a not-to-exceed amount of \$25,000.	

LYNX

EMPLOYMENT AGREEMENT (Chief Executive Officer)

This Employment Agreement (the "**Agreement**") made and entered into on October ____, 2010 by and between the **CENTRAL FLORIDA REGIONAL TRANSIT AUTHORITY** (hereafter referred to as "**LYNX**") and **JOHN M. LEWIS, JR.** (hereafter referred to as "**Employee**" or "**Lewis**").

RECITALS:

A. The Board of Directors of LYNX is authorized pursuant to Part II, Chapter 343, Florida Statutes to enter into contracts and to appoint and fix the salary of the Chief Executive Officer.

B. Lewis desires to be appointed as Chief Executive Officer ("**CEO**") of LYNX and the Board of Directors has made this appointment.

Therefore, in consideration of the terms and conditions of this Agreement, the parties agree as follows:

Section 1: Duties and Responsibilities

(a) LYNX agrees to employ the Employee as Chief Executive Officer and the Employee hereby accepts such employment upon the terms and conditions set forth in this Agreement.

(b) Employee agrees to perform, in good faith, the, duties and responsibilities of Chief Executive Officer. Employee shall maintain his/her office at the headquarters of LYNX and shall have general supervision and management of the affairs of LYNX under the direction of the Board of Directors. The Employee shall carry out the duties and responsibilities contained in the current Job Description for Chief Executive Officer as the same may be revised from time to time by the Board of Directors. The current Job Description is attached as **Exhibit "A"**.

Section 2: Conditions of Employment

Employee shall devote his/her full time, energies, interest and abilities to the performance of the duties and responsibilities of Chief Executive Officer and shall not engage in any activities that conflict with, or interfere with, the performance of the Employee under this Agreement.

Section 3: Term of Employment

Subject to the provisions for termination set forth in **Section 5** of this Agreement, the term of Employee's employment shall begin no later than December 1, 2010, and shall continue for a period of approximately three (3) years until September 30, 2013. Thereafter, unless either party terminates this Agreement by giving ninety (90) days written notice prior to the end of the

then existing term or renewal term, and subject to the further provisions of this Agreement, this Agreement shall be automatically renewed each year thereafter for one (1) year periods without action by either party. This Agreement may also be extended at any time during its term by mutual written agreement of LYNX and Employee.

Section 4: Compensation

(a) As compensation to Employee for the services rendered to LYNX during the term of this Agreement. Employee shall be paid a base salary at an annual rate of not less than \$169,000.00, payable in accordance with LYNX's regular payroll procedures.

(b) During the term of this Agreement, the Employee's performance shall be reviewed on an annual basis as provided in **Section 8** below, and, in connection with said review, the Board of Directors may, in its discretion, increase (but not decrease) the then existing base salary. To the extent the Board of Directors approves any increase in base salary, the first such increase shall take place the first pay period in October, 2011, and subsequent increases (subject to approval by the Board of Directors) shall take place on an annual basis thereafter. Employee understands that there is no guarantee or pre-agreement with respect to any salary adjustments and, further, that LYNX at the present time does not award cash bonuses to its employees.

Section 5: Termination/ Suspension

(a) This Agreement may be terminated:

(i) by mutual agreement of Employee and LYNX, and upon such terms and conditions as agreed to in writing by Employee and LYNX;

(ii) by the adoption of a resolution approved by the affirmative vote of a majority of the Board of Directors for removal of Employee as Chief Executive Officer for any reason, which may include as a reason that the annual review under **Section 8(b)** by the Board of Directors finds that the performance by the Employee as Chief Executive Officer is unsatisfactory;

(iii) by resignation of Employee, provided Employee shall have provided ninety (90) days written notice unless the parties otherwise agree in writing;

(iv) by LYNX if Employee is unable to perform his/her duties and responsibilities because of sickness, accident, injury, mental incapacity, or health for a period of three (3) successive months; or

(v) by death of the Employee.

(b) LYNX may suspend the Employee with full pay and benefits by the adoption of a resolution setting forth the reasons for the suspension approved by the affirmative vote of a majority of the Board of Directors for the suspension of Employee as Chief Executive Officer.

(c) Notwithstanding the foregoing, nothing in this Agreement shall limit the rights and remedies the parties may otherwise have in the event of a breach of this Agreement by the other party not cured within thirty (30) days after the date of notice of such breach.

Section 6: Compensation after Termination

(a) If this Agreement is terminated under **Section 5(a)(ii)** by the adoption of a resolution and the grounds for Employee's termination are "for cause," LYNX shall have no further obligation under this Agreement, and said termination shall be effective as set forth in said resolution. "For cause" is defined to include the following:

(i) Employee's willful, deliberate and intentional breach of duties, obligations or policies of LYNX;

(ii) Employee's continued neglect of duties or obligations required of the Chief Executive Officer after written notice of same;

(iii) Employee's continued violation of LYNX's written rules and policies (including any codes of conduct, employee handbooks, etc.) after written notice of same;

(iv) Employee's commission of any criminal act amounting to a felony or any act of moral turpitude while employed as Chief Executive Officer of LYNX;

(v) Employee's deliberate commission of an illegal act in his/her public or private capacity involving theft, fraud, misappropriation or embezzlement of funds;

(vi) Employee's engagement in acts which would constitute grounds for immediate dismissal of any employee by LYNX under LYNX policies, now existing or as may be subsequently enacted.

(b) If the grounds for Employee's termination under **Section 5(a)(ii)** are other than those set forth in the preceding **Section 6(a)**, LYNX shall retain the Employee in a consulting capacity for a period equal to (i) three (3) months, or (ii) the period remaining for the existing term of this Agreement, whichever is less, at a compensation arrangement equal to the then base salary payable to the Employee, or, upon agreement of both parties, pay the entire amount (based solely on base salary) for said period in a lump sum, **provided, however,** that compensation paid by LYNX to Employee shall be reduced by an amount equal to the amount received by Employee from another party for services rendered during the time in which termination pay is required.

(c) If this Agreement is terminated under **Section 5(a)(iii)** by Employee's resignation, LYNX shall have no obligations under this Agreement other than providing such benefits to Employee as other employees of LYNX would be entitled to upon resignation.

(d) If this Agreement is terminated under **Section 5(a)(iv)** by Employee's disability or **Section 5(a)(v)** by death of Employee, LYNX shall provide the same benefits as LYNX provides to its other senior management personnel.

Section 7: Other Conditions of Employment

(a) Employee shall be entitled to and receive the conditions of employment which are available generally to other employees of LYNX, including, without limitation, hospital, surgical, medical, dental, or other group health insurance, life and disability benefits, holidays,

sick leave, vacation, travel insurance, and participation in LYNX's pension or retirement program (but in the case of the pension and retirement program, subject to the further provisions of said paragraph (b) below).

(b) LYNX shall establish for the Employee a separate plan into which LYNX shall deposit annually (with periodic payments over the term of the year) an amount equal to ten percent (10%) of the Employee's base salary from time to time under **Section 4(a)**. This plan will be in the nature of deferred compensation for the Employee, and the Employee and LYNX will work together regarding the establishment of that plan. The Employee has elected this arrangement and, as such, the Employee has elected not to participate in any other retirement, pension or deferred compensation plan provided by LYNX to its employees and for which LYNX makes a contribution. Thus, for example, LYNX currently provides for its administrative employees a money purchase plan for which LYNX currently contributes at this time twelve percent (12%) of compensation; Employee has expressly elected not to participate in this plan. LYNX has also established for its employees a deferred compensation plan into which employees may contribute, all in accordance with applicable law; as LYNX does not match employee contributions under this plan, the Employee may participate in this plan and contribute from his salary, but LYNX is under no obligation to match any such contributions. Thus, other than this ten percent (10%) contribution provided by LYNX, LYNX will not be under any obligation whatsoever to make any contributions to any other plan for or in behalf of the Employee. In the event applicable law limits the amount to which LYNX can contribute to this plan to less than said ten percent (10%), then, in that event, LYNX will, unless otherwise agreed in writing between the Employee and LYNX, contribute whatever the maximum amount may be to said plan and the difference between said maximum contribution and what a ten percent (10%) contribution would be, shall be paid and/or made available to the Employee in a form to be agreed upon between LYNX and the Employee, such as a bonus or other form of credit to the Employee, as permitted by law. If said difference is paid to the Employee, it will not be considered base compensation for any purpose, including, for example, calculating the ten percent (10%) as set forth in this subparagraph.

(c) Employee will comply with all rules and policies of LYNX as in existence from time to time, as well as with all other laws and regulations applicable to LYNX and its business, including federal, state and local laws and statutes.

Section 8: Performance Standards and Evaluation

The Board of Directors shall review and evaluate the performance of the Employee at least once annually based upon criteria developed by the Board of Directors in consultation with the Employee. In that regard, the Employee will do a "self evaluation" and attached hereto as **Exhibit "B"** is a form that has been used by LYNX in the past for the CEO to complete as a comment on those topics. Employee will be asked to complete a self evaluation using such form or a similar one requested by the Board of Directors in regard to the annual review. The first such evaluation shall be conducted prior to October 1, 2011 and subsequent evaluations shall be conducted annually thereafter. The Board of Directors in conjunction with said evaluation, may, in its discretion, increase (but not decrease) the base salary of the Employee, and may determine whether or not the performance by the Employee is satisfactory or unsatisfactory.

Section 9: Expenses

(a) LYNX shall reimburse Employee for reasonable and necessary business expenses of the Employee incurred in the performance of the duties and responsibilities set out in this Agreement upon presentation, in accordance with LYNX's normal practice, of reasonably detailed statements of expenses for which reimbursement is claimed.

(b) LYNX shall pay dues, memberships, and associated expenses for the Employee's involvement in organizations or for professional development related to the performance of his/her duties, in accordance with LYNX's normal practice and upon presentation of a reasonably detailed statement of said expenses for which reimbursement is claimed. The payment of such expenses is a general benefit to LYNX, serves the best interests of LYNX, and shall not be considered as compensation to Employee.

(c) LYNX shall pay Employee \$500.00 per month for the incidental use of his/her personal vehicle for business purposes in lieu of providing Employee exclusive use of an automobile for business and personal use or routine mileage reimbursement (with said \$500.00 per month to be allocated and paid on a pro rata basis for each pay period). If the Employee should use his/her personal automobile for travel to points outside the LYNX service area, then the Employee shall be entitled to seek a reimbursement from LYNX for said automobile use on the same basis and on the same standard terms as are provided by LYNX to its other employees for such travel; **provided, however** that for distance purposes, there shall be deducted from said distance the amount of thirty (30) miles (in both directions). Thus, for example, if the Employee should use his/her personal automobile for a distance traveled of one hundred (100) miles (each way) to a point outside the LYNX service area, then the amount of the reimbursement shall be based on seventy (70) miles each way (i.e., total mileage of 200 miles less 60 miles (30 miles each way)) for a total of 140 miles. The Employee may, at his/her option, elect to have the use of a LYNX automobile, in which case, the foregoing reimbursement would no longer apply.

(d) LYNX will, subject to the monetary limitation hereinafter set forth, reimburse the Employee for his actual, reasonable out-of-pocket costs for (i) initially relocating to the Orlando area which would include moving of household goods and personal relocation of the Employee, and (ii) temporary housing in the Orlando area for the Employee up to a total of seven (7) months, all of which foregoing is subject to prior approval for expenses exceeding \$1,000.00 (e.g., obtaining three bids from a mover for the household goods) and appropriate receipts. The maximum amount under the foregoing sentence will not exceed in the aggregate \$25,000.00. If the Employee uses a total of seven (7) months temporary housing in the Orlando area, and at the end of said time, has been unable to relocate his family (including household goods) to Orlando, then the Employee may request of LYNX an extension of said seven (7) months housing allowance, but only if there still remains within the foregoing \$25,000.00 amount adequate funds under clause (i) above and, further, any said extension is subject to the approval by the LYNX Board of Directors. In addition, prior to relocating to the Orlando area, LYNX will reimburse the Employee for at least one trip to Orlando before employment commences and additional trips if requested by LYNX, which trip may include the Employee's spouse and which cost will not be included in the limitation under the foregoing sentence. If this Agreement is terminated voluntarily by the Employee by resignation prior to October 1, 2011, the Employee shall reimburse LYNX for all said actual relocation expenses.

Section 10: Other Terms and Conditions

(a) Any notice to LYNX under this Agreement shall be furnished in writing by Employee to the LYNX Chairman of the Board, at his/her official mailing address. Any notice to Employee under this Agreement shall be furnished in writing by LYNX to the home address of Employee. Any notices required or permitted to be given under this Agreement shall be sufficient if in writing and sent by registered or certified mail to the party entitled to such notice, provided that either party, may at its discretion, waive formality of notice by registered or certified mail, and accept notice by personal delivery or any other means.

(b) This Agreement cannot be changed or terminated orally and may be modified only by a written agreement executed by both parties.

(c) This Agreement is personal to Employee and cannot be assigned to any other person.

(d) This Agreement shall be binding upon and inure to the benefit of the Employee's executors and heirs.

(e) The waiver by LYNX of a breach of any provision of this Agreement by Employee shall not operate or be construed as a waiver of a subsequent breach by employee. Likewise, the waiver by Employee of a breach of any provision of this Agreement by LYNX shall not operate or be construed as a waiver of a subsequent breach by LYNX.

(f) If any provision of this Agreement is held to be valid, void or unenforceable, the remaining provisions shall, nevertheless, continue in full force and effect without being impaired or invalid in any way.

(g) This Agreement shall be interpreted, construed and applied according to the laws of the State of Florida and venue shall lie in Orange County, Florida. The exclusive venue for resolving any dispute under this Agreement shall be in the Courts of Orange County, Florida. Each party expressly waives any right to a jury trial. In the event of any dispute, the parties will attempt to meet between the Employee and the Chairman of the Board to resolve said matters and, if not, may then be submitted to non-binding mediation in Orange County, Florida at the request of LYNX.

(h) Employee warrants that he/she has been afforded an opportunity to consult with counsel with respect to the contents of this Agreement prior to its execution.

(i) This Agreement represents the entire agreement between the parties and supersedes any prior agreements or understandings whether oral or written. Each party to this Agreement acknowledges that no representations, inducements, promises or agreements, oral or otherwise, have been made which are not embodied herein and that no other agreement, statement or promise not contained in this Agreement shall be valid or binding.

IN WITNESS WHEREOF, the undersigned have executed this Agreement on the date indicated above.

[Signatures on Following Page]

Signed, sealed and delivered
in the presence of:

**CENTRAL FLORIDA REGIONAL
TRANSIT AUTHORITY:**

(Signature of Witness)

By: _____
Carlton Henley, Chairman

(Print Name of Witness)

(Signature of Witness)

As to "LYNX"

(Print Name of Witness)

Approved as to form only; this provision is
solely for the benefit of LYNX and no other
party.

Dated: _____, 2010

AKERMAN SENTERFITT,
General Counsel to LYNX

By: _____
Patrick T. Christiansen

EMPLOYEE:

(Signature of Witness)

John M. Lewis, Jr.

(Print Name of Witness)

(Signature of Witness)

(Print Name of Witness)

As to "Employee"

Exhibit "A"

LYNX CHIEF EXECUTIVE OFFICER JOB DESCRIPTION

JOB SUMMARY:

- The Chief Executive Officer is selected and appointed by the Board of Directors and serves at its discretion and pleasure. The Chief Executive Officer is accountable to the Board and is expected to keep both the Chairperson and the Board informed on all essential matters. The Chief Executive Officer is the CEO for the Transportation Authority, and under the general policy direction of the Board, performs the highest level leadership, managerial and administrative functions related to LYNX.

DUTIES:

- Ensures the organization runs in a fiscally prudent and sound manner.
- Ensures that the Board of Directors, and Directors are kept fully informed on the conditions and operations of the Agency and on all important factors influencing them.
- Provides leadership, plans, formulates and recommends, for the approval of the Board, a dynamic, innovative, comprehensive strategic plan that reflects both the current and future needs of Central Florida.
- Ensures all decisions of the Board are executed.
- Interfaces directly with all levels of government regarding legislative matters; augments efforts with lobbyist assistance when necessary.
- Develops organization's annual budget for approval of Board.
- Ensures that communication and coordination between the various agencies takes place which integrates all modes of transportation into a comprehensive transportation system.
- Hires, evaluates, oversees, disciplines and terminates personnel.
- Provides the necessary liaison and staff support to Board committee chairs and to committee members to enable them to properly perform their functions. Sees that committee decisions and recommendations are submitted to the Board for approval.
- Acts as the primary advocate of the priorities of LYNX.
- Assists, consults, cooperates with and maintains a good working relationship with the local, state and federal governmental agencies.
- Continually educates and informs Board members regarding current issues and direction of LYNX, as well as its future, making relevant and timely reports.
- Ensures meetings of the Board of Directors are properly scheduled, planned and conducted and appropriately develops and frames policy issues for the board.
- Responsible for creating a positive and fair environment for all LYNX employees, and ensuring appropriate policies and procedures are in place.
- Responsible for developing and maintaining a service focused, effective culture.
- Responsible for developing and maintaining the organization's vision and positive image.

