




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

1. Call to Order & Pledge of Allegiance

2. Approval of Minutes

-  Minutes from the April 22, 2009 Board of Directors Meeting

Pg 4

3. Recognition

- City of Ocoee Police Department recognition of LYNX employees
- Award for 25 Years of Service




4. Public Comments

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


5. Chief Executive Officer's Report

6. Consent Agenda







A. Release Requests for Proposal (RFP)







-  Authorization to Release Request for Proposal (RFP) for Fixed Route Transportation Bidding/Dispatching System Pg 13
-  Authorization to Release a Sole Source Request for Proposal (RFP) for a Point of Sale (POS) System Pg 15
-  Authorization to Release Request for Proposal (RFP) for Consultant Services for Marketing & Public Relations Pg 17

B. Award Contracts






-  Authorization to Award a Contract to the Center for Alternative Fuels, Engines and Emissions (CAFEE) at the University of West Virginia (WVU) for Assistance in the Bio-diesel Fleet Emissions and Greenhouse Gas Demonstration Project Pg 19

C. Extension of Contracts



-  Authorization to Execute the Second Option Year of Contract #05-004 with Van Pool Services Incorporated (VPSI) for the Operation of the Vanpool Program Pg 21
-  Authorization to Execute a One Year Contract #BDL-96 with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program Pg 23
-  Authorization to Exercise the First Option Year of the Sponsorship Contract with State Farm Mutual Automobile Insurance Company for Advertising Under the Road Ranger Program Pg 25
-  Authorization to Execute the First Option Year of Contract #08-C05 with Gray Robinson for State Consulting Services Pg 27
-  Authorization to Execute the First Option Year of Contract #08-C04 with JEJ Associates for State Consulting Services Pg 28
-  Authorization to Execute the Second Option Year of Contract #05-043 with Cherry, Bekaert & Pg 29

- Holland, L.L.P. for Auditing Services
- vii.  Authorization to Execute the First Option Year of Contract #06-034 with MV Transportation, Inc. Pg 40
- D. Miscellaneous
- i.  Authorization to Increase Amount of Contract #07-019 with Spencer Fabrication Pg 41
 - ii.  Authorization to Transfer a Retired VanPool Vehicle to the United States Veteran's Administration Pg 42
 - iii.  Authorization to Execute the Transportation Disadvantage Operating Grant from the Florida Commission for the Transportation Disadvantaged for July 2009 to June 2010 Pg 43
 - iv.  Authorization to Auction Surplus Equipment Pg 46
 - v.  Authorization to Release an Invitation for Bid for B99 Bio-Diesel Pg 56

7. Action Agenda

- A.  Acceptance of the Annual Financial Audit and Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ending September 30, 2008 Pg 58
 - Attachment  
- B.  Approval of Revisions to Administrative Rule #4 - Procurement and Contract Administration, Section 4.4.9, Fuel Contracts Pg 129
- C.  Authorization to Purchase Two 60-Foot Articulated Buses from North American Bus Industries, Inc. (NABI) Pg 131









8. Work Session

- A.  Fiscal Years 2010-2019 Transit Development Plan (TDP) and Fiscal Years 2008-2013 Transportation Disadvantaged Service Plan (TDSP) Minor Updates Pg 133
 - Presentation 

9. Other Business

10. Monthly Reports

(For Review Purposes Only - No action required)

- A.  Monthly Financial Reports - March 31, 2009 Pg 145
 - Attachment 
- B.  Ridership Report - April 2009 Pg 152
- C.  Ridership Report - March 2009 Pg 156
- D.  Planning & Development Report - April/May 2009 Pg 160
- E.  Communications Report - April 2009 Pg 164
- F.  Government Relations Report Pg 170
- G.  Monthly Employee Travel Report - May 2009 Pg 174

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 3012, not later than three business days prior to the meeting. If hearing impaired, contact LYNX at (407) 423-0787(TDD).

LYNX
Central Florida Regional Transportation Authority
Monthly Board Meeting Minutes

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

DATE: April 22, 2009

TIME: 2:05 p.m.

Members in Attendance:

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

Members Absent:

1. Call to Order and Pledge of Allegiance

The Chairman, Commissioner Carlton Henley, called the meeting to order at 2:05 p.m. Chairman Henley asked Commissioner Arrington to lead the Pledge of Allegiance.

2. Approval of Minutes

Motion was made and seconded to approve the Minutes of the February 26, 2009 Board of Directors meeting. The motion passed unanimously.

3. Recognition

The Chairman recognized Edward Johnson, Chief of Staff, to recognize Michael Johnson, Customer Service Representative for his 25 years of service.

4. Public Comments

Donna Dowless, Sara Segal and Mark Cosgrove addressed the Board in support of the Community Art/Shelter Program. They encouraged the implementation of the project to install art/shelters within the tri-county area.

Halgo Wright addressed the Board regarding a service change to Link 6 which requires a 20 to 25 minute wait for connection at Colonial Plaza.

Nancy Blue addressed the Board on behalf of Compassion Corner. Ms. Blue noted that Compassion Corner would like daily bus passes available for their purchase and distribution to their clients.

In response, Ms. Watson noted that daily passes are validated on the fare box. To change the current system, the purchase of additional software would be needed. Staff is currently reviewing alternatives.

The Board suggested providing a voucher that would allow the customer to purchase the pass. The staff will work to come up with a solution.

5. Chief Executive Officer's Report

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

1. Ms. Watson introduced two new employees:

Tony Walter, Director of Planning. Mr. Walter has 20 years of transit and general planning experience in public transportation and local government in Central Florida. Mr. Walter worked for LYNX several years ago as Manager of Strategic Planning.

Jerry Bryan, Manager of Service Planning. Mr. Bryan has worked with the Palm Beach and Akron Ohio transit systems. With his background, he has been able to hit the ground running as a much needed addition to the service planning division.

2. In session tomorrow, the Florida House will be considering the HB1205 Charter County Parity Bill. Senate Bill 2058 by Senator J.D. Alexander has passed all Senate committees and is ready to go the Senate floor. Representative Braynon is sponsoring the House companion.

The Senate Transportation and Economic Development Committee heard and passed SB1212, Sun-Rail. It will now be placed on the Senate calendar.

3. On Wednesday, May 20, 2009 from 9:00 a.m. until 12:00 noon, LYNX will be participating in a SWAT team exercise drill at the Operations Center. Approximately 80 SWAT team members for around the state will participate in a bus high-jacking and hostage situation. LYNX will participate in the drill by having the emergency team respond to the command center.

4. Recently, Bill Zielonka, Manager of Safety & Security, Bob Boone, Security Officer and I were invited to Johns Hopkins University to review their national assessment of transit security training. LYNX is considered a leader in the Tier II (medium size agency) transit systems and it was a true compliment to be invited to participate. The University covered all travel costs for our participation.
5. Our congratulations to LYNX Board member, Secretary Noranne Downs, who was awarded “Woman of the Year” by the Orlando Chapter of Women’s Transportation Seminar. The award recognizes her as a leader in transportation who has made an outstanding contribution to the transportation industry; who has directly contributed toward the advancement of women and minorities; has advanced the reputation and credibility of women in transportation through career achievements.
6. The next Board meeting will be May 28th. We have been able to skip a couple of meetings since the beginning of this fiscal year. Staff will be reviewing upcoming agenda items in order to make a recommendation at the May meeting for conducting future meetings on an every other month basis for the remainder of the year.

6. Consent Agenda

The Chairman announced that Consent Agenda Item 5.D.iv is being pulled from the Consent Agenda and will be taken up as Action Agenda Item 6.D.

A. Release Requests for Proposal

- i. Authorization to Release Request for Proposal (RFP) for Bus Inspection Services
- ii. Authorization to Release Request for Proposal (RFP) for LYMMO Expansion Alternatives Analysis Study
- iii. Authorization to Release Request for Proposal (RFP) for Automated Fueling System
- iv. Authorization to Release Request for Proposal (RFP) for Architect and Engineering Services for Bus Shelter SuperStop and Transfer Centers

B. Award Contracts

- i. Authorization to Award a Fuel Contract for 87 Octane and Unleaded Gasoline to SSI Petroleum
- ii. Authorization to Award Fuel Contracts for Supplying Ultra Low Sulfur Diesel Fuel to RKA Petroleum and the Mansfield Oil Company
- iii. Authorization to Award Contracts for General Liability and Workers’ Compensation Legal Services

C. Miscellaneous

- i. Authorization to Amend the Inter-Local Agreement with the City of Orlando for the Downtown Orlando LYMMO Expansion Program
- ii. Authorization to Amend Contract #06-034 with MV Transportation for the Operation of Flex Service
- iii. Authorization to Approve Community Art/Shelter Program

- iv. Authorization to Execute a Grant with Federal Transit Administration (FTA) for the Phase II Partial Deployment of the “Model Orlando Regionally Efficient Travel Management Coordination Center (MORE-TMCC) Project”
- v. Authorization to Execute a Joint Participation Agreement with the Florida Department of Transportation (FDOT) for the “Model Orlando Regionally Efficient Travel Management Coordination Center (MORE-TMCC) Project” Service Development Grant
- vi. Authorization to Approve Resolution No. 09-003 for the Appointment of Edward L. Johnson as trustee on the Central Florida Regional Transportation Authority Money Purchase Plan
- vii. Authorization to Enter into Local Coordination Agreements with Human Service Agencies to be Funded Under the Job Access and Reverse Commute (JARC) and New Freedom Program (NFP): Goodwill, Inc.; PALMAS Refugee Program; Osceola Council on Aging; Senior Resource Alliance; Seniors First; Seminole County Mental Health; Seminole County Meals on Wheels; Quest, Inc.; Primrose; Osceola ARC; and the Independent Transportation Network of Orlando

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

7. Action Agenda

A. **Authorization to File Grant Application with the Federal Transit Administration (FTA) for the American Recovery & Reinvestment Act (ARRA) Capital Funds**

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

Staff is requesting the Board of Directors’ authorization for the Chief Executive Officer (CEO) or designee to submit a grant application for Federal Transit Administration (FTA) funds attributable to urbanized areas under the American Recovery and Reinvestment (ARRA) for capital projects and execute the Certifications required as a condition for ARRA funding.

LYNX was originally anticipating receiving \$8,000,000 in funding from the ARRA program. Subsequently, LYNX was advised that it would be receiving a total amount of \$31,525,885 with \$29,574,615 coming from the FTA through appropriation funds and \$1,951,270 from the FDOT Rural Economic Distressed Area Funds.

Staff is recommending the following utilization of funding:

- LYNX Operation Center Phase II, Construction & Energy Improvements
- Workforce Corridor Bus Shelters
- Smart Bus Technologies
- Upgrade Bus Transfer Centers & Safety/Security
- Fixed Route/Flex Service/Paratransit Purchased Vehicles
- Bus Facility/Infrastructure LEED
- LYNX Central Station – Parking Expansion
- Preventative Maintenance

Discussion ensued regarding the operating costs of additional shelters and the opportunity for potential advertising revenue to address any increase in costs. The Board requested staff provide an update on the cost/revenue analysis.

Motion was made and seconded to authorize a grant application to the Federal Transit Administration (FTA) for the American Recovery and Reinvestment Act (ARRA) Capital Funds. The Motion passed unanimously.

B. Approval of FY2009 Amended Operating & Capital Budgets

The Chairman recognized Blanche Sherman, Manager of Finance, to make the presentation.

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to amend the FY2009 Operating Budget to decrease the federal funding awarded for phase two of the Model Orlando Efficient Travel Management Coordination Center (MORE-TMCC); to include the Disney/FDOT mitigation funding for Links 111 and 56; to include the LYMMO Expansion Alternative Analysis (AA) study; and to reflect the final adjustments for the new PickUp Line Services and Road Rangers Program, and other miscellaneous adjustments. Also, staff is requesting to amend the FY2009 Operating Budget to eliminate the Osceola County shortfall, implement the Link 631 PickUp Line to replace the Link 12, and to extend the service of Link 27 for approximately 32 days (until the end of the 2009 school year). The amended Operating Budget will be in the amount of \$121,046,807 a decrease of \$6,348,455 from the \$127,395,262 Budget presented to the Board on October 23, 2008.

Additionally, staff is requesting to amend the FY2009 Capital Budget to include the anticipated cost of projects related to the American Recovery and Reinvestment Act (ARRA) and other related adjustments. The amended Capital Budget will be in the amount of \$51,051,242 an increase of \$23,877,370 from the \$27,173,872 Budget presented to the Board on December 11, 2008.

There is no change to local funding requirements, other than the City of Orlando, as a result of the proposed amendments.

Motion was made and seconded to approve the FY 2009 Amended Operating & Capital Budgets. The Motion passed unanimously.

C. Authorization to Amend Mentor Engineering Contract for CAD/MDT

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

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to amend Contract #07-009 with Mentor Engineering for Computer Aided Dispatch/Mobile Data Terminals (CAD/MDT). This authorization will provide for the completion of the purchase and installation of the CAD/Automated Vehicle Location (AVL)/MDT system whereby vehicles can be dispatched, located, and tracked

on a mapping system. This will increase the efficiency by which revenue and non-revenue vehicles are dispatched and monitored and install a foundation for future ITS projects. This system also allows LYNX to expand into advanced technologies and provides an opportunity to utilize advanced tracking technologies on the bus fleet.

By completing the CAD/MDT portion of this project, Federal discretionary funding would pay 100% of the costs which were specifically secured for ITS technologies.