REQUIRED KNOWLEDGE, SKILLS AND ABILITIES:

- Knowledge of sound administrative and management practices.
- Knowledge of the philosophy and concepts of public transportation.
- Knowledge of federal and state laws pertaining to transportation and related services.
- Knowledge of mobility services related to community development.
- Skills in the principles, procedures and strategies of transportation and business operations issues.
- Skills in leadership and developing teamwork.
- Skills in organizational and interpersonal communication, and employee motivation.
- Skills in customer service.
- Ability to work proactively as part of a world class management team, as well as independently.
- Ability to promote innovation and improvements.
- Ability to establish and maintain effective working relationships with federal, state, regional, and local agencies, community leaders, and the general public.
- Ability to develop and promote LYNX's vision and mission.
- Ability to provide and maintain proof of a valid Florida Driver's License for any employee using a company vehicle.
- Ability to communicate in English on the work site.

MINIMUM EDUCATION AND EXPERIENCE:

- Bachelor degree in Administration or a related field. Masters degree preferred.
- Ten (10) years of progressive experience providing senior level management in a large organization; or an equivalent combination of education, training and experience.
- Experience in public or private transportation field is desired.

The above is intended to describe the general content of and requirements for the performance of this job. It is not to be construed as an exhaustive statement of duties, responsibilities, or requirements. The principal duties, responsibilities enumerated are all essential job functions.

HR: LR
Final 10/10/2000
Revised 01/10/2001
Revised 09/25/01
Revised 01/17/03
O1587508.DOC

Exhibit "B"

LYNX CEO EVALUATION

Self Evaluation for Period October 20__ – September 20__

<i>Vision, Mission, and Strategies</i>		The chief executive officer's role has both strategic and operational components. Working with the board, the chief executive officer must develop a shared vision for the future of the transit system, build understanding around the current mission, and develop appropriate goals and strategies to advance that missions.					
(5 = very satisfied, 1 = not satisfied)		<i>Not Sure</i>	1	2	3	4	5
How satisfied are you that the Chief Executive Officer:							
1.	has worked with the board to develop a clear vision for the transit system and understands his or her own leadership role?						
2.	has worked with the board to translate the transit systems missions into realistic goals and objectives?						
3.	has worked with the board and staff to create an effective process for long-range or strategic planning for the transit system?						
4.	has a sense of what must change and what must remain the same in order to accomplish the transit system's mission and realize its vision?						

<i>Accomplishment of Management objectives</i>		Working with the board, the chief executive officer establishes operational objectives that support the strategic plan. The chief executive officer is responsible for leading the staff in the implementation of the strategic plan and any annual plans.					
(5 = very satisfied, 1 = not satisfied)		<i>Not Sure</i>	1	2	3	4	5
1.	selects and cultivates qualified senior staff, models effective behaviors and skills, and builds morale among staff?						
2.	ensures that there are appropriate systems in place to facilitate the day-to-day operations of the transit system in the areas of						
	a. development and delivery of services?						
	b. education and outreach?						
	c. policy development?						
	d. administration and operations?						
	e. resource development						

LYNX CEO EVALUATION

Self Evaluation for Period October 20__ – September 20__

<i>Fiscal Management</i>							
Ensuring that income is managed wisely is especially important for a public transit system. It is the role of the general manager to see that solid planning and budgeting systems are in place and that the transit system's goals and strategic plan serve as the basis for sound financial planning. In addition, it is the general manager's responsibility to ensure that qualified staff is hired to accurately monitor, assess, and manage the financial health of the transit system.							
	(5 = very satisfied, 1 = not satisfied)	<i>Not Sure</i>	1	2	3	4	5
1.	is knowledgeable regarding financial planning, budgeting, and management of the transit system's finances, and understands place of each in the system's overall financial picture?						
2.	has established a system linking strategic and operational planning with the transit system's budgeting process?						
3.	presents financial reports to the board on a regular basis and submits an annual budget for board review, revision, and approval?						
4.	ensures that a clear and accurate accounting system is maintained allowing the board to monitor the transit system's finances and operations in relation to the approved budget and to make informed financial decisions?						

<i>Operations Management</i>							
The chief executive officer is responsible for day-to-day management. The chief executive officer works with staff to develop, maintain, and use the systems and resources that facilitate the effective operation of the transit system.							
	(5 = very satisfied, 1 = not satisfied)	<i>Not Sure</i>	1	2	3	4	5
1.	is knowledgeable regarding the operations of an effective office environment?						
2.	has ensured that the transit system has in place						
	a. sound risk-management policies, including adequate insurance coverage?						
	b. appropriate personnel policies and systems for staffing?						
	c. plans for the appropriate use of technology and technological systems?						
3.	d. ensures compliance with all legal and regulatory requirements?						

LYNX CEO EVALUATION

Self Evaluation for Period October 20__ – September 20__

The Board/Staff Relationship							
Because many transit system issues require a partnership for board and staff to be addressed effectively, it is important that the board, chief executive officer, and staff members assigned to assist the board in carrying out its work have a good and strong working relationship.							
	(5 = very satisfied, 1 = not satisfied)	Not Sure	1	2	3	4	5
1.	has established appropriate systems for dialogue and communication between the board and staff to ensure that the board maintains a good knowledge of the transit system?						
2.	and other appropriate staff members have built effective working relationships with the members of the board who are responsible for specific aspects of transit system governance?						
3.	Has a collegial working relationship with the staff and the board?						

External Liaison and Public Image							
The chief executive officer and board members are key players in establishing and maintaining positive relationships with the many groups that support the work of the transit system.							
	(5 = very satisfied, 1 = not satisfied)	Not Sure	1	2	3	4	5
1.	maintains a positive professional reputation in the local community and is a good ambassador?						
2.	cultivates effective relationships with						
	a. community and business leaders?						
	b. constituents?						
	c. public officials?						
	d. relevant professional organizations?						
	e. the public?						
3.	is an articulate and knowledgeable spokesperson for the transit system?						
4.	is knowledgeable about the public policy dimension of the transit system's work and provides strong advocacy for the transit system's interests?						
5.	is well regarded by others in the public transportation field?						

Work Session Item #8.A

To: LYNX Board of Directors

From: Edward Johnson
INTERIM EXECUTIVE DIR
Mike May
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Discussion on the Submission of the Amalgamated Transit Union (ATU) Local 1596 Restated Pension Plan

Date: 11/10/2010

The ATU Pension Plan ("PP"), which is sponsored by LYNX, is a retirement plan intended to be qualified under Internal Revenue Code section 401(a). It is subject to the same timetable for restatement as the LYNX Money Purchase Plan ("MPP"), which is January 31, 2011. The ATU Board of Pension Trustees has met with their attorney, Bob Sugarman, and third-party administrator, Nick Scheiss to discuss restating the plan document and submitting it to the IRS for a determination letter. ATU Board of Pension Trustees has approved the ATU Pension Plan being amended by continuing to utilize the current plan document, incorporating all amendments that have been approved since the last restatement in 2001 (see attached summary of amendments) and any additional provisions required by the Economic Growth Tax Relief Reconciliation Act ("EGTRRA") and the Pension Protection Act of 2006.

This restatement is not intended to change any existing provisions of the LYNX ATU Pension Plan, but merely to incorporate all of the existing approved amendments and statutory and regulatory language into the document that is required for the plan to retain its tax qualified status.

In addition to the restatement, the Board of Pension Trustees has accepted its attorney's recommendation to submit the pension plan document to the Internal Revenue Service ("IRS") for a determination letter. It is particularly critical since the pension plan last received a determination letter in the mid-1990s and did not receive one for the 2001 restated plan. Thus, there are two reasons for the restatement: (1) the number of voluntary substantive amendments and (2) the statutory and regulatory language enacted since 2001. Since this would be the first submission for governmental plans under the revised IRS determination letter program, the IRS has relaxed some of the standards usually applicable to such filings, and it is highly advisable to take advantage of this leniency.

Staff intends to present the final document at the January board meeting for approval, however, the purpose of the summary at this time is to inform the Board of the restatement and notice requirements and have ample time to implement or address any comments from the Board so that

the applicable due date may be satisfied. Since the January LYNX board meeting is anticipated to be two business days before the filing deadline, it is necessary to advise the LYNX board and receive any input or questions at this meeting and to obtain approval for the IRS submission at this meeting.

In addition, employees must receive a notice two to three weeks before the filing is forwarded to the IRS for review. Per IRS guidelines, it is necessary to distribute this notice in early January, prior to the Board meeting for approval.

Per the retainer agreement with Bob Sugarman, the method in which the plan is being restated is covered by the retainer fee and the cost of performing the submission, communicating with IRS should there be any questions, and IRS user fee are anticipated to be paid by the ATU pension plan such that there will not be any financial impact to LYNX.

LYNX ATU PENSION PLAN

SUMMARY OF EXISTING AMENDMENTS TO PLAN DOCUMENT

1) Amendment No. 1:

This Amendment was executed on February 19, 2003, with an effective date of January 21, 2003. It modifies the conditions under Subsection 7.01 (E), by increasing the period of time from 5 years to 7 years, that an individual has to payback a distribution or refund of contributions from the Plan to restore his or her benefit credits upon resuming covered employment.

2) Amendment No. 2:

Duplicate of Amendment 1.

3) Amendment No. 3:

This Amendment was executed on October 21, 2003, with an effective date of October 1, 2002. It increases the benefit accrual credits under Section 7.04 by an additional one-tenth of one benefit credit for participants who work more than 2500 hours during a plan year.

4) Amendment No. 4:

This Amendment was executed on November 9, 2004, and became effective on that date. Though the Amendment purports to amend Section 8.03, this appears to be an erroneous reference, as it appears that the Amendment is intended to amend Section 8.02. The Amendment requires any married participant who elects a form of distribution other than a joint and survivor annuity (the automatic form for married participants) to submit spousal consent to the Board of Trustees.

5) Amendment No. 5:

This Amendment was executed on February 8, 2005, with an effective date of November 4, 2004. It modified Sections 3.07 and 8.04 to provide for an additional Enhanced Retirement Benefit for participants who make voluntary, additional contributions to the Plan equal to 5% of wages. This Enhanced Retirement Benefit is in addition to the pre-existing Enhanced Retirement Benefit for employees who make voluntary, additional contributions to the Plan equal to 2.5% of wages.

6) Amendment No. 6:

Not adopted – subject to collective bargaining as it pertains to disability benefits.

7) Amendment No. 7:

This Amendment was signed on February 21, 2008, and became effective upon execution. It amended Section 8.20(A) relating to the date of commencement of pension benefits to provide commencement of retirement benefits as soon as administratively feasible following the receipt of a complete application and payment of disability benefits upon the earlier of the day it is approved by the Trustees or the first day of the month following the month in which a complete application is submitted to the Board.

8) Amendment No. 8:

This Amendment was signed on February 21, 2008, and became effective upon execution. It amended Section 7.03 by adding a new Subsection (D) to permit a retiree to change his designated beneficiary up to two times after commencement of retirement benefits, if the previously designated beneficiary was the spouse. The Amendment also modified Subsection 8.02(C) to provide that a participant may not make any change to his or her distribution option after cashing or depositing his or her first benefit check.

9. Amendment No. 9:

This Amendment modifies Section 8.17(A)(2)(b) to permit participants with DROP accounts to elect an alternate investment option in a money market, to preserve principal.

10. Amendment No. 10:

This Amendment is pending and is intended to bring the Plan into compliance for Economic Growth and Tax Relief Reconciliation Act of 2001, mandatory distributions, maximum benefit limitations and the Pension Protection Act of 2006.

Work Session Item #8.B

To: LYNX Board of Directors

From: Edward Johnson
INTERIM EXECUTIVE DIR
Mike May
(Technical Contact)
Brian Anderson
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Discussion on the Submission of the LYNX Restated Money Purchase Plan

Date: 11/10/2010

LYNX sponsors and maintains the LYNX Money Purchase Plan (“MPP”), which is a qualified retirement plan governed by Internal Revenue Code section 401(a) and the related statutes and regulations. Under current Internal Revenue Service (“IRS”) guidelines, the MPP must be restated to incorporate a number of statutory changes that Congress has enacted since 2001. The time limit to incorporate all these provisions into the plan document is January 31, 2011.

Hartford, the third-party administrator for the MPP, provides a document as part of its services. The restatement is merely an incorporation of statutory and regulatory language. Any changes necessitated by statutes that have been enacted since 2001 have already been incorporated in the operations of the plan. Therefore, this restated plan document does not provide any new or additional or increased benefits to eligible employees of LYNX and the only changes are those required by statute to maintain the MPP's qualified status.

In addition to restating the document, this is an opportunity to submit the plan document to the IRS for a determination letter. This filing with the IRS for a determination letter was last done in 2001, the last time that it was required. Having the IRS review the document language, since this is a customized individualized document, is highly recommended to ensure that the plan document incorporates all appropriate language.

Staff intends to present the final document at the January board meeting for approval, however, the purpose of the summary at this time is to inform the Board of the restatement and notice requirements and have ample time to implement or address any comments from the Board so that the applicable due date may be satisfied. Staff also requests Board authorization to submit the plan document to the IRS for an updated determination letter. Incurred will be the costs to submit plus a \$1,000 IRS user fee. In addition, employees must receive a notice two to three weeks before the filing is forwarded to the IRS for review. Per IRS guidelines, it is necessary to distribute this notice in early January, prior to the Board meeting for approval.

LYNX Bard Agenda

Since the January LYNX board meeting is anticipated to be two business days before the filing deadline, it is necessary to advise the LYNX board and receive any input or questions at this meeting and to obtain approval for the IRS submission at this meeting.

LYNX Board Audit Committee Agenda

Work Session Item #8.C

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Update on LYNX' Property and Liability Insurance Program

Date: 11/10/2010

Staff will make a brief presentation on the LYNX insurance program that renewed on October 1, 2010. The presentation will include a brief description of the coverage's in place as well as the premiums associated with each policy. The presentation will include but not be limited to the following coverage's: Property, General Liability, Fiduciary Liability, Storage Tanks/Environmental, Road Risks, etc. Staff will also discuss the various programs that LYNX is self-insured for such as Workers Compensation and Liability.

Due to the recent legislative changes to the limits of sovereign immunity, staff will also discuss the impact of these changes to the LYNX program. Comparisons with other Local Public Entities will also be included.

At the conclusion, staff will be reviewing with the board, various plan and coverage options as we move the program forward.

LYNX

Insurance Program

**Presented to the
LYNX Board of Directors
November 10, 2010**

**Albert J. Francis, II, CPA
Chief Financial Officer**



LYNX Insurance Program

- Overview of LYNX Insurance Coverage's and Limits
- Workers Compensation
- Coverage Comparisons With Other Local Public Entities
- Sovereign Immunity Changes and Possible Impacts
- Premium Costs – FY2011 vs. FY2010
- Questions, Comments & Recommendations

LYNX Current Insurance

- Property Coverage
 - \$70,912,301 Limit for All Other Perils
 - Various deductibles: \$10,000 for all perils, except 2% per building for Named Windstorm
 - \$25,000,000 Windstorm Insurance Limit
 - \$2,100,000 Various Shelters and Superstops Limit

LYNX Current Insurance

- Automobile Coverage

- Coverage for physical damage to LYNX buses valued \$25,000 or above and private passenger vehicles 2003 and newer
- Deductibles: \$10,000 deductible per bus / \$1,000 per private passenger

- Crime Coverage

- Various limits: Employee Dishonesty, Fraud, and Theft
- Self-insured over the \$250,000
- Deductible for all covered limits per incident - \$1,000

LYNX Current Insurance

- Corporate Fiduciary Liability
 - Covers Money Purchase Plan & Deferred Compensation Plan
- Public Officials / Employment Practices Liability
 - Public Officials Liability: extends coverage to “wrongful acts” made by the Board, or officers of LYNX
 - Employment Practices Liability: centers around employment litigation, such as wrongful termination, failure to promote, workplace harassment, etc.
 - \$100,000 self-insured retention per occurrence;
 - \$2,000,000 limit

LYNX Current Insurance

- General Liability
 - \$200,000 self-insured retention per occurrence;
 - \$1,000,000 per occurrence limit / \$2,000,000 annual aggregate limit
 - Bodily Injury; Property Damage; Personal Injury; Advertising Injury; Ratable payroll; Fire Damage; Herbicide & Pesticide Aggregate; etc.