Motion was made and seconded to authorize amending the Mentor Engineering Contract for CAD/MDT. The Motion passed unanimously.

D. Authorization to Implement a Policy for Non-Payment of ACCESS LYNX Fares

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

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to implement a policy for ACCESS LYNX customers who fail to pay their fare.

LYNX staff had proposed a Transportation Disadvantaged (TD) fare increase in February before the Transportation Disadvantaged Local Coordinating Board (TDLCB) which was not approved. The fare increase was proposed as a result of LYNX' failure to meet the required 10% local match for the TD grant, which has historically been met through the collection of customer fares.

The failure to meet the required local match is due to a long standing practice of waiving fares for customer who utilize ACCESS LYNX service but do not have their fare for life-sustaining medical trips and to prevent customers from being stranded who were taken to a destination but do not have the fare for the return trip.

By strictly enforcing fare collection, implementing a suspension policy, and eliminating the long standing practice of waiving fares, LYNX will be able to meet the 10% local match for the TD grant through fare collections.

Enforcement will include a warning notice provided by the driver and a letter sent to the customer each time they fail to pay their fare. If a customer fails to pay their fare three times in any rolling 90-day period, they will have their services suspended for a 30-day period.

LYNX will begin a thorough process of educating ACCESS LYNX customers, health care agencies, and advocates of our intent to enforce fare collection beginning July 1. Staff will provide an update at the May 14th TDLCB meeting.

Motion was made and seconded to authorize the implementation of the policy for non-payment of ACCESS LYNX fares. The Motion passed unanimously.

E. Authorization to Release a Request for Proposal (RFP) to Develop a Long Range Transit and Financial Plan (2010-2030)

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

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue a Request for Proposal (RFP) for Consulting Services to develop a Long Range Transit and Financial Plan (2010-2030). The subject contract is "Not to Exceed" a cost of \$350,000.

LYNX inherited a radial bus network with bus routes extending out from downtown Orlando. We have worked to develop multi-destination centers through-out the service area recognized as SuperStops. These centers allow riders to connect to transit options. The ridership concentration around several major destinations combined with strong destinations form a series of strong service corridors.

LYNX can continue to build on the expertise and experience with its Bus Rapid Transit (BRT) System. With well defined corridors suitable for such services, LYNX proposes 14 corridors that can evolve to the BRT system. The corridors can be developed incrementally by increasing frequency, constructing stations, upgrading vehicles and providing signal priority and dedicated lanes.

To assist LYNX in developing a Long Range Transit and Financial Plan, staff is proposing the utilization of consultant services which would review and validate the 2006 Comprehensive Operations Analysis recommendation; review and align with the Orlando Urbanized Area Year 2030 Long Range Transportation Plan; review transit system operations and maintenance plans, multimodal urban corridor transportation plans, fixed guideway transit system plans, environmental plans and facility needs for a 20 year period in the existing service area and an expanded service area to include the counties in the My Region study area.

The funding for this has been appropriated for FY2009/2010 and programmed with UPWP federal funds with no local funding required.

Motion was made and seconded to authorize the release of a RFP to develop a Long Range Transit and Financial Plan (2010-2030). The Motion passed unanimously.

F. Authorization to Enter into the FY2008/2009 Services Funding Agreements with Osceola County Government

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

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to enter into a Funding Agreement with Osceola County government for the provision of public transportation services corresponding with its respective funding contribution for the Fiscal Year 2008/2009 budget.

Osceola County has requested that LYNX include additional language that expresses:

- 1) LYNX and Osceola County will continue discussions on the feasibility of locating an operations base in the vicinity of Osceola County;
- 2) LYNX and Osceola County will continue discussions on how to gain additional operating efficiencies, i.e., reduction of deadhead hours, and;
- 3) LYNX will address the FY2009 funding shortfall utilizing grant funding and/or other operation savings.

Motion was made and seconded to authorize entering into the FY2008-2009 Services Funding Agreement with Osceola County. The Motion passed unanimously.

8. Work Session

A. Overview of Fiscal Year 2010 Preliminary Operating Budget

The Chairman recognized Blanche Sherman, Manager of Finance, to make the presentation.

Ms. Sherman explained that staff is in the process of developing the FY2010 Operating and Capital Budgets. Based on the key budget development assumptions, the proposed FY10 Operating Budget reflects \$111,599,145 in operating revenue and expenses at a reduction of 8% from the proposed amended FY09 Operating Budget which is \$121,046,807 in operating revenue and expenses.

Motion was made and seconded to authorize staff to finalize the FY2010 Operating Budget and submit the proposed funding amounts to the funding partners. The Motion passed unanimously.

9. Other Business

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

10. Monthly Reports

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

11. Executive Session

The Chairman announced the Board is temporarily adjourning for Executive Session and will re-convene immediately following the Session for an Action Agenda item. He then called on James Goldsmith, LYNX General Counsel, to read a statement into the record stating the purpose, time and location of the Executive Session and the persons to be present.

Meeting was temporarily adjourned at 3:20 p.m.

Meeting was called to order at 3:30 p.m.

12. Action Agenda

A. Authorization to Approve Contract with Amalgamated Transit Union 1749

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

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to enter into the Amalgamated Transit Union 1749 Contract for Fiscal Years 2009 through 2011 (October 1 – September 30).

Motion was made and seconded to approve the Contract with Amalgamated Transit Union 1749. The Motion passed unanimously.

Meeting adjourned at 3:32 p.m.

Consent Agenda Item #6.A. i

To: LYNX Board of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
Tori Iffland
(Technical Contact)
Rich Bannon
(Technical Contact)
David Burnett
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Authorization to Release Request for Proposal (RFP) for Fixed Route Transportation Bidding/Dispatching System

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release a sole source Request for Proposal (RFP) for the purchase and installation of a fixed route operations bidding, dispatching and operator tracking system to Trapeze Software.

BACKGROUND:

LYNX Transportation installed Midas BD, a system for bidding, dispatching and operator tracking in 1997 from Multisystems. The company of Trapeze Software purchased Multisystems in 1999, thus acquiring the product of Midas BD. Trapeze already had a product for bidding, dispatching and operator tracking called OPS, yet LYNX Transportation continued to utilize the product of Midas BD. The system has performed well for the Transportation Division over years of use.

Trapeze recently announced the end of life of Midas BD. This results in no feature or functionality expansion of Midas BD, although Trapeze indicates it will continue to support the Midas BD product.

Trapeze has provided LYNX with a migration plan to OPS, since it has moved the Midas BD product to an end of life status. The migration to OPS would involve professional services for configuration of LYNX Transportation operations and union rules. Trapeze is waving the

license of OPS as we are compliant with a Midas BD license and Maintenance Agreement. The professional services are required to properly configure the system in order for operations of bidding, dispatching, operator tracking, time collection, and work time rules.

LYNX is seeking greater efficiencies with bidding, dispatching, operator tracking, and time collection, thus would benefit by migrating to OPS. LYNX Transportation Division has observed the OPS product and determined it would meet or exceed their requirements of daily operations, as well as provide more functions which are not present with Midas BD. LYNX has evaluated other products on the market and determined the cost of a new system from a new vendor would be double or more compared with the professional services only cost associated with the migration to OPS.

The procurement will be advertised to the public as sole source. Any interested party will be allowed to respond and all responses will be evaluated. In the event only one response is received, a cost or price analysis of the proposal will be conducted to ensure the proposed price is fair and reasonable. This will satisfy the FTA's requirements for sole source.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' procurement policies require prime contractors to use their best efforts to subcontract a portion of their work to DBE firms. LYNX' overall goal is 10.5%.

FISCAL IMPACT:

The amount of \$250,000 is included in the FY2009 amended Capital Budget for this project.

Consent Agenda Item #6.A. ii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Release Requests for Proposal (RFP)
Authorization to Release a Sole Source Request for Proposal (RFP) for a
Point of Sale (POS) System

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) to issue a sole source Request for Proposal to procure a Point of Sale (POS) System from GFI Genfare (GFI).

BACKGROUND:

LYNX' current POS System provides the basic functions of a linked cashiering site with POS Terminals and attached cash drawers. The current system calculates and records sales transactions of products sold for each terminal, each POS Agent, and for the POS Site as a whole.

LYNX' desires to upgrade or replace the existing system to provide improvements and capabilities not presently available with the current system. The primary objectives for a acquiring a new system are as follows:

- To generate dynamically encoded and serialized tickets and passes for all LYNX' pass types readable by a GFI GenFare Odyssey 7 Farebox
- To provide a back-office integration with LYNX' current financial and accounting application, Great Plains Dynamics
- To provide ticket and pass-stock tracking for each pass printer configured with the POS System
- To include or improve the current POS Terminal functions and add new functions not presently available

The POS module will automate the entire fare media sales tracking process, from opening to closing of individual cash drawers, and will provide detailed reports of transactions for effective auditing and reconciliation. The Fare Media Module will enable LYNX' users to produce customized passes that include magnetic strip encoding and will allow barcode printing capabilities.

In May, 2008, LYNX' issued a Request for Information pertaining to POS systems and received responses from Gateway and GFI Genfare. The Gateway product was primarily designed to support commercial ticket vending machines and did not have interface capabilities to Great Plains Dynamics. The GFI Genfare product did not have interface capabilities, as well, and did not have the back-office capabilities to meet LYNX' needs. However, GFI Genfare has a sub-contractor, Productive Solutions that provides the product that will meet LYNX' needs and provides for the configuration, design, and encoding to GFI Version 7 specifications.

LYNX' current fare collection system is comprised of various GFI products including GFI Version 7 fareboxes, vaults, probing devices, and data collection hardware and software equipment. In order to effectively automate and fully integrate the POS system with the current LYNX' fare collection, probing, sales, and financial transactions systems, LYNX needs to procure the probing, digi-board, and POS equipment from GFI.

In addition, GFI sells directly to transit agencies and does not use dealers or other representatives to sell their products. Therefore, we need to issue a request for proposal to procure the POS system as a sole source purchase.

In accordance with the Federal Transit Administration (FTA) requirements, the procurement will be advertised to the public as sole source. Any interested party will be allowed to respond and all responses will be evaluated. In the event only one response is received, a cost or price analysis of the proposal will be conducted to ensure the proposed price is fair and reasonable.

FISCAL IMPACT:

The estimated cost of the GFI products and Point of Sale System is \$150,000, which is included in the FY2009 Capital Budget.

Consent Agenda Item #6.A. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Release Requests for Proposal (RFP)
Authorization to Release Request for Proposal (RFP) for Consultant
Services for Marketing & Public Relations

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue a Request for Proposal (RFP) for consulting services for Marketing and Public Relations covering a three-year period with two one-year options. The subject contracts are at annual "Not to Exceed" costs of \$200,000 in the aggregate with a maximum number of three consulting firms as detailed in the RFP process.

BACKGROUND:

LYNX is requesting a statement of qualifications and proposals from firms interested in and capable of providing general support services in the area of educating, marketing and public, media and community relations on an "as needed basis" in an efficient and cost effective manner. The marketing and public relations consultant serves as an extension of LYNX staff through providing technical expertise, the development of short and long-range public relations, public information and marketing plans for the organization on transportation services. The purpose of the professional services is to provide the necessary expertise in a full array of marketing and public relations services to LYNX for the Central Florida region.

This RFP, including supporting documentation, will provide proposers with all information necessary to prepare and submit a written proposal for general consulting transportation marketing and public relations support to include increasing in awareness of new, modified and/or under-performing routes. Also, the selected team will assist LYNX with developing strategies for educating the public on major transit policy and initiatives.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX procurement policies require prime contractors to use their best efforts to subcontract a portion of their work to DBE firms. However, each DBE goal will be determined with the development of each scope of work.

FISCAL IMPACT:

Funding for the contracted services for a total of \$200,000 per year has been appropriated for FY 08/09 through cost savings throughout the organization.

Consent Agenda Item #6.B. i

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Award Contracts
Authorization to Award a Contract to the Center for Alternative Fuels, Engines and Emissions (CAFEE) at the University of West Virginia (WVU) for Assistance in the Bio-diesel Fleet Emissions and Greenhouse Gas Demonstration Project

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to enter into a contract with the Center for Alternative Fuels, Engines and Emissions (CAFEE) at the University of West Virginia in the amount of \$488,513 for emissions testing in the Bio-diesel Fleet Emissions and Greenhouse Gas Demonstration Project funded by the Florida Department of Energy, and to amend the FY2009 Operating Budget accordingly..

BACKGROUND:

LYNX is currently participating in a demonstration project with the Florida Department of Energy on the conversion of all LYNX revenue vehicles to bio-diesel fuel. To validate the reduction of emissions with the move from clean diesel to B20 bio-fuel, LYNX is partnering with the Center for Alternative Fuels, Engines and Emissions (CAFEE) at the University of West Virginia to record the reduction of emissions with B20 use and provide a comprehensive report detailing the potential reduction of emissions and greenhouse gas when the fleet is operated on bio-diesel. The CAFEE was listed in the grant application as a partner on this demonstration project.

This partnership with the University of West Virginia will provide the following:

- Comprehensive testing of a group of revenue buses for emissions output before and after being powered with bio-diesel fuel.
- Analyze data on emissions of test results to determine emissions, greenhouse gases and fuel economy of all vehicles tested.
- Issue a final report which presents the test results and a comparison of before and after bio-diesel use. This includes the preparation of a scientific paper on the program and the results.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' procurement policies require prime contractors to use their best efforts to subcontract a portion of their work to DBE firms. LYNX' overall goal is 10%.