LYNX Current Insurance

- Automobile Liability (Buses & Support Vehicles)
 - Entirely self-insured (with exception for 21 leased buses)

LYNX Current Insurance

- 21 Leased Buses
 - Per contract – special limits required
 - Separate policy purchased
 - \$200,000 SIR - \$3,000,000 per occurrence limit

LYNX Current Insurance

- Storage Tank/Corrective Action/Cleanup Coverage
 - \$25,000 self-insured retention per occurrence
 - \$1,000,000/\$2,000,000 limits

LYNX Current Insurance

- Environmental/Storage Tank
Pollution Liability/Clean-up

New Policy pending:

- Buses, maintenance activities, spills, etc.
- \$25,000 self-insured retention per occurrence
- \$50,000 self-insured retention which applies to underground storage tanks
- \$1,000,000/\$3,000,000 limits

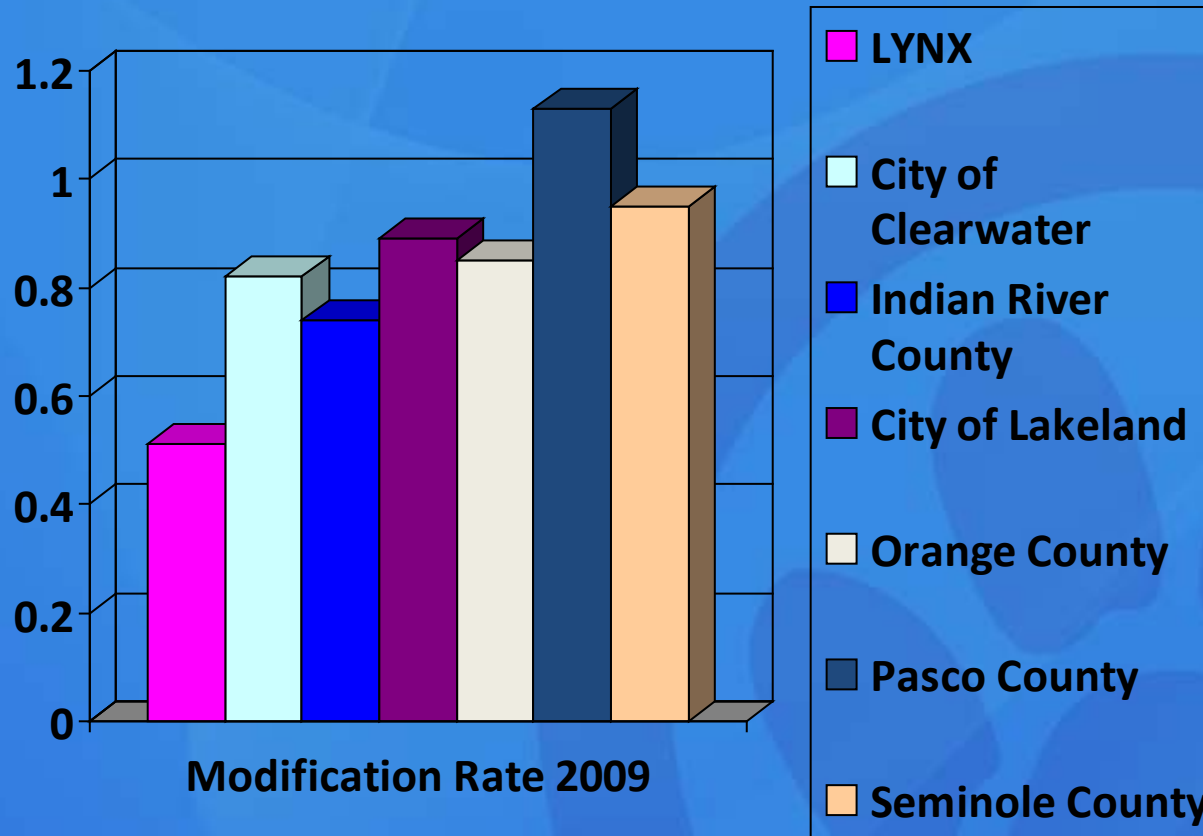
LYNX Current Insurance

- Road Rangers/Automobile Liability
 - PIP statutory
 - \$300,000 limits
 - \$50,000 uninsured/underinsured

LYNX Current Insurance

- Workers Compensation
 - Required to provide workers compensation benefits per Chapter 440, FL Statutes – Statutory
 - Entirely self-insured;
 - No excess insurance coverage – estimated cost was between \$150,000 to \$200,000 for \$1,000,000 CAP
 - LYNX Experience Modifier .51

Self-Insured Experience Modification Rate



LYNX Current Insurance

- **LYNX**
 - Third Party Liability
 - \$100,000/\$200,000 Self-Insured Sovereign Immunity
 - No excess coverage
 - Workers Compensation
 - No CAPS
 - No excess coverage

Other Local Public Entities

- **Orange County BOCC**
 - Third Party Liability
 - \$1,000,000 Self-Insured Retention
 - \$10,000,000 per occurrence / \$20,000,000 aggregate limits (Except \$5,000,000 EPL/SML); includes Convention Center
 - Workers Compensation
 - \$2,000,000 Self-Insured Retention, Statutory

Other Local Public Entities

- **Seminole County BOCC**

- Third Party Liability

- \$100,000 Self-Insured Retention
 - \$5,000,000 per occurrence / \$8,000,000 Aggregate Limit

- Workers Compensation

- \$200,000 Self-Insured Retention, Statutory

Other Local Public Entities

- **Pinellas Suncoast Transit Auth. (2009)**
 - Auto / General / Public Officials Liability
 - \$100,000 self-insured retention
 - \$2,000,000 limit of insurance
 - Workers Compensation
 - \$250,000 Self-Insured Retention, Statutory

Sovereign Immunity Changes

- **Tort cap increased by \$100,000**
 - Current tort caps of \$100,000 per person; \$200,000 per occurrence
 - Effective 10/1/2011, \$200,000 per person; \$300,000 per occurrence
 - Claim costs may increase after 10/01/2011

LYNX Comparison Chart

Coverage/Product	Policy Period		Cost Comparison		
			2011	vs.	2010
Property	10/01/10	to 10/01/11	\$ 154,482.00		\$ 168,351.00
General Liability	10/01/10	to 10/01/11	\$ 185,635.00		\$ 190,420.00
Fiduciary Liability	10/01/10	to 10/01/11	\$ 4,292.00		\$ 4,156.00
21 Leased Buses	08/02/10	to 08/02/11	\$ 58,316.00		\$ 79,960.00
Storage Tanks (Environmental)*	12/29/09	to 12/29/10	\$ 22,000.00		\$ 7,266.00
Road Rangers	10/01/10	to 10/01/11	\$ 33,867.00		\$ 30,506.00
Brokers Fee	10/01/10	to 10/01/11	\$ 50,000.00		\$ 50,000.00
			<u>\$ 508,592.00</u>		<u>\$ 530,659.00</u>

* Estimated - Environmental Coverage Policy - \$20,000 to \$22,000



LYNX Summary

- Workers' Compensation – LYNX is 100% self-insured
 - Continue self-insurance only
 - Look into excess coverage
- Automobile Liability – LYNX is 100% self-insured
 - Continue self-insurance only
 - Look into excess coverage
- Environmental/Storage Tank/Pollution Liability/Clean-up
- Property Coverage – LYNX has moved coverage out of hurricane season and is reevaluating property schedule
- 21 Leased Buses – Working on lease changes or updates
- Claims made coverage

Thank You !



Information Item A: LYNX 12-month Rolling Calendar

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: LYNX 12 Month Rolling Calendar

Date: 11/10/2010

January 2011

- No Activity

March 2011

- Contract #08-C14 Authorization to exercise the first option year with Akerman Senterfitt for General Counsel Legal Services
- Contract #07-022 Authorization to exercise the second option year with Pride Enterprises for the Printing of Public Timetables
- Contract #07-C06 Authorization to exercise the first option year with Berman Property Management for the Pressure Washing of the LCS and Superstops.
- Authorization to Issue and Invitation for Bid for the printing of Schedule Books.
- Authorization to Issue an Request for Proposals for Federal Lobbying Consultant
- Authorization to accept year-end financial audit
- Preliminary approval of the annual operating and capital budgets submission to the funding partners
- Review of draft Transportation Development Plan

May 2011

- Contract #06-C11 Authorization to exercise the first option year with Diamond Security for Security Guard Services.
- Contract #08-C04 Authorization to exercise the third option year with JEJ Associates for State Consulting Services.
- Contract #08-C05 Authorization to exercise the third option year with Gray Robinson for State Consulting Services.
- Authorization to issue an Invitation to Bid for 87 Octane Gasoline and Ultra Low Sulfur Diesel Fuel.
- Authorization to adopt the Transportation Development Plan

LYNX Board Agenda

July 2011

- No Activity

September 2011

- Adoption of the annual operating and capital budget
- Authorization to execute local funding agreements
- Annual board of Directors' selection of officers

November 2011

- Acceptance of the Chief Executive Officer's (CEO) annual appraisal
- Authorization to submit annual certifications
- Authorization to submit annual appropriations grant to FTA
- Authorization to submit grant applications to the FDOT for rural transportation services

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 Preliminary Monthly Financial Reports - September 30,2010
Date:	11/10/2010

Please find attached the preliminary monthly financial report for the twelve months ending September 30, 2010. LYNX' Preliminary Balance Sheet and Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the twelve months ending September 30, 2010 reflect total revenue earned in the amount of \$109,652,487 and total expenses incurred in the amount of \$104,973,788 resulting in a net operating profit of \$4,678,699.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$5,171,087 for the twelve months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(492,388) for the twelve months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than budget at 96%. Customer fares are 100% of the budgeted amount year-to-date and 102% for the month of September. For the sixth consecutive month this year, LYNX' ridership is up by 4.9% year-over-year. Also, for the ninth consecutive month since October 2009, LYNX' ridership is up by 11.4 % for the month of September. If this trend continues, LYNX' ridership will reflect a greater increase in the upcoming year.

LYNX continues to experience minimal results in the Orlando advertising market, primarily relating 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 47% of the budget. Actual revenues year-to-date through September 2010 for advertising on buses, shelters, and in-kind (trade) transactions are \$774,670, \$51,783, 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 8% for the fiscal year. In the month of September, LYNX paid an average net price of \$2.23 (net) per gallon for diesel fuel and \$2.41 (net) per gallon for bio-diesel, which is higher than the budgeted price of \$2.25 (net). The national diesel fuel price for the month of September 2010 was \$2.63 (net), which may be an indication of an anticipated increase in the price of fuel for LYNX throughout the year. We are \$812,378 under budget for the fiscal year.

LYNX staff proactively seeks ways to maximize operational efficiencies and improve services. As a result, fixed route operating expenses for salaries, wages, and fringe benefits are under budget due to various vacancies, reductions in overtime, medical expenses, and less vacation and holiday pay than anticipated year-to-date. In addition, expenses related to materials and supplies, other services, leases and miscellaneous expenses are less than budgeted.

Professional services related to remediation projects at South Street, the “Public Awareness and Multidiscipline Training”, “Fast Track Training” and other training grant programs are less than anticipated. The remediation expenses will be occurring in FY2011. 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 on target, purchased transportation services and fuel are slightly above budget for the twelve months of the fiscal year.

The price of unleaded fuel for the month is higher than anticipated. The use of unleaded fuel is higher than anticipated year-to-date, which is primarily related to the increase in revenue miles. The fuel is budgeted at a net price of \$2.00 (net) per gallon in the FY2010 budget. LYNX is currently paying \$2.08 (net) per gallon for the month of September. The national unleaded fuel price for the month of September 2010 was \$2.45 (net).

Purchased transportation costs year-to-date are above the amounts budgeted, our provider, MV Transportation, is currently providing less trips per hour. The budget in FY2010 reflects 1.31 trips per hour. This factor contributes to the increase in trip costs year-to-date. However, the decrease in actual trips compared to budgeted trips, offsets this increase in trip costs. Also, the purchased transportation cost incurred by LYNX’s sub-recipient transportation disadvantage coordination agencies are less than anticipated. An analysis follows:

ACCESS LYNX			
FY2010	Trips (Year-to- Date)	Trip Rate (Blended)	Costs
Actual (with est.)	568,634	\$32.36	\$18,743,639
Budget (rounding)	613,828	\$29.34	\$18,401,396
Excess (Less) Trips/Costs	(45,194)	\$ 3.61	\$ 342,243

Overall, positive results are anticipated due to the related savings referred to above. However, final year-end adjustments and accruals need to be made to complete the year-end close out process. These adjustments will reflect amounts actually “incurred” during the year versus the estimated amounts and amounts paid to date for various services and materials and supplies.

Specifically, personnel and fuel, and casualty and liability costs are projected to be \$3,000,000, and \$800,000 under budget this year, respectively. These two key components contributed significantly towards the projected income. Over the next few weeks, staff will continue to finalize the year-end amounts. As such, the projected net income is “preliminary” and unaudited at this time and is anticipated to be more or less than the year-to-date amount reported in the Preliminary September Monthly Report.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PRELIMINARY
BALANCE SHEETS
SEPTEMBER 30, 2010 AND 2009
(UNAUDITED)

	2010	2009
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 23,471,263	\$ 26,009,761
Receivables:		
Local, trade and operating assistance	2,892,866	3,596,875
Federal grants	11,061,332	8,035,144
State grants	4,386,876	2,302,534
Inventory	1,784,507	2,026,286
Prepaid expenses and other assets	149,047	229,656
Restricted cash and cash equivalents	1,795,780	1,821,479
Total current assets	45,541,671	44,021,735
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	4,300,368	4,300,368
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	81,092,788	79,589,461
Revenue vehicles	102,679,242	100,264,903
Furniture, Fixtures & Equipment	21,968,823	22,691,130
Leasehold improvements	-	17,237
Total property and equipment	214,312,318	211,134,196
Less: accumulated depreciation	(88,494,774)	(84,762,053)
Construction in progress	8,902,073	5,510,457
Net property and equipment	134,719,617	131,882,600
Other assets	-	1,374,355
Total noncurrent assets	139,019,985	137,557,323
TOTAL ASSETS	\$ 184,561,656	\$ 181,579,058

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PRELIMINARY
BALANCE SHEETS
SEPTEMBER 30, 2010 AND 2009
(UNAUDITED)

	<u>2010</u>	<u>2009</u>
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 5,514,023	\$ 4,441,327
Accrued salaries and related taxes	2,951,964	3,035,865
Accrued compensated absences	3,628,910	3,290,400
Accrued self-insurance liability, current	1,182,254	1,276,714
Leases payable, current	1,087,080	1,045,283
SIB loans payable, current	928,529	3,084,747
Deferred operating revenue	2,234,550	4,197,441
Deferred capital	1,259,031	1,284,730
Total current liabilities	<u>18,786,341</u>	<u>21,656,507</u>
NONCURRENT LIABILITIES:		
Leases payable, long-term	3,529,070	4,616,150
Loans payable	8,901,362	9,829,891
Accrued self-insurance liability, long-term	3,093,050	2,247,335
Total noncurrent liabilities	<u>15,523,482</u>	<u>16,693,376</u>
Total liabilities	<u>34,309,823</u>	<u>38,349,883</u>
NET ASSETS:		
Invested in capital assets, net of related debt	123,953,090	117,398,006
Restricted	536,750	536,749
Unrestricted	25,761,993	25,294,420
Total net assets	<u>150,251,833</u>	<u>143,229,175</u>
TOTAL LIABILITIES AND NET ASSETS	<u>\$ 184,561,656</u>	<u>\$ 181,579,058</u>

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PRELIMINARY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF SEPTEMBER 2010 AND THE TWELVE MONTHS ENDED SEPTEMBER 30, 2010
(UNAUDITED)