FISCAL IMPACT:

The cost of the emissions testing is \$488,513 and is 100% funded in our Bio-diesel Fleet Emissions and Greenhouse Gas Demonstration Project by the Florida Department of Energy's grant to LYNX for the conversion and operation of all our revenue buses to bio-diesel. Accordingly, upon approval, LYNX will need to amend the FY2009 Operating Budget to include this amount.

Consent Agenda Item #6.C.i.

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Extension of Contracts
Authorization to Execute the Second Option Year of Contract #05-004 with VPSI for the Operation of the Vanpool Program

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the second option year of Contract #05-004 with VPSI for the period of July 1, 2009 through June 30, 2010.

BACKGROUND:

The LYNX vanpool program was developed 18 years ago to provide additional commuter options for the Central Florida community to get to work. The vanpool program offers individuals who live and work in the same area a reliable, affordable method to get to work each day. LYNX staff is responsible for marketing and overseeing the vanpool program. LYNX manages the entire rideshare matching process and assists employers with the implementation of commuter programs and formation of vanpool groups as well as maintaining ridership and vanpool participation.

VPSI works alongside LYNX to take care of the fleet management of the operation. Fleet management includes scheduled maintenance and repairs, tires, towing, wash and detail. The contract also includes the insurance to cover commuter vanpools, which only make one round trip. The bulk of our vanpools are commuter vanpools with a total of 53 vans in service and 6 agency vanpools which make multiple trips.

FISCAL IMPACT:

The vanpool program is a revenue generator for LYNX as we receive an estimated \$0.42 in federal funding per vehicle mile traveled. During fiscal year 2008 the vanpool program contributed \$556,899 dollars in revenue to the agency's formula funding apportionment.

LYNX is seeking Board authorization to exercise the second option year of the VPSI contract to continue management, maintain, and repair of the LYNX vanpool fleet so LYNX staff can continue to market and grow the program. VPSI is paid through monthly fares collected from vanpool customers. VPSI collected \$273,808 in fares in FY 08. It is expected they will collect a similar amount in FY 09. The total amount of fares collected by VPSI is not to exceed \$508,533. If enough vanpools are in operation that the fares collected exceed \$508,533, VPSI will write LYNX a check to cover the overage.

Consent Agenda Item #6.C. ii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Authorization to Execute a One Year Contract #BDL-96 with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a one year contract with two (2) renewal options left on Contract #BDL-96 with the Florida Department of Transportation (FDOT) to continue the existing Road Ranger Assistance Program effective July 1, 2009.

FDOT is anticipating funding the program at the same level as last year, which is estimated at \$980,000. In the event the funding is greater than estimated, we will adjust the agreement and expand coverage accordingly.

BACKGROUND:

On May 18, 1998, LYNX and FDOT initiated the Highway Helper Program. The partnership with FDOT began with two technicians assisting stranded motorists, free of charge, on forty miles of the busiest sections of I-4, during weekday rush hour traffic. The goal was to provide a service to assist stranded motorists and minimize instances where roadside breakdowns and accidents distract and slow down traffic. The trucks are specifically equipped to make minor vehicle repairs and the technicians are trained to assist with non-injury accidents and other emergency services. They also communicate with law enforcement and emergency services to ensure a quick response to traffic incidents, which occur on the most congested corridor of the region. As the Central Florida Regional Transportation Authority, it is the job of LYNX to enhance the movement of people and goods throughout Central Florida by reducing congestion on the area's roadways through a full array of transportation services. The Road Ranger Program now consists of 13 Road Rangers, 1 Supervisor and 11 trucks. The patrol coverage area encompasses 76 miles of I-4 beginning at the Champions Gate – Exit 58, Polk County line,

through Exit 132, I-95 Daytona Beach area in Volusia County and operates Monday through Friday from 6:30 a.m. to 10:30 p.m.

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

FISCAL IMPACT:

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

This agreement will execute a one year contract with FDOT estimated at \$980,000.

Consent Agenda Item #6.C. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Authorization to Execute the First Option Year of the Sponsorship Contract with State Farm Mutual Automobile Insurance Company for Advertising Under the Road Ranger Program

Date: 5/28/2009

ACTION REQUESTED:

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

BACKGROUND:

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

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

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

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

FISCAL IMPACT:

LYNX will receive \$307,600 from State Farm for the period of July 1, 2009 through June 30, 2010. The cost to operate the Road Ranger Program is anticipated to be totally funded by funding received from FDOT and State Farm.

Consent Agenda Item #6.C. iv

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

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

Date: 5/28/2009

ACTION REQUESTED:

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

BACKGROUND:

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

FISCAL IMPACT:

If approved, staff will extend the term of the contract for twelve months with a "Not to Exceed" amount of \$50,000 which is included in the FY2010 Preliminary Operating Budget.

Consent Agenda Item #6.C. v

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

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

Date: 5/28/2009

ACTION REQUESTED:

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

BACKGROUND:

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

FISCAL IMPACT:

If approved, staff will extend the term of the contract for twelve months with a "Not to Exceed" amount of \$50,000 which is included the FY2010 Preliminary Operating Budget.

Consent Agenda Item #6.C. vi

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 Execute the Second Option Year of Contract #05-043 with
Cherry, Bekaert & Holland, L.L.P. for Auditing Services

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to exercise the second option year of Contract #05-043 for auditing services.

BACKGROUND:

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

In August 2005, the Board authorized LYNX staff to award the contract to the firm of Cherry, Bekaert, & Holland L.L.P. to perform the services as outlined in the LYNX Request for Proposal (RFP) #05-043, "Auditing Services" for three years with two (2) one year options, subject to annual funding availability.

On July 1, 2008, the Board authorized the execution of the first option year of the contract in the amount of \$110,000 which was included in the FY2009 operating budget.

The Single Audit Act Amendments of 1996 require state or local governments that expend \$500,000 or more in a year in Federal Financial Assistance to have an audit conducted for that year in accordance with the Office of Management and Budget (OMB) Circular A-133. In

addition, the State of Florida enacted similar legislation, the Florida Single Audit Act, related to the audits of State Financial Assistance. Pursuant to these Acts, LYNX needs to continue its auditing services and extend the second option year of the current auditing services contract with Cherry, Bekaert & Holland, L.L.P.

Cherry, Bekaert, & Holland L.L.P. has successfully performed LYNX auditing services for the past four years for the following fees:

Auditing Services	Annual Fee
FY2005 Annual Audit	\$ 88,500
FY2006 Annual Audit	\$ 92,500
FY2007 Annual Audit	\$ 97,000
FY2008 Annual Audit	\$110,000

In accordance with the contract, the annual fees increased approximately 5% each year including all out of pocket expenses. The upcoming audit will be the fifth year of the auditing services contract (second option year) and LYNX staff will need Board authorization to continue the services with Cherry, Bekaert, & Holland L.L.P. Therefore, Mr. Ronald A. Conrad, Partner with Cherry, Bekaert, & Holland L.L.P has submitted the attached proposal, dated May 5, 2009 requesting to extend those services for one year as follows:

Contract #05-043	Auditing Services	Annual Fee
Option Year 2	FY2009 Annual Audit	\$115,000

The first option year fee reflected an additional 8% increase to include the effect of the new auditing standards at a discounted rate for approximately 175 hours of additional field work. Attachment A of the proposal provides a list the nine (9) new regulatory requirements for the Statements on Auditing Standards along with the new Government Accounting Standards that will be implemented during the next two years.

Based on the significant amount of new requirements over the next two years, LYNX staff believes that the fees proposed are reasonable and competitive. Please see attached fee quote and engagement letter for more details. It is LYNX' practice to authorize each option year annually, therefore at this time, we are requesting authorization to exercise the second option year.

FISCAL IMPACT:

LYNX staff will include the amount of \$115,000 in the FY2010 operating budget for auditing services.

Fee Quote from Cherry, Bekeart, & Holland, L.L.P.

May 5, 2008

(Name)

(Title)

Central Florida Regional Transportation Authority

d/b/a LYNX

455 North Garland Avenue

Orlando, FL 32801

Dear _____ :

In accordance with Contract 05-043 for Auditing Services, dated August 25, 2005, item 2 on page 3 of 9 specifies a contract term of three years, with two one year optional extensions. The initial three year contract term addresses the audit of the financial statements for the years ended September 30, 2005, 2006 and 2007. This letter is to provide you with our fee quote for the two one year optional extension periods.

Attachment A provides the considerable additional regulatory requirements forthcoming through auditing standards and accounting standards that are to be implemented during this two year period. Most notably, the Auditing Standards Board of the American Institute of Certified Public Accountants has issued seven new Statements on Auditing Standards (SAS) that will result in a substantial change in how auditors assess risk and how audit procedures are designed, performed and documented.

We understand the need to provide quality service at a competitive price. Accordingly, our fee quotes for the fiscal year 2008 and 2009 financial statement audits incorporate recent additional regulatory requirements to which the audit is subject and incorporates the necessary time to provide a quality audit. It also continues to include our agreed-upon procedures for the National Transit Database report and Federal and State Single Audits each year.

Our proposed fee to renew the contract for one additional year is \$110,000 and for the second year is \$115,000, including an estimated 175 hours associated with new standards.

Cherry, Bekaert & Holland, L.L.P. is committed to provide LYNX with quality professional services. Please contact me at (407) 423-7911 if I can be of further assistance.

Sincerely

CHERRY, BEKAERT & HOLLAND, L.L.P.

Ronald A. Conrad, CPA

Partner

Attachment A
New Regulatory Requirements

Statements on Auditing Standards:

- SAS 104 – Amendment to Statement on Auditing Standards No. 1, Codification of Auditing Standards and Procedures
- SAS 105 – Amendment to Statement on Auditing Standards No. 95, Generally Accepted Auditing Standards
- SAS 106 – Audit Evidence
- SAS 107 – Audit Risk and Materiality in Conducting an Audit
- SAS 108 – Planning and Supervision
- SAS 109 – Understanding the Entity and Its Environment and Assessing the Risks of Material Misstatement
- SAS 110 – Performing Auditing Procedures in Response to Assessed Risks and Evaluating the Audit Evidence Obtained
- SAS 111 – Amendment to Statement on Auditing Standards No. 39, Audit Sampling
- SAS 114 – The Auditor’s Communication With Those Charged With Governance

Governmental Accounting Standards:

- Government Auditing Standards (Yellow Book) – January 2007 Revision
- GASB #43 - Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans
- GASB #45 - Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions
- GASB #48 - Sales and Pledges of Receivables and Future Revenues and Intra-Entity Transfers of Assets and Future Revenues
- GASB #49 - Accounting and Financial Reporting for Pollution Remediation Obligations
- GASB #50, Pension Disclosures

April 25, 2009

Linda Watson
Chief Executive Officer
Central Florida Regional Transportation Authority d/b/a LYNX
455 North Garland Avenue
Orlando, FL 32801

This letter of arrangement between LYNX and Cherry, Bekaert & Holland, L.L.P. sets forth the nature and scope of the services we will provide, LYNX's required involvement and assistance in support of our services, the related fee arrangements and other terms and conditions designed to assure that our professional services are performed to achieve the mutually agreed upon objectives of LYNX.

SUMMARY OF SERVICES

We will audit the financial statements of LYNX and perform agreed upon procedures for the National Transit Database report, as outlined by the Federal Transit Administration, as of and for the year ended September 30, 2009. Our audit will be performed pursuant to provisions specified in the Contract 05-043 for Auditing Services (the "Contract"), dated August 25, 2005.

Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America; *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act, as amended; the provisions of OMB Circular A-133; and the Florida Single Audit Act, and will include tests of accounting records, a determination of major programs in accordance with Circular A-133 and the Florida Single Audit Act, and other procedures as deemed necessary to enable us to express such an opinion and to render the required reports. The objective of an audit is the expression of our opinion concerning whether the basic financial statements are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America.

In connection with our audit, we will report on the fairness of presentation of the schedules of federal and state financial assistance in relation to the financial statements taken as a whole. We will also perform tests of compliance as required by *Government Auditing Standards*, the provisions of OMB Circular A-133 and the Florida Single Audit Act, and issue our reports thereon.

If any of our opinions resulting from the procedures described above are other than unqualified, we will fully discuss the reasons with you in advance.

The reports on internal control and compliance will each include a statement that the report is intended solely for the information and use of the audit committee, management, specific legislative

or regulatory bodies, federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Any additional services that you may request, and that we agree to provide, will be the subject of separate written arrangements. Should LYNX wish to include or incorporate by reference these financial statements and our report thereon into any official statement or any other document related to the offering of debt securities at some future date, we would consider our consent to the inclusion of our report into another such document at that time. However, we are required by auditing standards generally accepted in the United States of America to perform certain procedures before we can give our permission as to the inclusion of our report into another such document. You agree that you will not include or incorporate by reference these financial statements and our report thereon into any other document without our prior written consent.

Mr. Ronald A. Conrad, who will be responsible for assuring the overall quality, value, and timeliness of our services to you, will lead the engagement.

YOUR EXPECTATIONS

As part of our planning process, we will discuss with you your expectations of Cherry, Bekaert & Holland, L.L.P., changes that occurred during the year, your views on risks facing you, any relationship issues with Cherry, Bekaert & Holland, L.L.P., and specific engagement arrangements and timing. Our service plan, which includes our audit plan, is designed to provide a foundation for an effective, efficient, and quality-focused approach to accomplish the engagement objectives and to meet or exceed your expectations. Our service plan will be reviewed with you periodically and will serve as a benchmark against which you will be able to measure our performance.