	Year to Date			Month of September		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 22,217,329	\$ 22,372,309	101%	\$ 1,852,890	\$ 1,886,329	102%
Contract Services:						
Local Financial Assistance	8,997,700	8,670,931	96%	781,655	716,093	92%
Other Contractual Services	10,950,957	10,537,847	96%	892,049	863,421	97%
Advertising	1,830,000	865,030	47%	152,500	52,192	34%
Other Operating Income	315,520	364,055	115%	26,297	22,691	86%
Total Operating Revenues	44,311,506	42,810,172	97%	3,705,391	3,540,726	96%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	1,142,000	1,691,967	148%	193,166	86,628	45%
State of Florida	7,974,698	7,996,826	100%	664,560	681,462	103%
Local	40,182,194	40,182,200	100%	3,348,518	3,348,522	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	17,826,264	13,204,891	74%	1,745,597	1,079,244	62%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	3,602,218	3,623,349	101%	520,540	280,429	54%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	150,000	96,971	65%	12,500	7,632	61%
Gain / (Loss) on Sale of Assets	42,068	46,111	110%	3,502	(10,150)	-290%
Total Nonoperating Revenues	70,919,442	66,842,315	94%	6,488,383	5,473,767	84%
Total Revenues	115,230,948	109,652,487	95%	10,193,774	9,014,493	88%
OPERATING EXPENSES						
Salaries and Wages	40,127,535	38,464,962	96%	3,348,786	3,142,974	94%
Fringe Benefits	22,404,962	20,590,643	92%	1,908,220	1,814,252	95%
Purchased Transportation Services	19,486,121	20,151,178	103%	1,808,211	1,696,160	94%
Fuel	11,747,753	10,923,339	93%	970,981	1,004,802	103%
Other Materials and Supplies	6,442,290	5,292,090	82%	739,320	454,976	62%
Professional Services	4,939,474	1,656,229	34%	567,505	231,316	41%
Other Services	4,852,860	3,898,047	80%	404,405	331,237	82%
Lease and Miscellaneous Expenses	850,042	576,604	68%	72,883	46,946	64%
Casualty and Liability Insurance	2,156,329	1,253,190	58%	179,695	122,926	68%
Utilities	1,327,664	1,410,836	106%	110,635	132,122	119%
Taxes and Licenses	493,174	393,835	80%	49,559	32,523	66%
Interest Expense	479,655	362,835	76%	39,974	28,510	71%
Total Operating Expenses	115,307,859	104,973,788	91%	10,200,174	9,038,744	89%
OPERATING GAIN / (LOSS)	\$ (76,911)	\$ 4,678,699	-6083%	\$ (6,400)	\$ (24,251)	379%

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
PRELIMINARY**

**STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF SEPTEMBER 2010 AND THE TWELVE MONTHS ENDED SEPTEMBER 30, 2010
(UNAUDITED)**

	Year to Date			Month of September		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
OPERATING REVENUES						
Customer Fares	\$ 20,947,227	\$ 21,003,067	100%	\$ 1,747,050	\$ 1,773,935	102%
Contract Services:						
Local Financial Assistance	8,997,700	8,670,931	96%	781,655	716,093	92%
Other Contractual Services	2,717,850	2,451,405	90%	217,204	225,271	104%
Advertising	1,830,000	865,030	47%	152,500	52,192	34%
Other Income	<u>315,520</u>	<u>364,055</u>	115%	<u>26,297</u>	<u>22,691</u>	86%
Total Operating Revenues	<u>34,808,297</u>	<u>33,354,488</u>	96%	<u>2,924,706</u>	<u>2,790,182</u>	95%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	1,142,000	1,691,967	148%	193,166	86,628	45%
State of Florida	7,974,698	7,996,826	100%	664,560	681,462	103%
Local	30,822,715	30,822,710	100%	2,568,566	2,568,559	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	15,444,659	11,177,759	72%	1,449,126	913,043	63%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	3,602,218	3,623,349	101%	520,540	280,429	54%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	150,000	96,971	65%	12,500	7,632	61%
Gain / (Loss) on the Sale of Assets	<u>42,068</u>	<u>46,111</u>	110%	<u>3,502</u>	<u>(10,150)</u>	-290%
Total Nonoperating Revenues	<u>59,178,358</u>	<u>55,455,693</u>	94%	<u>5,411,960</u>	<u>4,527,603</u>	84%
Total Revenues	<u>93,986,655</u>	<u>88,810,181</u>	94%	<u>8,336,666</u>	<u>7,317,785</u>	88%
OPERATING EXPENSES						
Salaries and Wages	39,765,107	38,125,703	96%	3,318,580	3,113,063	94%
Fringe Benefits	22,190,461	20,393,836	92%	1,890,344	1,797,052	95%
Purchased Transportation Services	1,084,725	1,407,539	130%	176,762	128,459	73%
Fuel	10,085,059	9,272,681	92%	832,425	877,050	105%
Other Materials and Supplies	6,377,750	5,274,193	83%	733,938	453,460	62%
Professional Services	4,509,258	1,536,451	34%	531,650	231,316	44%
Other Services	4,703,174	3,744,345	80%	391,933	331,237	85%
Lease and Miscellaneous Expenses	831,468	568,954	68%	71,337	46,728	66%
Casualty and Liability Insurance	2,156,329	1,253,190	58%	179,695	122,926	68%
Utilities	1,269,524	1,364,671	107%	105,790	126,403	119%
Taxes and Licenses	439,831	334,696	76%	45,111	26,217	58%
Interest Expense	<u>479,655</u>	<u>362,835</u>	76%	<u>39,974</u>	<u>28,510</u>	71%
Total Operating Expenses	<u>93,892,341</u>	<u>83,639,094</u>	89%	<u>8,317,539</u>	<u>7,282,421</u>	88%
OPERATING GAIN / (LOSS)	<u>\$ 94,314</u>	<u>\$ 5,171,087</u>	5483%	<u>\$ 19,127</u>	<u>\$ 35,364</u>	-85%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PARATRANSIT SEGMENT
PRELIMINARY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF SEPTEMBER 2010 AND THE TWELVE MONTHS ENDED SEPTEMBER 30, 2010
(UNAUDITED)

	Year to Date			Month of September		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 1,270,102	\$ 1,369,242	108%	\$ 105,840	\$ 112,394	106%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	8,233,107	8,086,442	98%	674,845	638,150	95%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>9,503,209</u>	<u>9,455,684</u>	99%	<u>780,685</u>	<u>750,544</u>	96%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	9,359,479	9,359,490	100%	779,952	779,963	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	2,381,605	2,027,132	0%	296,471	166,201	0%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	-	-	0%	-	-	0%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>11,741,084</u>	<u>11,386,622</u>	97%	<u>1,076,423</u>	<u>946,164</u>	88%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>21,244,293</u>	<u>20,842,306</u>	98%	<u>1,857,108</u>	<u>1,696,708</u>	91%
OPERATING EXPENSES						
Salaries and Wages	362,428	339,259	94%	30,206	29,911	99%
Fringe Benefits	214,501	196,807	92%	17,876	17,200	96%
Purchased Transportation Services	18,401,396	18,743,639	102%	1,631,449	1,567,701	96%
Fuel	1,662,694	1,650,658	99%	138,556	127,752	92%
Other Materials and Supplies	64,540	17,897	28%	5,382	1,516	28%
Professional Services	430,216	119,778	28%	35,855	-	0%
Other Services	149,686	153,702	103%	12,472	-	0%
Lease and Miscellaneous Expenses	18,574	7,650	41%	1,546	218	14%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	58,140	46,165	79%	4,845	5,719	118%
Taxes and Licenses	53,343	59,139	111%	4,448	6,306	142%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>21,415,518</u>	<u>21,334,694</u>	100%	<u>1,882,635</u>	<u>1,756,323</u>	93%
OPERATING GAIN / (LOSS)	<u>\$ (171,225)</u>	<u>\$ (492,388)</u>	288%	<u>\$ (25,527)</u>	<u>\$ (59,615)</u>	234%

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 - August 31,2010

Date: 11/10/2010

Please find attached the monthly financial report for the eleven months ending August 31, 2010. LYNX' Balance Sheet and Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the eleven months ending August 31, 2010 reflect total revenue earned in the amount of \$ 100,637,994 and total expenses incurred in the amount of \$ 95,935,044 resulting in a net operating profit of \$4,702,950.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$5,135,723 for the first eleven months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(432,773) for the first eleven months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are lower than the amount budgeted at 96%. Customer fares are 100% of the budgeted amount year-to-date, and 113% for the month of August. For the fifth consecutive month this year, LYNX' ridership is up by 4.3% year-over-year. Also, for the eighth consecutive month since October 2009, LYNX' ridership is up by 11.7% for the month of August. If this trend continues, LYNX' ridership will reflect a greater increase year-over-year.

LYNX continues to experience minimal results in the Orlando advertising market, primarily relating 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 48% of the budget. Actual revenues year-to-date through August 2010 for advertising on buses, shelters, and in-kind (trade) transactions are \$727,705, \$46,557, 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 9% for the first eleven months of the fiscal year. In the month of August, LYNX paid an average net price of \$2.21 (net) per gallon for diesel fuel and \$2.40 (net) per gallon for bio-diesel, which is slightly not on target with the budgeted price of \$2.25 (net). The national diesel fuel price for the month of August 2010 was \$2.64 (net), which may be an indication of an anticipated increase in the price of fuel for LYNX throughout the year. We are \$857,003 under budget for the first eleven 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 year-to-date. In addition, expenses related to materials and supplies, other services, leases and miscellaneous expenses are less than budgeted.

Professional services related to remediation projects at South Street, the “Public Awareness and Multidiscipline Training”, “Fast Track Training” and other training grant programs are less than anticipated. The remediation expenses will be occurring in FY2011. 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 on target, purchased transportation services and fuel are slightly above budget for the first eleven months of the fiscal year.

The price of unleaded fuel for the month is higher than anticipated. The use of unleaded fuel is higher than anticipated year-to-date, which is primarily related to the increase in revenue miles. The fuel is budgeted at a net price of \$2.00 (net) per gallon in the FY2010 budget. LYNX is currently paying \$2.03 (net) per gallon for the month of August. The national unleaded fuel price for the month of August 2010 was \$2.47 (net).

Purchased transportation costs year-to-date are above the amounts budgeted, our provider, MV Transportation, is currently providing less trips per hour. The budget in FY2010 reflects 1.31 trips per hour. This factor contributes to the increase in trip costs year-to-date. However, the decrease in actual trips compared to budgeted trips, offsets this increase in trip costs. An analysis follows:

ACCESS LYNX			
FY2010	Trips (Year-to-Date)	Trip Rate (Blended)	Costs
Actual (with est.)	520,573	\$32.99	\$17,175,938
Budget (rounding)	562,676	\$29.34	\$16,769,947
Excess(Less)Trips/Costs	(42,103)	\$ 3.65	\$ 405,991

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

	<u>2010</u>	<u>2009</u>
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 26,758,565	\$ 26,852,556
Receivables:		
Local, trade and operating assistance	5,094,630	5,238,487
Federal grants	9,160,920	9,648,431
State grants	4,382,378	2,238,132
Inventory	1,843,481	1,998,414
Prepaid expenses and other assets	206,802	254,587
Restricted cash and cash equivalents	<u>1,712,023</u>	<u>1,737,721</u>
Total current assets	<u>49,158,799</u>	<u>47,968,328</u>
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	<u>4,300,368</u>	<u>4,300,368</u>
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	81,092,788	79,589,461
Revenue vehicles	98,481,767	96,259,435
Furniture, Fixtures & Equipment	21,934,236	22,681,394
Leasehold improvements	-	17,237
Total property and equipment	<u>210,080,256</u>	<u>207,118,992</u>
Less: accumulated depreciation	(90,733,056)	(83,400,924)
Construction in progress	<u>8,104,929</u>	<u>4,670,246</u>
Net property and equipment	<u>127,452,129</u>	<u>128,388,314</u>
Other assets	<u>-</u>	<u>1,374,355</u>
Total noncurrent assets	<u>131,752,497</u>	<u>134,063,037</u>
TOTAL ASSETS	<u>\$ 180,911,296</u>	<u>\$ 182,031,365</u>

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

	<u>2010</u>	<u>2009</u>
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 5,819,545	\$ 4,512,126
Accrued salaries and related taxes	2,057,264	2,858,127
Accrued compensated absences	3,628,910	3,290,400
Accrued self-insurance liability, current	1,182,254	1,276,714
Leases payable, current	1,087,080	1,045,283
SIB loans payable, current	928,529	3,084,747
Deferred operating revenue	6,466,050	9,601,207
Deferred capital	1,175,274	1,200,972
Total current liabilities	<u>22,344,906</u>	<u>26,869,576</u>
NONCURRENT LIABILITIES:		
Leases payable, long-term	3,529,070	4,616,150
Loans payable	8,901,362	9,829,891
Accrued self-insurance liability, long-term	3,093,050	2,247,335
Total noncurrent liabilities	<u>15,523,482</u>	<u>16,693,376</u>
Total liabilities	<u>37,868,388</u>	<u>43,562,952</u>
NET ASSETS:		
Invested in capital assets, net of related debt	116,719,915	113,845,410
Restricted	536,750	536,749
Unrestricted	25,786,243	24,086,254
Total net assets	<u>143,042,908</u>	<u>138,468,413</u>
TOTAL LIABILITIES AND NET ASSETS	<u>\$ 180,911,296</u>	<u>\$ 182,031,365</u>

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

	Year to Date			Month of August		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 20,364,439	\$ 20,485,980	101%	\$ 1,852,886	\$ 2,086,884	113%
Contract Services:						
Local Financial Assistance	8,216,045	7,954,838	97%	781,654	805,029	103%
Other Contractual Services	10,058,908	9,674,426	96%	892,046	851,861	95%
Advertising	1,677,500	812,838	48%	152,500	34,557	23%
Other Operating Income	289,223	341,364	118%	26,293	26,342	100%
Total Operating Revenues	<u>40,606,115</u>	<u>39,269,446</u>	97%	<u>3,705,379</u>	<u>3,804,673</u>	103%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	948,834	1,605,339	169%	193,167	51,165	26%
State of Florida	7,310,138	7,315,364	100%	664,558	664,558	100%
Local	36,833,676	36,833,678	100%	3,348,516	3,348,516	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	16,080,667	12,125,647	75%	1,745,603	1,153,706	66%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	3,081,678	3,342,920	108%	520,536	237,458	46%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	137,500	89,339	65%	12,500	7,846	63%
Gain / (Loss) on Sale of Assets	38,566	56,261	146%	3,506	37,023	1056%
Total Nonoperating Revenues	<u>64,431,059</u>	<u>61,368,548</u>	95%	<u>6,488,386</u>	<u>5,500,272</u>	85%
Total Revenues	<u>105,037,174</u>	<u>100,637,994</u>	96%	<u>10,193,765</u>	<u>9,304,945</u>	91%
OPERATING EXPENSES						
Salaries and Wages	36,778,749	35,321,988	96%	3,348,789	3,303,197	99%
Fringe Benefits	20,496,742	18,776,391	92%	1,908,224	1,556,618	82%
Purchased Transportation Services	17,677,910	18,455,018	104%	1,808,216	1,701,982	94%
Fuel	10,776,772	9,918,537	92%	970,979	1,003,443	103%
Other Materials and Supplies	5,702,970	4,837,114	85%	739,321	509,351	69%
Professional Services	4,371,969	1,424,913	33%	567,501	52,269	9%
Other Services	4,448,455	3,566,810	80%	404,405	423,550	105%
Lease and Miscellaneous Expenses	777,159	529,658	68%	72,879	80,633	111%
Casualty and Liability Insurance	1,976,634	1,130,264	57%	179,694	103,824	58%
Utilities	1,217,029	1,278,714	105%	110,639	136,916	124%
Taxes and Licenses	443,615	361,312	81%	49,558	32,704	66%
Interest Expense	439,681	334,325	76%	39,971	28,945	72%
Total Operating Expenses	<u>105,107,685</u>	<u>95,935,044</u>	91%	<u>10,200,176</u>	<u>8,933,432</u>	88%
OPERATING GAIN / (LOSS)	<u>\$ (70,511)</u>	<u>\$ 4,702,950</u>	6770%	<u>\$ (6,411)</u>	<u>\$ 371,513</u>	5895%