FEE

Our fees for the above outlined services are \$110,000, and will be invoiced as the audit progresses and will be submitted in sufficient detail to demonstrate compliance with terms of the engagement.

LIMITATIONS OF THE AUDITING PROCESS

Our audit will include procedures designed to obtain reasonable assurance of detecting misstatements due to errors or fraud that are material to the financial statements. Absolute assurance is not attainable because of the nature of audit evidence and the characteristics of fraud. For example, audits performed in accordance with GAAS are based on the concept of selective testing of the data being examined and are, therefore, subject to the limitation that material misstatements due to errors or fraud, if they exist, may not be detected. Also, an audit is not designed to detect matters that are immaterial to the financial statements. In addition, an audit conducted in accordance with GAAS does not include procedures specifically designed to

detect illegal acts having an indirect effect (e.g., violations of fraud and abuse statutes that result in fines or penalties being imposed on LYNX) on the financial statements.

As required by the State and Federal Single Audit Acts and OMB Circular A-133, our audit will include tests of transactions related to major federal and state award programs for compliance with applicable laws and regulations and the provisions of contracts and grant agreements. Because an audit is designed to provide reasonable, but not absolute assurance and because we will not perform a detailed examination of all transactions, there is a risk that material errors, fraud, other illegal acts, or noncompliance may exist and not be detected by us. In addition, an audit is not designed to detect immaterial errors, fraud, or other illegal acts that do not have a direct effect on the basic financial statements or to major programs. It should be recognized that our audit generally provides no assurance that illegal acts will be detected, and only reasonable assurance that illegal acts having a direct and material effect on the determination of financial statement amounts will be detected. However, we will inform you with respect to material errors and fraud, or illegal acts that come to our attention during the course of our audit. We will include such matters in the reports as required for a Single Audit.

If, for any reason, we are unable to complete the audit, or are unable to form or have not formed an opinion on the basic financial statements, we may decline to express an opinion or decline to issue a report as a result of the engagement.

RESPONSIBILITIES AS TO INTERNAL CONTROLS

As a part of our audit, we will consider LYNX's internal control structure, as required by auditing standards generally accepted in the United States of America and *Government Auditing Standards*, sufficient to plan the audit and to determine the nature, timing, and extent of auditing procedures necessary for expressing our opinion concerning the basic financial statements. You recognize that the basic financial statements and the establishment and maintenance of an effective internal control over financial reporting are the responsibility of management. You also recognize that management is responsible for identifying and ensuring that the entity complies with the laws and regulations applicable to its activities. Appropriate supervisory review procedures are necessary to provide reasonable assurance that adopted policies and prescribed procedures are adhered to and to identify errors, fraud, or illegal acts. An audit is not designed to provide assurance on internal control. As part of our consideration of LYNX's internal control structure, however, we will inform you of matters that come to our attention that represent significant deficiencies in the design or operation of the internal control structure, if any, as required by OMB Circular A-133 and the Florida Single Audit Act.

As required by OMB Circular A-133 and the Florida Single Audit Act, we will perform tests of controls to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements, applicable to each major federal and state award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133 and the Florida Single Audit Act.

You are also responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting LYNX involving (a) management, (b) employees who have significant roles in internal control, and (c) others where the fraud could have a material effect on the financial statements. You are also responsible for informing us of your knowledge of any allegations of fraud or suspected fraud affecting LYNX received in communications from employees, former employees, regulators, or others.

RESPONSIBILITIES AS TO COMPLIANCE

Our audit will be conducted in accordance with the standards referred to in the section Summary of Services. As part of obtaining reasonable assurance about whether the basic financial statements are free of material misstatement, we will perform tests of compliance with applicable laws and regulations and the provisions of contracts and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

OMB Circular A-133 and the Florida Single Audit Act require that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and grant agreements applicable to major programs. Our procedures will consist of the applicable procedures described in the OMB Circular A-133 and Florida Compliance Supplements for the types of compliance requirements that could have a direct and material effect of each of LYNX's major programs. The purpose of those procedures will be to express an opinion on LYNX's compliance with requirements applicable to major programs in our report on compliance issued pursuant to OMB Circular A-133 and the Florida Single Audit Act.

REPRESENTATIONS FROM MANAGEMENT

Management is responsible for the fair presentation of the basic financial statements in conformity with accounting principles generally accepted in the United States of America, for making all financial records and related information available to us, and for identifying and ensuring that LYNX complies with the laws and regulations applicable to its activities. Management is also responsible for adjusting the financial statements to correct material misstatements. Additionally, as required by OMB Circular A-133 and the Florida Single Audit Act, it is management's responsibility to follow up and take corrective action on prior audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan. The summary schedule of prior audit findings and the corrective action plan should be made available to us during the course of our engagement. Management, at the conclusion of the engagement, will provide to us a representation letter that, among other things, addresses these matters and confirms certain representations made during the audit, including, to the best of their knowledge and belief, the absence of fraud involving management or those employees who have significant roles in the entity's internal control, or others where it could have a material effect on the basic financial statements. The representation letter will also affirm to us that management believes that the effects of any uncorrected misstatements aggregated pertaining to the current

year financial statements are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Cherry, Bekaert & Holland, L.L.P. will rely on LYNX's management providing these representations to us, both in the planning and performance of the audit, and in considering the fees that we will charge to perform the audit. Because we will be relying on management's representations, LYNX agrees to indemnify Cherry, Bekaert & Holland, L.L.P., and its partners and employees, and hold them harmless from all claims, liabilities, losses, and costs arising in circumstances where there has been a knowing misrepresentation by an officer or employee of LYNX regarding fraud or suspected fraud regardless of whether such officer or employee was acting in LYNX's interest, and *even if Cherry, Bekaert & Holland, L.L.P. acted negligently or wrongfully in failing to uncover or detect such misrepresentation regarding fraud or suspected fraud*. This indemnification will survive termination of this letter.

COMMUNICATIONS

At the conclusion of the engagement, we will provide management, in a mutually agreeable format, our recommendations designed to help LYNX make improvements in its internal control structure and operations, and other matters that may come to our attention (see "Responsibilities as to Internal Controls" above).