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

	Year to Date			Month of August		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
OPERATING REVENUES						
Customer Fares	\$ 19,200,177	\$ 19,229,132	100%	\$ 1,747,044	\$ 1,972,581	113%
Contract Services:						
Local Financial Assistance	8,216,045	7,954,838	97%	781,654	805,029	103%
Other Contractual Services	2,500,646	2,226,134	89%	217,204	207,141	95%
Advertising	1,677,500	812,838	48%	152,500	34,557	23%
Other Operating Income	<u>289,223</u>	<u>341,364</u>	118%	<u>26,293</u>	<u>26,342</u>	100%
Total Operating Revenues	<u>31,883,591</u>	<u>30,564,306</u>	96%	<u>2,924,695</u>	<u>3,045,650</u>	104%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	948,834	1,605,339	169%	193,167	51,165	26%
State of Florida	7,310,138	7,315,364	100%	664,558	664,558	100%
Local	28,254,149	28,254,151	100%	2,568,559	2,568,559	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	13,995,533	10,264,716	73%	1,449,136	987,153	68%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	3,081,678	3,342,920	108%	520,536	237,458	46%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	137,500	89,339	65%	12,500	7,846	63%
Gain / (Loss) on the Sale of Assets	<u>38,566</u>	<u>56,261</u>	146%	<u>3,506</u>	<u>37,023</u>	1056%
Total Nonoperating Revenues	<u>53,766,398</u>	<u>50,928,090</u>	95%	<u>5,411,962</u>	<u>4,553,762</u>	84%
Fund Balance	<u>-</u>	<u>-</u>	0%	<u>-</u>	<u>-</u>	0%
Total Revenues	<u>85,649,989</u>	<u>81,492,396</u>	95%	<u>8,336,657</u>	<u>7,599,412</u>	91%
OPERATING EXPENSES						
Salaries and Wages	36,446,527	35,012,640	96%	3,318,587	3,274,381	99%
Fringe Benefits	20,300,117	18,596,784	92%	1,890,349	1,543,385	82%
Purchased Transportation Services	907,963	1,279,080	141%	176,766	121,071	68%
Fuel	9,252,634	8,395,631	91%	832,421	938,295	113%
Other Materials and Supplies	5,643,812	4,820,733	85%	733,943	506,905	69%
Professional Services	3,977,608	1,305,135	33%	531,650	51,730	10%
Other Services	4,311,241	3,413,108	79%	391,931	423,550	108%
Lease and Miscellaneous Expenses	760,131	522,226	69%	71,331	77,137	108%
Casualty and Liability Insurance	1,976,634	1,130,264	57%	179,694	103,824	58%
Utilities	1,163,734	1,238,268	106%	105,794	132,400	125%
Taxes and Licenses	394,720	308,479	78%	45,113	30,379	67%
Interest Expense	<u>439,681</u>	<u>334,325</u>	76%	<u>39,971</u>	<u>28,945</u>	72%
Total Operating Expenses	<u>85,574,802</u>	<u>76,356,673</u>	89%	<u>8,317,550</u>	<u>7,232,002</u>	87%
OPERATING GAIN / (LOSS)	\$ <u>75,187</u>	\$ <u>5,135,723</u>	6831%	\$ <u>19,107</u>	\$ <u>367,410</u>	1923%

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

	Year to Date			Month of August		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 1,164,262	\$ 1,256,848	108%	\$ 105,842	\$ 114,303	108%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	7,558,262	7,448,292	99%	674,842	644,720	96%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>8,722,524</u>	<u>8,705,140</u>	100%	<u>780,684</u>	<u>759,023</u>	97%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	8,579,527	8,579,527	100%	779,957	779,957	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	2,085,134	1,860,931	89%	296,467	166,553	56%
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>10,664,661</u>	<u>10,440,458</u>	98%	<u>1,076,424</u>	<u>946,510</u>	88%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	<u>19,387,185</u>	<u>19,145,598</u>	99%	<u>1,857,108</u>	<u>1,705,533</u>	92%
OPERATING EXPENSES						
Salaries and Wages	332,222	309,348	93%	30,202	28,816	95%
Fringe Benefits	196,625	179,607	91%	17,875	13,233	74%
Purchased Transportation Services	16,769,947	17,175,938	102%	1,631,450	1,580,911	97%
Fuel	1,524,138	1,522,906	100%	138,558	65,148	47%
Other Materials and Supplies	59,158	16,381	28%	5,378	2,446	45%
Professional Services	394,361	119,778	30%	35,851	539	2%
Other Services	137,214	153,702	112%	12,474	-	N/A
Lease and Miscellaneous Expenses	17,028	7,432	44%	1,548	3,496	226%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	53,295	40,446	76%	4,845	4,516	93%
Taxes and Licenses	48,895	52,833	108%	4,445	2,325	52%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>19,532,883</u>	<u>19,578,371</u>	100%	<u>1,882,626</u>	<u>1,701,430</u>	90%
OPERATING GAIN / (LOSS)	<u>\$ (145,698)</u>	<u>\$ (432,773)</u>	-197%	<u>\$ (25,518)</u>	<u>\$ 4,103</u>	116%

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

To: LYNX Board Of Directors

From: Edward Johnson
INTERIM EXECUTIVE DIR
Rudolph Walter
(Technical Contact)
Catherine Cavins
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: LYNX' American Recovery and Reinvestment Act Project Status Report (ARRA) for August and September 2010

Date: 11/10/2010

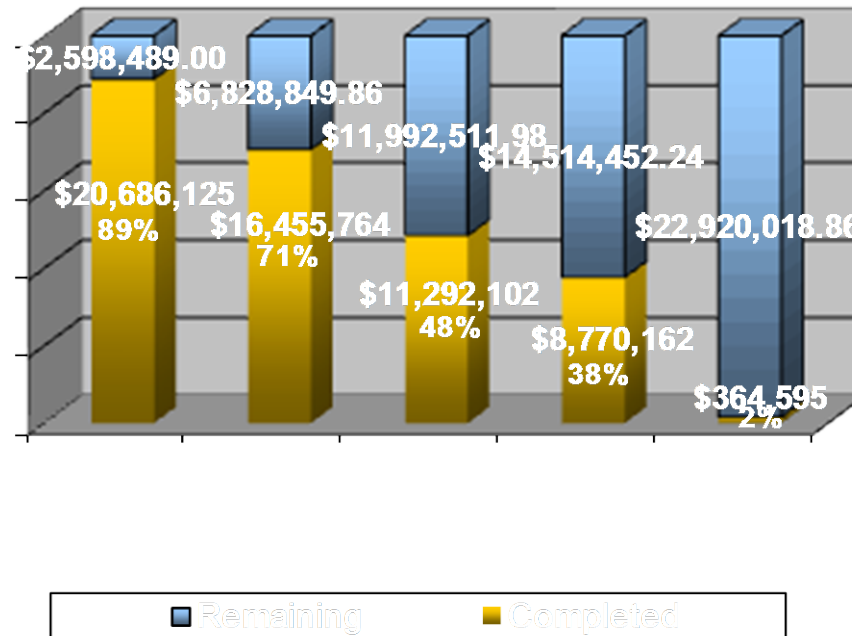
Work being completed as part of the American Recovery and Reinvestment Act (ARRA) is well underway. As of September 30, 2010, LYNX has encumbered \$13.4 million, or 42% of the \$31.5 million awarded. A total of \$10.9 million, or 34%, of the work has been completed and paid out. Individual projects funded by ARRA include adding shelters throughout the service area, procuring hybrid buses for the LYMMO service and new Paratransit vehicles, along with upgrading our facilities to include brake testing, generators and a new paint booth at the LYNX Operations Center (LOC), among others.

The new hybrid electric buses for the LYMMO service as well as eight additional Paratransit vehicles were delivered in August. The LOC Parking Lot addition bids and LOC Emergency Generators/Paint Booth/Building Upgrades bids have been received. Additional Paratransit vehicles and Circulator vehicles are being ordered. The upgrade of energy-efficient lighting at LCS and renovation of the Transfer Centers are nearing completion of design and will be issued for bid in the next few months. For a complete list of projects and their individual status, please see the Table below.

The following table and chart show, on a cumulative basis, the status and stage of completion of each specific ARRA project as of September 30, 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 Board Agenda

LYNX Progress Chart on ARRA projects as of September 30, 2010:



LYNX Board Agenda

LYNX Progress Table on ARRA projects as of September 30, 2010:

Monthly Report D: Ridership Report

To: LYNX Board Of Directors

From: Edward Johnson
 INTERIM EXECUTIVE DIR
 Rudolph Walter
 (Technical Contact)
 Jerry Bryan
 (Technical Contact)

Phone: 407.841.2279 ext: 6058

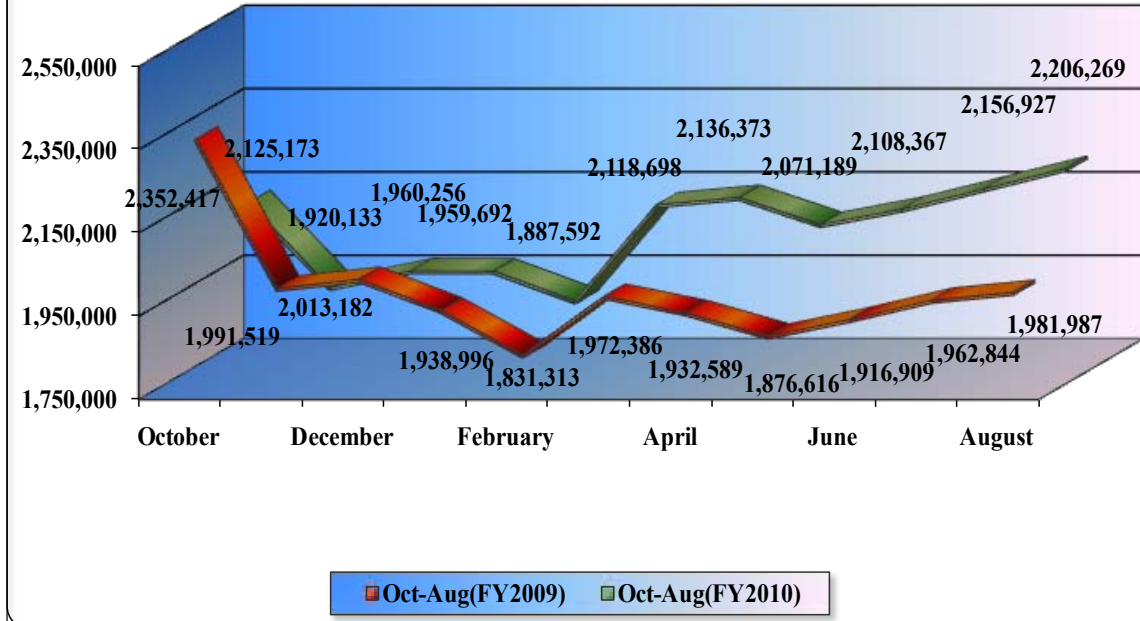
Item Name: Monthly Ridership Report from October 2009 through September 2010

Date: 11/10/2010

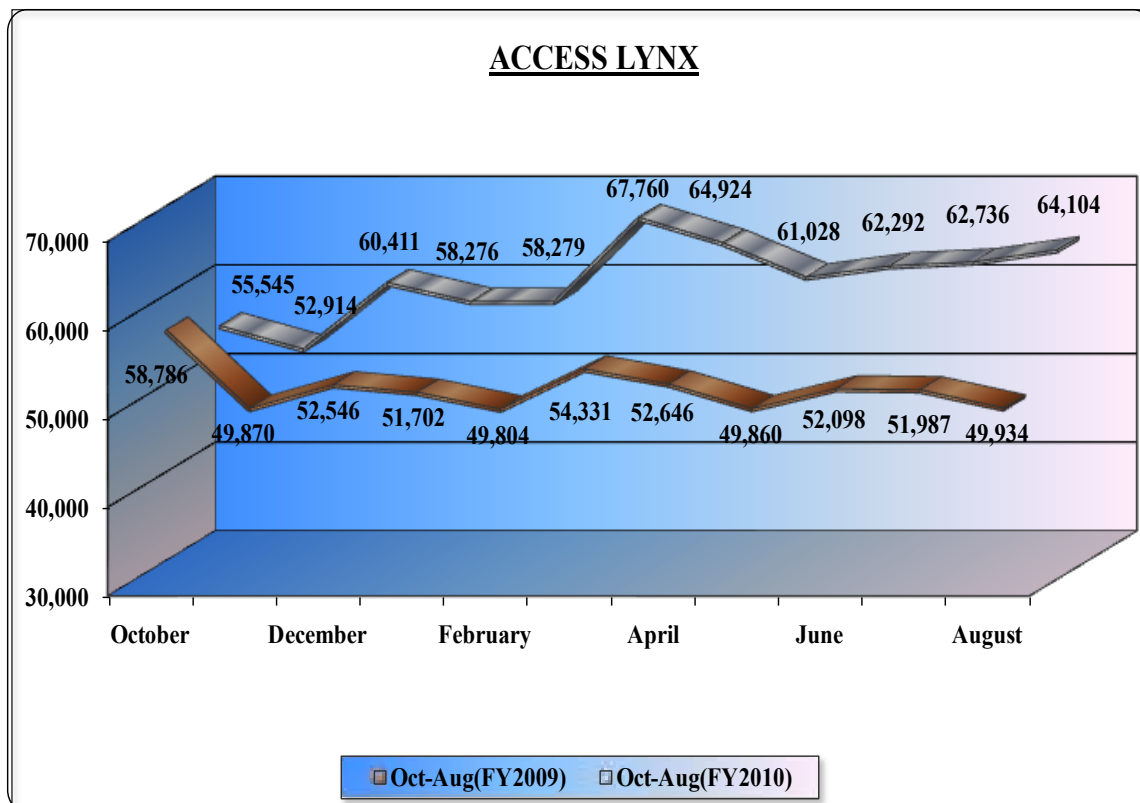
Year to date (October – August) Final

<i>Service Mode</i>	<i>Oct-Aug(FY2009)</i>	<i>Oct-Aug(FY2010)</i>	<i>% Change</i>
LYMMO	1,159,787	1,089,600	-6.05%
Fixed Route	20,558,163	21,450,476	4.34%
Pick Up Line	52,808	110,593	109.42%
SUBTOTAL - FIXED ROUTE	21,770,758	22,650,669	4.04%
Special Shuttles	44,952	36,995	-17.70%
ACCESS LYNX	573,564	668,269	16.51%
VanPlan	166,843	173,210	3.82%
SUBTOTAL - OTHER SERVICES	785,359	878,474	11.86%
TOTAL ALL SERVICES	22,556,117	23,529,143	4.31%

FIXED ROUTE



ACCESS LYNX



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>August-09</i>	<i>August-10</i>	<i>% Change</i>
LYMMO	Weekday	4,636	4,036	-12.94%
	Saturday	1,849	1,394	-24.61%
	Sunday	1,464	768	-47.53%
All Other Links	Weekday	69,557	77,981	12.11%
	Saturday	50,348	55,541	10.31%
	Sunday	29,401	32,002	8.85%
Total Fixed Route	Weekday	74,193	82,017	10.55%
	Saturday	52,197	56,934	9.08%
	Sunday	30,865	32,770	6.17%
ACCESS LYNX	Weekday	2,165	2,626	21.31%
	Saturday	1,021	1,133	10.93%
	Sunday	310	359	16.09%
Pick Up Line	Weekday	364	426	17.11%
	Saturday	197	233	18.02%
VanPlan	Weekday	660	706	6.82%
	Saturday	95	116	21.84%
	Sunday	93	118	26.72%
TOTAL LYNX SERVICES	Weekday	77,382	85,775	10.85%
	Saturday	53,510	58,415	9.17%
	Sunday	31,267	33,247	6.33%

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

The following new links began service in April 2010:

- Link 641 – Williamsburg PickUpLine

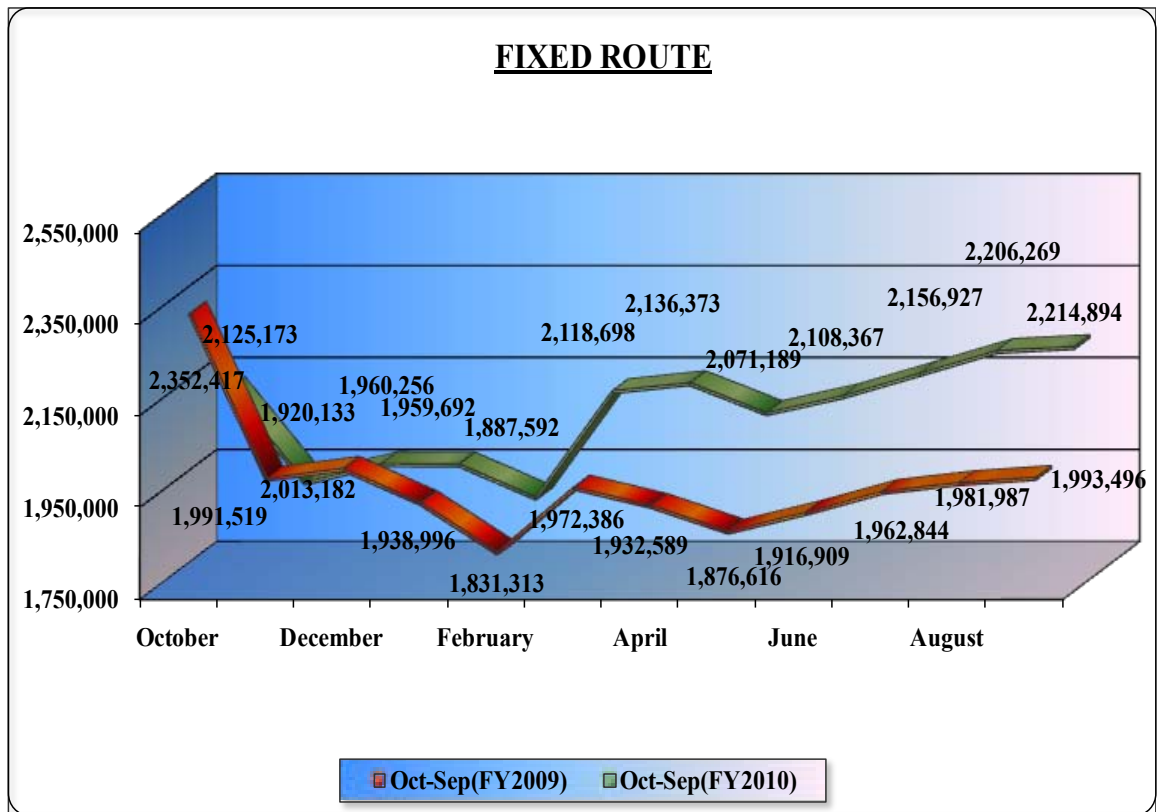
LYNX Monthly Ridership

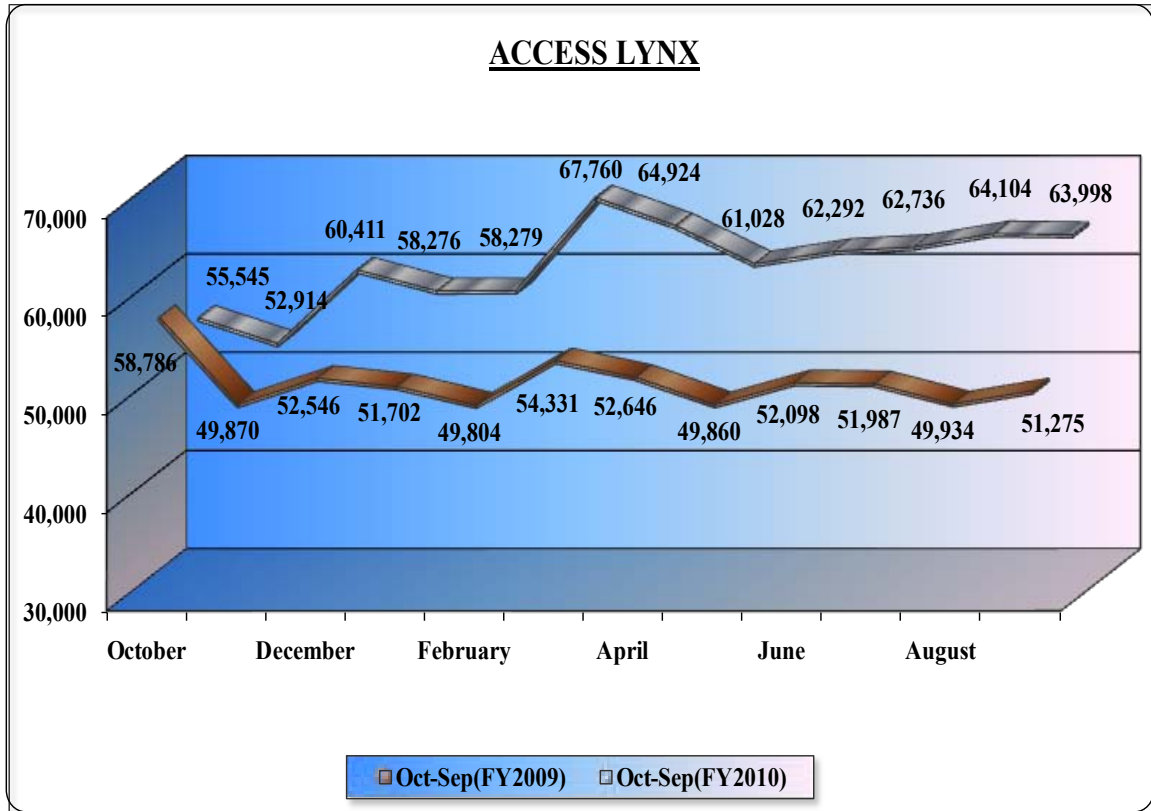
Fiscal Year 2010													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	105,428	87,542	89,711	98,032	82,188	108,593	114,484	106,254	97,892	101,257	98,219		1,089,600
Fixed Route	2,010,859	1,824,370	1,861,130	1,851,665	1,795,001	1,998,005	2,010,326	1,955,101	2,000,241	2,046,036	2,097,742		21,450,476
Pick Up Line	8,886	8,221	9,415	9,995	10,403	12,100	11,563	9,834	10,234	9,634	10,308		110,593
SUBTOTAL - FIXED ROUTE	2,125,173	1,920,133	1,960,256	1,959,692	1,887,592	2,118,698	2,136,373	2,071,189	2,108,367	2,156,927	2,206,269		22,650,669
Special Shuttles	65	6,538	8,301	21,632	82	16	42	273	1	0	45		36,995
ACCESS LYNX	55,545	52,914	60,411	58,276	58,279	67,760	64,924	61,028	62,292	62,736	64,104		668,269
VanPlan	15,586	14,398	14,692	15,673	15,394	17,568	16,111	15,102	16,036	16,078	16,572		173,210
SUBTOTAL - OTHER SERVICES	71,196	73,850	83,404	95,581	73,755	85,344	81,077	76,403	78,329	78,814	80,721		878,474
TOTAL ALL SERVICES	2,196,369	1,993,983	2,043,660	2,055,273	1,961,347	2,204,042	2,217,450	2,147,592	2,186,696	2,235,741	2,286,990		23,529,143
% 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%	-2.0%	-9.3%	-11.8%	-6.0%	-13.8%		-6.1%
Fixed Route	-10.5%	-4.1%	-3.1%	0.7%	4.2%	7.5%	11.0%	11.5%	11.2%	10.8%	12.8%		4.3%
Pick Up Line	1032.0%	1123.4%	350.9%	169.3%	133.9%	123.6%	130.9%	58.3%	41.5%	11.8%	19.6%		109.4%
SUBTOTAL - FIXED ROUTE	-9.7%	-3.6%	-2.6%	1.1%	3.1%	7.4%	10.5%	10.4%	10.0%	9.9%	11.3%		4.0%
Special Shuttles	-99.1%	9.0%	12.7%	-9.7%	-66.7%		500.0%	254.5%					-17.7%
ACCESS LYNX	-5.5%	6.1%	15.0%	12.7%	17.0%	24.7%	23.3%	22.4%	19.6%	20.7%	28.4%		16.5%
VanPlan	-10.9%	-0.8%	4.7%	-0.7%	9.4%	11.9%	3.2%	9.5%	2.0%	4.9%	11.9%		3.8%
SUBTOTAL - OTHER SERVICES	-14.8%	4.9%	12.8%	4.5%	15.0%	21.9%	18.8%	19.9%	15.5%	17.1%	24.7%		11.9%
TOTAL ALL SERVICES	-9.8%	-3.3%	-2.1%	1.2%	3.5%	7.9%	10.8%	10.7%	10.2%	10.1%	11.7%		4.3%
Fiscal Year 2009													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	105,234	87,718	90,839	96,493	104,201	108,814	116,807	117,118	110,958	107,677	113,928	97,397	1,257,184
Fixed Route	2,246,398	1,903,129	1,920,255	1,838,792	1,722,664	1,858,160	1,810,775	1,753,285	1,798,719	1,846,546	1,859,440	1,887,488	22,445,651
Pick Up Line	785	672	2,088	3,711	4,448	5,412	5,007	6,213	7,232	8,621	8,619	8,611	61,419
SUBTOTAL - FIXED ROUTE	2,352,417	1,991,519	2,013,182	1,938,996	1,831,313	1,972,386	1,932,589	1,876,616	1,916,909	1,962,844	1,981,987	1,993,496	23,764,254
Special Shuttles	7,305	5,996	7,367	23,954	246	0	7	77	0	0	0	33	44,985
ACCESS LYNX	58,786	49,870	52,546	51,702	49,804	54,331	52,646	49,860	52,098	51,987	49,934	51,275	624,839
VanPlan	17,488	14,520	14,030	15,783	14,068	15,706	15,606	13,788	15,714	15,332	14,808	15,518	182,361
SUBTOTAL - OTHER SERVICES	83,579	70,386	73,943	91,439	64,118	70,037	68,259	63,725	67,812	67,319	64,742	66,826	852,185
TOTAL ALL SERVICES	2,435,996	2,061,905	2,087,125	2,030,435	1,895,431	2,042,423	2,000,848	1,940,341	1,984,721	2,030,163	2,046,729	2,060,322	24,616,439

* NOTE: VanPlan ridership may not be a full representation of total ridership due to information received from subscribers.

Year to date (October – September) Draft

<i>Service Mode</i>	<i>Oct-Sep(FY2009)</i>	<i>Oct-Sep(FY2010)</i>	<i>% Change</i>
LYMMO	1,257,184	1,180,712	-6.08%
Fixed Route	22,445,651	23,562,960	4.98%
Pick Up Line	61,419	121,891	98.46%
SUBTOTAL - FIXED ROUTE	23,764,254	24,865,563	4.63%
Special Shuttles	44,985	37,032	-17.68%
ACCESS LYNX	624,839	732,267	17.19%
VanPlan	182,361	190,040	4.21%
SUBTOTAL - OTHER SERVICES	852,185	959,339	12.57%
TOTAL ALL SERVICES	24,616,439	25,824,902	4.91%





Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>September-09</i>	<i>September-10</i>	<i>% Change</i>
LYMMO	Weekday	4,083	3,925	-3.86%
	Saturday	1,112	859	-22.79%
	Sunday	782	1,050	34.25%
All Other Links	Weekday	74,000	82,235	11.13%
	Saturday	48,407	55,976	15.64%
	Sunday	28,632	32,329	12.91%
Total Fixed Route	Weekday	78,083	86,160	10.34%
	Saturday	49,519	56,835	14.77%
	Sunday	29,414	33,379	13.48%
ACCESS LYNX	Weekday	2,168	2,631	21.36%
	Saturday	1,050	1,161	10.62%
	Sunday	302	369	22.20%
Pick Up Line	Weekday	372	489	31.41%
	Saturday	201	258	28.36%
VanPlan	Weekday	670	728	8.61%
	Saturday	104	107	3.38%
	Sunday	89	94	6.21%
TOTAL LYNX SERVICES	Weekday	81,293	90,008	10.72%
	Saturday	50,873	58,361	14.72%
	Sunday	29,804	33,842	13.55%

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

The following new links began service in April 2010:

- Link 641 – Williamsburg PickUpLine

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	114,484	106,254	97,892	101,257	98,219	91,112	1,180,712
Fixed Route	2,010,859	1,824,370	1,861,130	1,851,665	1,795,001	1,998,005	2,010,326	1,955,101	2,000,241	2,046,036	2,097,742	2,112,484	23,562,960
Pick Up Line	8,886	8,221	9,415	9,995	10,403	12,100	11,563	9,834	10,234	9,634	10,308	11,298	121,891
SUBTOTAL - FIXED ROUTE	2,125,173	1,920,133	1,960,256	1,959,692	1,887,592	2,118,698	2,136,373	2,071,189	2,108,367	2,156,927	2,206,269	2,214,894	24,865,563
Special Shuttles	65	6,538	8,301	21,632	82	16	42	273	1	0	45	37	37,032
ACCESS LYNX	55,545	52,914	60,411	58,276	58,279	67,760	64,924	61,028	62,292	62,736	64,104	63,998	732,267
VanPlan	15,586	14,398	14,692	15,657	15,394	17,568	16,111	15,102	16,036	16,110	16,562	16,824	190,040
SUBTOTAL - OTHER SERVICES	71,196	73,850	83,404	95,565	73,755	85,344	81,077	76,403	78,329	78,846	80,711	80,859	959,339
TOTAL ALL SERVICES	2,196,369	1,993,983	2,043,660	2,055,257	1,961,347	2,204,042	2,217,450	2,147,592	2,186,696	2,235,773	2,286,980	2,295,753	25,824,902
% 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%	-2.0%	-9.3%	-11.8%	-6.0%	-13.8%	-6.5%	-6.1%
Fixed Route	-10.5%	-4.1%	-3.1%	0.7%	4.2%	7.5%	11.0%	11.5%	11.2%	10.8%	12.8%	11.9%	5.0%
Pick Up Line	1032.0%	1123.4%	350.9%	169.3%	133.9%	123.6%	130.9%	58.3%	41.5%	11.8%	19.6%	31.2%	98.5%
SUBTOTAL - FIXED ROUTE	-9.7%	-3.6%	-2.6%	1.1%	3.1%	7.4%	10.5%	10.4%	10.0%	9.9%	11.3%	11.1%	4.6%
Special Shuttles	-99.1%	9.0%	12.7%	-9.7%	-66.7%		500.0%	254.5%				12.1%	-17.7%
ACCESS LYNX	-5.5%	6.1%	15.0%	12.7%	17.0%	24.7%	23.3%	22.4%	19.6%	20.7%	28.4%	24.8%	17.2%
VanPlan	-10.9%	-0.8%	4.7%	-0.8%	9.4%	11.9%	3.2%	9.5%	2.0%	5.1%	11.8%	8.4%	4.2%
SUBTOTAL - OTHER SERVICES	-14.8%	4.9%	12.8%	4.5%	15.0%	21.9%	18.8%	19.9%	15.5%	17.1%	24.7%	21.0%	12.6%
TOTAL ALL SERVICES	-9.8%	-3.3%	-2.1%	1.2%	3.5%	7.9%	10.8%	10.7%	10.2%	10.1%	11.7%	11.4%	4.9%
Fiscal Year 2009													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	105,234	87,718	90,839	96,493	104,201	108,814	116,807	117,118	110,958	107,677	113,928	97,397	1,257,184
Fixed Route	2,246,398	1,903,129	1,920,255	1,838,792	1,722,664	1,858,160	1,810,775	1,753,285	1,798,719	1,846,546	1,859,440	1,887,488	22,445,651
Pick Up Line	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 E: Planning and Development Report

To: LYNX Board Of Directors

From: Edward Johnson
INTERIM EXECUTIVE DIR
Rudolph Walter
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Planning and Development Report

Date: 11/10/2010

Intelligent Transportation Systems (ITS)

A work order is in the process of being issued to Harris IT Services Corporation to update the *LYNX ITS Strategic Plan*. This plan examines the ITS technology needs of LYNX and develops a deployment plan for the various components needed to meet those needs. The plan also examines the phasing of projects, the estimated costs, life expectancy and replacement schedule, compliance with Federal rules, and potential funding sources. The update of the plan will include and in depth review of all LYNX Divisions and will be completed in six months.

MORETMCC

Internet access to the scheduling system for Access LYNX customers, called AccessWEB, has been developed and is in acceptance testing. This interface allows customers to reserve, cancel, and check on the status of trips by directly interacting with the scheduling system. Customers can also choose to receive an automated reminder call of an upcoming trip and receive an arrival notice fifteen (15) minutes prior to the arrival of their vehicle. This is expected to be made available to all customers through a phased deployment beginning in December 2010.

Kissimmee Operations Satellite Facility

LYNX is continuing the development and implementation of the transition plan for the move of Links to the Kissimmee Operations Satellite Facility. Links 4, 10, 24, 26, 55, 56, 57, 306, and 426 are planned to be moved to the facility on December 19, 2010. LYNX is pursuing the installation of a modular building to house the administrative functions, however the lease allows for the occupation of space within the Central Services Building should the installation of the modular building be delayed. Preliminary activities are underway to be preparing the site for LYNX occupation including the preparations for improvement of the staff and bus parking areas. The plan calls for 29 revenue buses, 8 spare buses, 4 relief vehicles, and 3 staff vehicles and approximately 75 staff members to be assigned to the facility.

Shelters and Amenities

LYNX continues with the installation of shelters and associated amenities in the various jurisdictions. A spreadsheet has been included as part of this report. This breaks down the number of shelters per jurisdiction and the method in which they are funded. A key point is that the construction phase defines a shelter for which a work order has been issued for installation and the work has been scheduled for.

Seminole County-

LYNX and Seminole County staffs completed development of a simplified coordination permitting process that will enhance the construction of shelters in unincorporated Seminole County. Since January 1st, 26 shelters have been installed county wide. Currently there are 18 shelters in the construction phase and 31 shelter sites in permitting.

Orange County-

LYNX and Orange County staffs are developing a streamlined process for paying for and picking up of the permits that will enhance the construction of shelters. Since January 1st, 10 shelters have been installed county wide excluding the City of Orlando. Currently there are 42 shelters in the construction phase and 13 shelter sites in permitting.

Orlando-

The permitting process is underway after several procedural concerns were resolved. Revisions to the interlocal agreement and approvals from the Downtown Development Board are complete. Since January 1st, 8 shelters have been installed in the City. Currently there are 93 shelters in the construction phase. It is anticipated that 50 additional shelters will be in permitting by the time of the board meeting and an additional 50 shelters submitted to permitting by the end of the calendar year.

Osceola County-

Shelters being installed at locations with limited right of way are under construction. Since January 1st, 41 shelters have been installed county wide. Currently there are 18 shelters in the construction phase and 13 shelter sites in the design process which can then be moved into permitting.

Geography Network

An updated software version for LYNX Map and LYNX Map for Planners is in development that will improve the performance and add better functionality to the three interactive mapping applications, providing access to geographic and transit information. LYNX is now using the GIS server technology and the MapOptix6.0 development environment for all services and applications published at GoLYNX.com and LYNX Geography network.

GIS

Work continues on the implementation of Transit Boarding Estimation and Simulation Tool (TBEST). GIS staff received training on the network conversion tool for bringing data updates

from the Trapeze scheduling system to the TBEST database. Geo Decisions and LYNX GIS staff are finalizing the model calibration and beginning work on running five different ridership projection models and the customized reporting for Alternative Mobility Analysis. This project will be completed during the first quarter of FY2011.

At the Fourth Annual Central Florida GIS Workshop that took place in Daytona Beach September 23 and 24, LYNX staff presented information about two of the major projects that took place in 2010 – the interactive application LYNX Map and the implementation of TBEST. LYNX GIS software users took advantage of this unique local educational opportunity to learn new skills and share knowledge and experience with GIS users from other local organizations.

Downtown Circulator Expansion Alternatives Analysis

Project administration efforts continue with focus on public involvement tasks. The project team of LYNX, City of Orlando and PB America (consultant) continues to coordinate with FTA on the development of the ridership model needed to evaluate the alternatives. The project team continues to meet on a regular basis to review draft documents, completed work, and other project issues that arise.

The project team worked with FDOT to develop a system wide on-board rider survey being conducted for the development of a regional ridership model to be used for regional AA studies. FDOT will share the results of the survey with the project team which will incorporate the origin and destination information, demographic data and other information into the study model. Additionally, the project team worked with LYNX staff to develop a supplemental survey to be done in conjunction with the larger survey effort to help determine attitudinal information regarding the LYMMO expansion project.

PB America developed an Alternatives Analysis Initiation Package transmitted to FTA. The Initiation Package describes the study area, includes a purpose and need statement, establishes the goals, objectives and evaluation criteria for the Alternatives Analysis, and the alternatives to be considered in the study.

The project team conducted a bus tour of each alternative alignment in the study area on September 15th. The second Project Advisory Group (PAG) meeting was held on September 17th reviewing the proposed alternatives, Initiation Package and next steps. The project team also began refining the public involvement process including holding the first round of the neighborhood meetings to obtain input and began meeting with key stakeholders within the corridor, including Orlando Health and Florida Hospital.

Long Range Transit & Finance Plan

The project team continues to work on documenting existing conditions within the corridors to develop a corridor information sheet for each. The group also began gathering public comments

at community venues and setting up public involvement workshops and informational meetings to be held in the first quarter of FY2011. A steering committee meeting was held August 20th, to discuss the proposed corridor alignments and discuss other issues related to the study including public outreach.

Service Development

Service Development staff prepared the service change documentation and bus operator bid documents for the December 19, 2010 service change. This change was rescheduled from December 5, 2010 to accommodate opening of the Osceola satellite operations facility. Staff also provided technical assistance for the Osceola facility including the numbers of vehicles and operators required and revised estimates of new deadhead mileage and hours.

The Five-Year Service Plan Phase 2, now underway. This study takes the Phase I documentation and explores alternatives in providing LYNX fixed route services to increase efficiency and effectiveness of the service. This study effort is scheduled to be completed by the end of the calendar year.

Kissimmee Operations Satellite Facility

LYNX is continuing the development and implementation of the transition plan for the move of Links to the Kissimmee Operations Satellite Facility. Links 4, 10, 24, 26, 55, 56, 57, 306, and 426 are planned to be moved to the facility on December 19, 2010. LYNX is pursuing the installation of a modular building to house the administrative functions, however the lease allows for the occupation of space within the Central Services Building should the installation of the modular building be delayed. Preliminary activities are underway to be preparing the site for LYNX occupation including the preparations for improvement of the staff and bus parking areas. The plan calls for 29 revenue buses, 8 spare buses, 4 relief vehicles, and 3 staff vehicles and approximately 75 staff members to be assigned to the facility.

Monthly Report F: Communications Report

To: LYNX Board Of Directors

From: Edward Johnson
INTERIM EXECUTIVE DIR
Maria Colon
(Technical Contact)
William Fay
(Technical Contact)
Matthew Friedman
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Communication Division Report

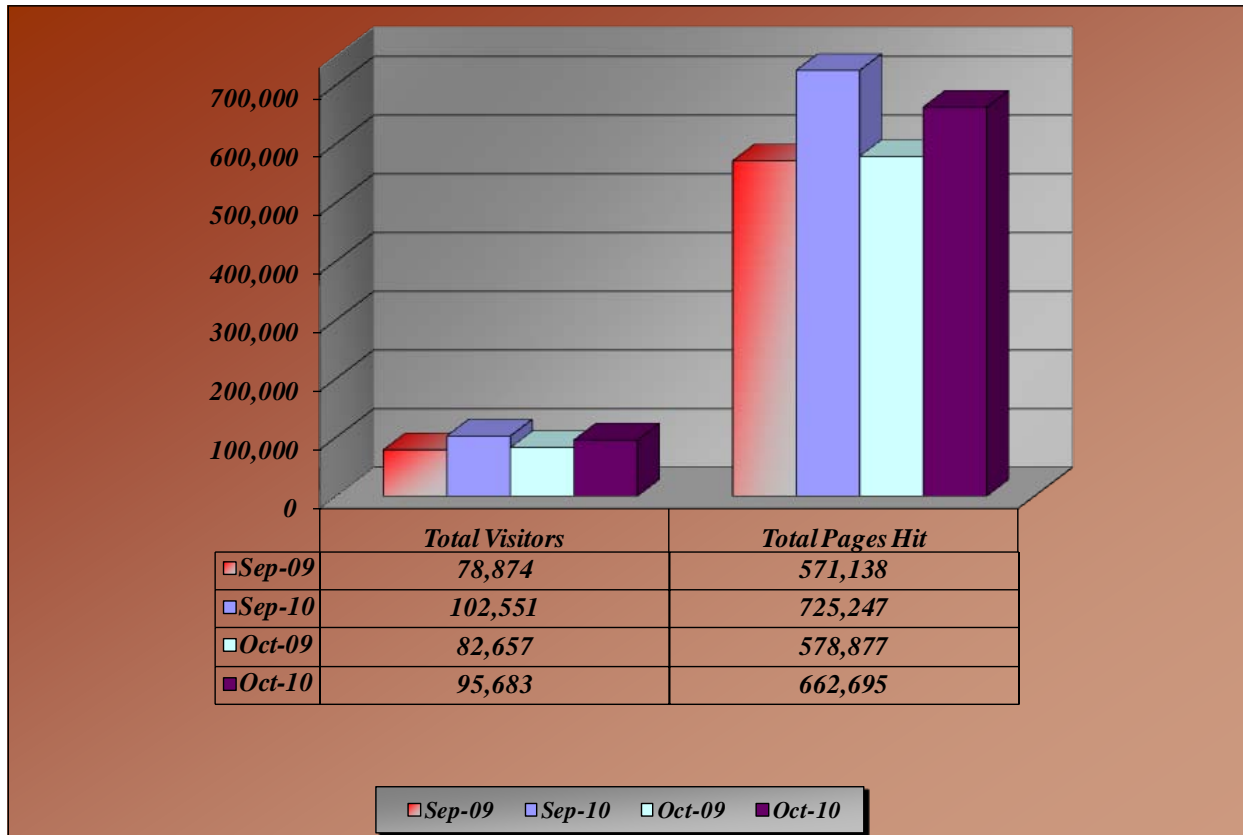
Date: 11/10/2010

Media Relations

September-October 2010

Sept. 1...Story in Central Florida Future on riding LYNX.
Sept. 7...Orlando Sentinel mention of LYMMO in story on SunRail and bike connectivity.
Sept. 9...Orlando Sentinel editorial on SunRail connectivity.
Sept. 21...WFTV-TV/Channel 9 called about TTN.
Sept. 22...WFTV-TV/Channel 9 called about fare abuse.
Sept. 22...LYMMO unveiling with City of Orlando and Magic. Media attending were WESH-TV/Channel 2, WKMG-TV/Channel 6, Central Florida News 13, WOFL-TV/FOX 35.
Oct. 1...Sent press release for Champs Café opening.
Oct. 1...Orlando Business Journal story on Champs Café opening.
Oct. 1...Orlando Sentinel inquiry about former MV employee arrest.
Oct. 4...Interview with Central Florida News 13 on Champs Café opening.
Oct. 4...Sent information to media about 20 year study.
Oct. 4...WESH-TV/Channel 2 called requesting funding information for Orange County Mayor debate.
Oct. 6...Orlando Sentinel called for an update on CEO search.
Oct. 7...Sent press release about winning APTA award for external newsletter.
Oct. 8...Sent press release regarding BOD Meeting for CEO search.
Oct. 8...Received call from WFTV-TV/Channel 9 reporter about a passenger complaint.
Oct. 8...Orlando Business Journal story on CEO search.
Oct. 11...Orlando Sentinel mention of Champs Café opening.
Oct. 11...Richmond Times-Dispatch called regarding CEO candidate John Lewis.

- Oct. 12...Richmond Times-Dispatch story on CEO candidate John Lewis.
- Oct. 12...Orlando Sentinel story on CEO candidates.
- Oct. 12...Orlando Sentinel called for photos of CEO candidates.
- Oct. 13...Sent press release on community newsletter winning APTA Award.
- Oct. 14...Orlando Sentinel and Orlando Business Journal covered CEO vote meeting.
- Oct. 14...Sent press release on John Lewis Jr. being offered CEO job.
- Oct. 14...Orlando Sentinel wrote a story on John Lewis Jr. being offered CEO job.
- Oct. 14...Orlando Business Journal wrote a story on John Lewis Jr. being offered CEO job.
- Oct. 14...WESH-TV/Channel 2 called regarding customer complaint. No story.
- Oct. 15...Orlando Sentinel wrote a story on John Lewis Jr. being offered CEO job.
- Oct. 15...Richmond Times-Dispatch wrote a story on John Lewis Jr. being offered CEO job.
- Oct. 16...Central Florida News 13 mention on Creative Village LYMMO grant.
- Oct. 18...Received call from WFTV-TV/Channel 9 reporter for Link 204 ridership numbers. The reporter was doing a story on OBT Xpress from Taveres to downtown Orlando.
- Oct. 19...Orlando Sentinel editorial on John Lewis and the challenge of finding dedicated funding.
- Oct. 19...Orlando Sentinel interview with Lisa Darnall on LYMMO using hybrid buses.
- Oct. 22...Orlando Sentinel story on LYMMO using hybrid buses.
- Oct. 22...Sent press release on adding stop on Link 306 in front of Poinciana High School.
- Oct. XX...Sent press release on December service efficiencies.

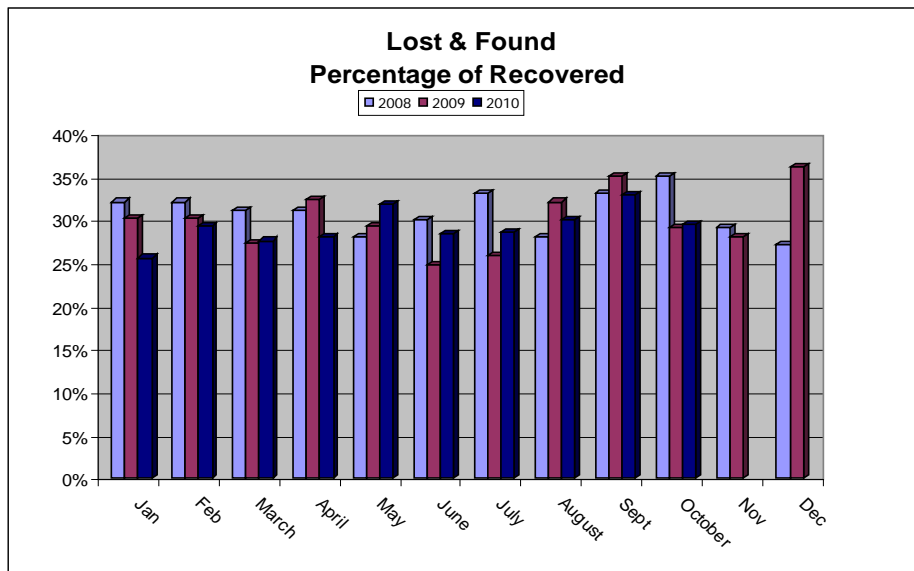
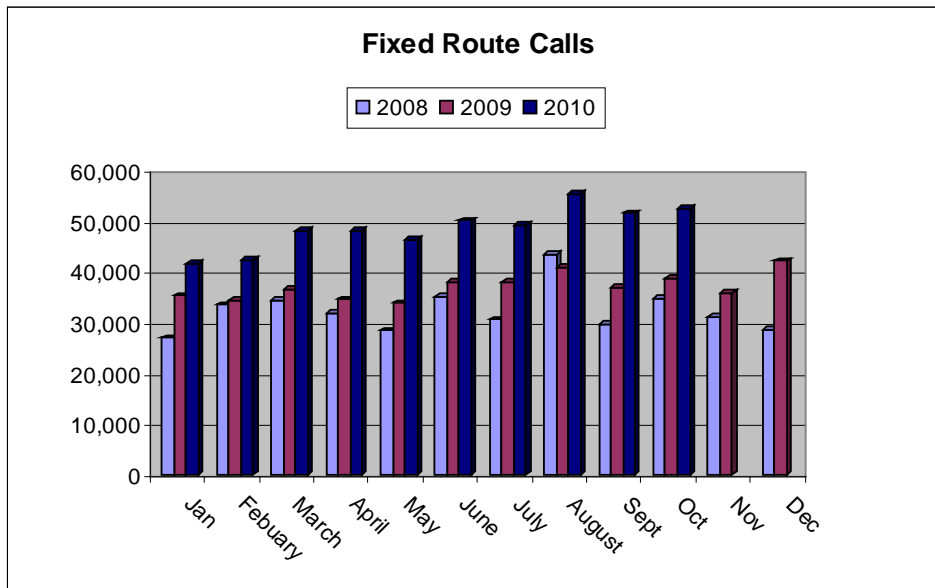


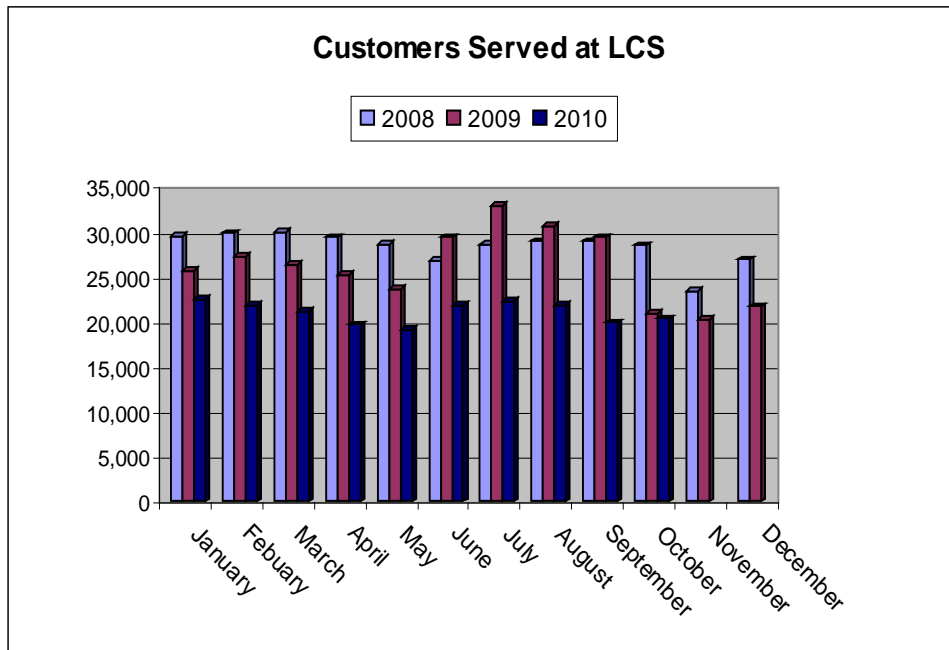
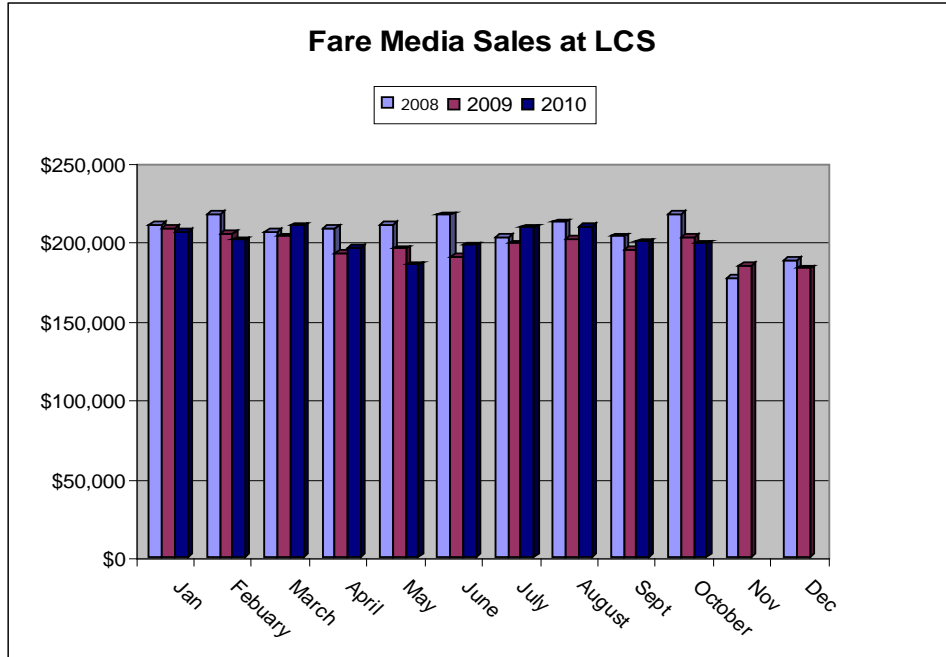
September visitors to the website were up 30 percent and page views were up 27 percent over 2009, much of that owing to the August schedule change.

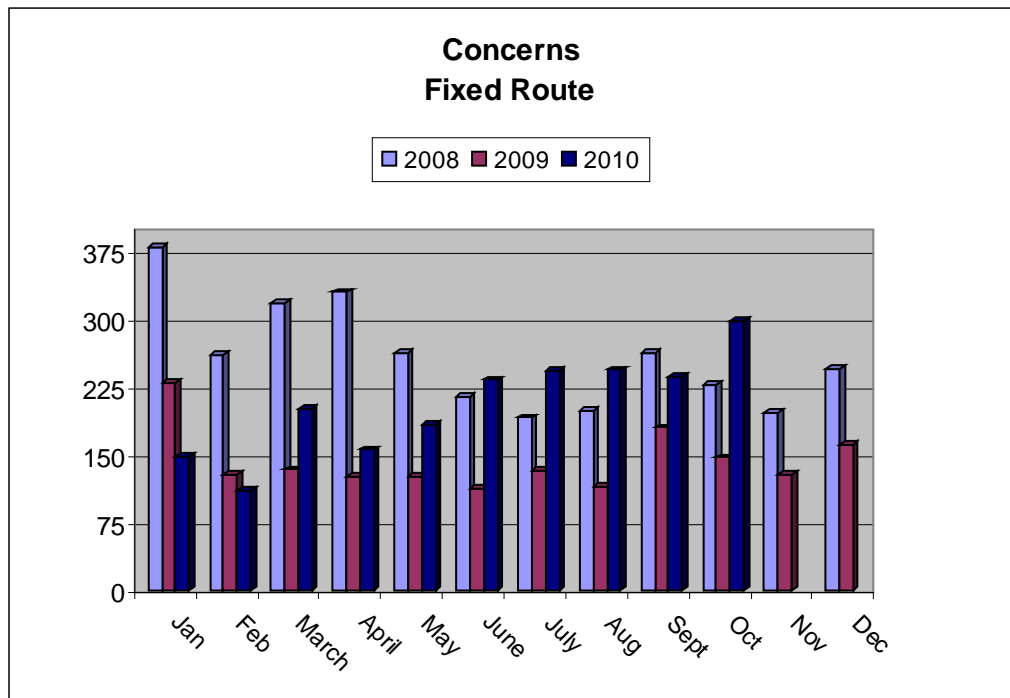
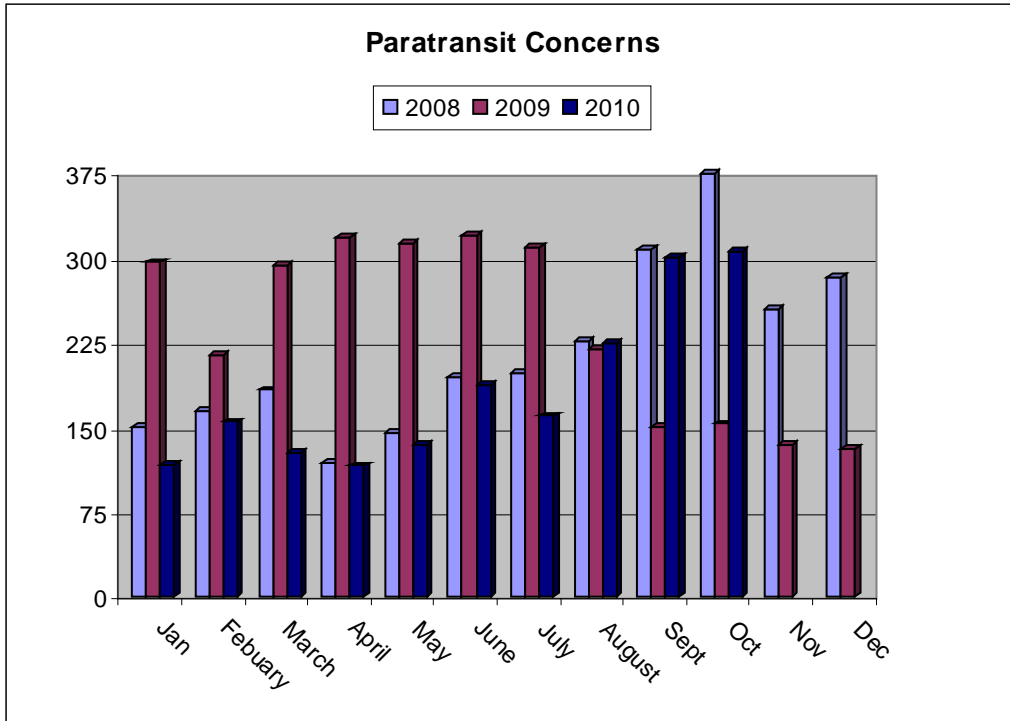
October visitors were up 16 percent and page views up 14 percent over 2009.

Vanpool inquiries: LYNX received 31 vanpool inquiries for the months September and October.
 Vanpool participation: LYNX had a total of 983 people in the vanpool program in September and October. The agency had 66 vans in service in September and 67 vans in service in October.
 Current Vanpool interest: There are four agencies with pending vanpool interest. Those include the Osceola Care Center; Osceola Council of Aging; Veterans Affairs; and FCC Coleman.

Customer Service







Monthly Report G: Government Relations Report

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 6064

Item Name: Government Relations Report

Date: 11/10/2010

Appropriations

On September 30, 2010, Congress passed, and the President signed into law, a Continuing Resolution that keeps the federal government operating until December 3, 2010. The new fiscal year (FY2011) began on October 1. None of the 12 appropriations bills that, together, make up the federal budget have been enacted into law. The Continuing Resolution is a simple bill that just continues the funding at the FY2010 levels for two months.

During the election recess, the staffs of the House and Senate Appropriations Committees will draft a n FY2011 omnibus appropriations bill that will combine all 12 of the regular appropriations bills into one bill. The provisions will be based on the House and Senate reported versions of the bills. I am working to make sure the omnibus bill includes LYNX' \$500,000 earmark for LYNX Bus Rapid Transit (BRT) Corridors Alternatives Analysis in the House version of the Transportation-HUD Appropriations bill.

If Congress does not complete the omnibus by December 3, 2010, they will have to pass another Continuing Resolution to keep the government operating until they can complete the bill.

Biodiesel Tax Credit Extension

Also in September, there were bipartisan attempts in the Senate to extend the biodiesel tax credit retroactively (this is very important to LYNX). The original tax credit expired December 31, 2009. A provision to extend the biodiesel tax credit was included in the Unemployment Extension Act of 2010 (H.R. 4213), but the biodiesel provision and other tax extenders were eliminated from the bill in final negotiations.

Senator Chuck Grassley (R-IA), the Ranking Member of the Senate Finance Committee, who is the main proponent of extending the biodiesel tax credit in the Senate, has looked for other opportunities to extend it. On September 16, 2010, Senator Grassley tried again to offer an

amendment to H.R. 5297, the Small Business Lending Fund Act of 2010. His amendment would have extended the biodiesel fuel tax for one year, but the amendment failed.

During the debate on the small business lending bill, Senator Baucus, Chairman of the Senate Finance Committee, tried to offer a larger tax extenders package that would have extended several expired tax provisions, including the biodiesel tax credit. However, his attempts failed as well over objections to the overall cost of the tax extenders.

While these attempts to pass the tax extenders package have failed, there continues to be bipartisan support for extending the expired tax provisions, including the biodiesel tax credit. Congress is expected to take up legislation to extend the expiring Bush-era tax cuts during the lame duck session, which may provide an additional opportunity to try to extend the biodiesel tax credit.

TIGER II Discretionary Grants

The TIGER II Discretionary Grant program deadline was August 23, 2010.

LYNX was a co-applicant with the City of Orlando for the "Creative Village – Moving Parramore Forward" project. The City and LYNX requested \$70,156,877 for the entire Creative Village project.

There was an overwhelming demand for TIGER II. There were nearly 1,000 construction grant applications for more than \$19 billion from all 50 states, U.S. territories, and the District of Columbia, which far exceeded the \$600 million available in TIGER II. USDOT awarded grants for only 42 capital construction projects and 33 planning grants.

Congressional letters of support and background information were provided to several Congressional offices including Senator Nelson, Senator LeMieux, Congresswoman Brown, Congressman Grayson, and Congresswoman Kosmas. In September, Congresswoman Brown and Senator Nelson spoke with U.S. Department of Transportation Secretary Ray LaHood to advocate for the Creative Village application.

On October 20, 2010, Secretary of Transportation Ray LaHood announced the award of TIGER II recipients and I am pleased to report that the "Parramore Bus Rapid Transit Improvements" in Orlando, FL was selected. The USDOT announced that \$10 million will be provided to expand the LYNX/LYMMO BRT system west of Interstate 4 to connect residents of Parramore, Orlando's lowest income neighborhood, to the LYNX Central Station – a major hub for transit with a planned 2013 opening.

There was an overwhelming demand for TIGER II, nearly 1,000 construction grant applications for more than \$19 billion from all 50 states, U.S. territories, and the District of Columbia, far

exceeded the \$600 million available. In the end, USDOT awarded grants for only 42 capital construction projects and 33 planning grants.

On September 14, 2010, our Washington DC lobby team met the city of Orlando and J. Marsh McLawhorn to discuss the current status of LYNX' federal issues and begin preparations for next year's agenda. Congress is currently in recess until after the November elections but will reconvene November 29 and stay in session until they complete their work for the year in mid-December. Given this limited legislative schedule, Congress will be focused on completing the pieces of legislation that must pass before the end of the session.

The outcome of the elections could impact what the Congress is able to accomplish during the lame duck session. If the Republicans win the majority of seats in the House and/or Senate, they may be less willing to cooperate with the Democrats and choose to wait until they take control of the Congress to finish the defense authorization bill, the extension of surface transportation programs, expiring tax cuts and the Medicare physician payment fix.

SAFETEA-LU Reauthorization

SAFETEA-LU expired on September 30, 2009, but Congress has continued to pass temporary extensions of the law since then to keep the surface transportation programs funded. The latest extension was passed in March, which extends the current law until December 31, 2010. Congress will need to pass another extension of the surface transportation authorization law.

In April 2009, LYNX prepared and submitted a New Starts Project request for \$75 million to develop Rapid Transit Emphasis Corridor routes within LYNX' service area. The request was submitted to Representatives Brown, Grayson, Kosmas and Mica.

In July 2009, when it appeared that the Senate might consider marking up the bill, Senator Nelson made a preliminary request for projects so we submitted the LYNX Rapid Transit Emphasis Corridors project to him as well. However, the Senate did not mark up a bill and Senator Nelson did not end up submitting any projects to the committees of jurisdiction.

LYNX will have an opportunity to submit new project requests when the Congress decides to take up the legislation next year. Within the next few months, we need to discuss whether LYNX plans to re-submit its request for the LYNX Rapid Transit Emphasis Corridors or make a new request to be presented to the Congressional delegation.

The deadlines to submit FY2012 appropriations requests to the delegation will fall in February and early March of 2011. These deadlines cannot be missed so I will need to have a LYNX' appropriations agenda no later than January.

Monthly Report H: Employee Travel Report

To: LYNX Board Of Directors

From: Edward Johnson
 INTERIM EXECUTIVE DIR
 Deborah Henderson
 (Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Monthly Employee Travel - November 2010

Date: 11/10/2010

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Tomas Sjostrom IT	Plantation, FL	Citrix Training	11/01/10 – 11/05/10	5,580	5,580
Joe Cheney Operations	Tampa, FL	To attend a one day session offered by The National Transit Institute on Narrowbanding	11/08/10	12	12
TOTAL ESTIMATED COSTS and AGENCY COSTS				5,592	5,592

Monthly Report I: Employee Travel Report

To: LYNX Board Of Directors

From: Edward Johnson
 INTERIM EXECUTIVE DIR
Deborah Henderson
 (Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Monthly Employee Travel - October 2010

Date: 11/10/2010

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
William Hearndon Operations	St. Augustine, FL	To attend the Mobility Summit 2010 sponsored by the Jacksonville Transit Authority	09/08/10	25	25
Jerry Ballard Operations	Daytona Beach, FL	To attend the Florida Association of Governmental Fleet Administrators	09/15/10 – 09/16/10	164	164
Laura Minns Administrative	Tampa, FL	To attend Florida APTA Annual meeting	09/15/10 – 09/16/10	618	618
Tori Iffland Administrative	Mumbai, India	Invited by FTA and the State of Maharashtra, India Cooperative to participate with the training for ITS elements.	09/24/10 - 10/02/10	0	0
James McLawhorn Government Affairs	San Antonio, TX	To attend the APTA Annual Conference	10/03/10 - 10/06/10	1,865	1,865
Lisa Darnall Operations	San Antonio, TX	To attend the APTA Annual Conference	10/03/10 - 10/06/10	0	0
Edward Johnson Executive	San Antonio, TX	To attend the APTA Annual Conference	10/03/10 - 10/06/10	1,848	1,848

LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Doug Jamison Planning	San Antonio, TX	Transit IntelliDrive Stakeholder Steering Group Workshop. To be reimbursed by AASHTO	10/06/10 - 10/07/10	0	0
Joe Cheney Operations	Indianapolis, IN	To attend training class for Allison hybrid customers	10/13/10 - 10/14/10	50	50
James McLawhorn Government Affairs	Palatka FL	Represent LYNX at Congressman Mica's Brevie Bus Rollout	10/15/10	0	0
Richard Bannon Procurement	Miami, FL	To attend the Florida Public Transportation Association Annual Conference	10/16/10- 10/19/10	247	247
James McLawhorn Government Affairs	Miami, FL	To attend the Florida Public Transportation Association Annual Conference	10/17/10- 10/19/10	666	666
Lisa Darnall Operations	Miami, FL	To attend the Florida Public Transportation Association Annual Conference	10/17/10 - 10/20/10	0	0
Joe Cheney Operations	Memphis, TN	To participate in a Peer Review for the Memphis Area Transit Authority (MATA) by APTA	10/17/10 - 10/21/10	0	0
Matthew Bartlett Operations	Miami, FL	To attend FPTA conference and Awards Banquet	10/19/10- 10/20/10	218	218
William Hearndon Operations	Daytona Beach, FL	To attend the Florida Commission for the Transportation Disadvantaged Quarterly Business Meeting	10/29/10	40	40
Rafiq Basaria Administrative	Volusia Co., FL	Attend Volusia County GIS Users Group meeting	10/29/10	0	0
TOTAL ESTIMATED COSTS and AGENCY COSTS				5,741	5,741