As part of this engagement we will ensure that certain additional matters are communicated to the appropriate members of management and the LYNX Board of Directors. Such matters include (1) our responsibility under auditing standards generally accepted in the United States of America; (2) the initial selection of and changes in significant accounting policies and their application; (3) our independence with respect to the entity; (4) the process used by management in formulating particularly sensitive accounting estimates and the basis for our conclusion regarding the reasonableness of those estimates; (5) audit adjustments that could, in our judgment, either individually or in the aggregate be significant to the financial statements or our report; (6) any disagreements with management concerning a financial accounting, reporting or auditing matter that could be significant to the financial statements; (7) our views about matters that were the subject of management's consultation with other accountants about auditing and accounting matters; (8) major issues that were discussed with management in connection with the retention of our services, including, among other matters, any discussions regarding the application of accounting principles and auditing standards; and (9) serious difficulties that we encountered in dealing with management related to the performance of the audit.

ACCESS TO WORKING PAPERS

The working papers for the engagement are the property of Cherry, Bekaert & Holland, L.L.P. and constitute confidential information. Except as discussed below, any requests for access to our working papers will be discussed with you prior to making them available to requesting parties.

The workpapers for this engagement will be retained for a minimum of five years after the date the auditors' report is issued or for any additional period requested by LYNX. If we are aware

that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the workpapers.

Our Firm, as well as all other major accounting firms, participates in a "peer review" program, covering our audit and accounting practices. This program requires that once every three years we subject our quality assurance practices to an examination by another accounting firm. As part of the process, the other firm will review a sample of our work. It is possible that the work we perform for you may be selected by the other firm for their review. If it is, they are bound by professional standards to keep all information confidential. If you object to having the work we do for you reviewed by our peer reviewer, please notify us in writing.

USE OF THIRD PARTY SERVICE PROVIDERS

The firm may from time to time, and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers, but remain committed to maintaining the confidentiality and security of our information. Accordingly, we maintain internal policies, procedures and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-part service provider. Furthermore, the firm will remain responsible for the work provided by any such third-party service providers.

SUBPOENAS

In the event we are requested or authorized by you or required by government regulation, subpoena, or other legal process to produce our working papers or our personnel as witnesses with respect to our engagement for you, you will, so long as we are not a party to the proceeding in which the information is sought, reimburse us for our professional time and expense, as well as the fees and expenses of our counsel, incurred in responding to such a request.

If the foregoing is in accordance with your understanding, please sign a copy of this letter in the space provided and return it to us. If you have any questions, please call Ronald A. Conrad at 407-423-7911.

Very truly yours,

CHERRY, BEKAERT & HOLLAND, L.L.P.

Enclosure

RESPONSE:

This letter correctly sets forth the understanding of the LYNX.

By: _____

Title: _____

Date _____

Consent Agenda Item #6.C. vii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Extension of Contracts
Authorization to Execute the First Option Year of Contract #06-034 with
MV Transportation, Inc.

Date: 5/28/2009

ACTION REQUESTED:

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

BACKGROUND:

In 2006, LYNX completed a competitive selection process for a transportation provider to operate our ACCESS LYNX paratransit program. MV Transportation was selected and awarded a three-year contract with two one-year options. The initial contract term was from October 1, 2006 to September 30, 2009 in the amount of \$43,568,707. The first option year would extend the current contract for the period of October 1, 2009 through September 30, 2010.

FISCAL IMPACT:

The contractual "Not to Exceed" amount of \$16,301,502 has been included in the FY2010 preliminary Operating Budget.

Consent Agenda Item #6.D. i

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6058

Item Name: Miscellaneous
Authorization to Increase Amount of Contract #07-019 with Spencer
Fabrication

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to increase the amount of Contract #07-019 with Spencer Fabrication by \$430,400.

BACKGROUND:

Spencer Fabrication manufactures the LYNX style bus shelters, including solar. In October 2008, LYNX exercised option year one which will expire on September 30, 2009. The contract not to exceed amount for the 2009 option year is \$502,900, which was based on prior year goal of approximately 40 shelters annually. Currently the remaining contract balance of \$110,000 is insufficient to finish the purchase of 60+ shelters as part of the FY 2009 construction and installation and early production for the 2010 work program, including the American Recovery and Reinvestment Act (A.R.R.A.) shelters.

To complete the fiscal year construction and installation amenities program, LYNX staff is seeking authorization for Spencer Fabrication to construct an additional 42 shelters. Twenty seven of the shelters are programmed to be installed by the end of this fiscal year. The remaining 15 shelters will be available to respond to immediate jurisdictional requests and to continue the amenities construction and installation program into the first part of next fiscal year.

FISCAL IMPACT:

The increased contract amount will be funded 100 % by current Federal grants that are programmed in the 2009 Capital Budget.

Consent Agenda Item #6.D. ii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
Authorization to Transfer a Retired VanPool Vehicle to the United States
Veteran's Administration

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to transfer or sell at public auction one (1) vanpool vehicle and components.

BACKGROUND:

LYNX staff has identified a 1998 Dodge Ram Van for retirement. The United States Veterans' Administration has expressed an interest in receiving the LYNX retired vanpool vehicle to their agency to shuttle veterans to medical facilities located outside of LYNX' service area.

The transfer of the vanpool vehicle required FTA approval in order to waive or transfer any outstanding obligation associated with the vehicle and the related components which is currently valued at \$1,529. In December 2008, the Board approved the transfer with a zero value. Subsequently, the value in accordance with the Federal Transit Administration (FTA) requirement was determined to be \$1,529. FTA has approved the transfer and will allow the funds to be remitted as a like-kind exchange.

LYNX staff will continue to work with the United States Veterans' Administration to facilitate the transfer of the vehicle. If the transfer of the vehicle is not successful, LYNX staff will then include it in public auction.

FISCAL IMPACT:

The net book value of the one (1) vanpool vehicle and components is \$1,529 and will be submitted as a like-kind exchange.

Consent Agenda Item #6.D. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
Authorization to Execute the Transportation Disadvantaged Operating Grant from the Florida Commission for the Transportation Disadvantaged for July 2009 to June 2010

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' adoption of a resolution to execute the FY2010 Transportation Disadvantaged Operating Grant.

BACKGROUND:

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

FISCAL IMPACT:

The Transportation Disadvantaged Trip Grant provides funding for all TD services provided by LYNX' Paratransit Operations Division. FY2010's 90% TD allocation is \$2,510,390, which is a decrease of \$165,324 over FY2009 and has been included in the proposed FY2010 operating budget. The Grant requires a 10% local match, which is obtained through customer fares.

CFRTA RESOLUTION 09-004

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

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

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

NOW THEREFORE, BE IT RESOLVED THAT:

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

DULY PASSED AND ADOPTED THIS 28 DAY OF MAY 2009, BOARD OF the
Central Florida Regional Transportation Authority, d/b/a LYNX.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Chairman

Attest:

Assistant Secretary

Consent Agenda Item #6.D. iv

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
Authorization to Auction Surplus Equipment

Date: 5/28/2009

ACTION REQUESTED:

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

BACKGROUND:

It is LYNX' policy to hold an annual auction to dispose of Board approved surplus assets. This year's auction is scheduled for July 1, 2009. The following surplus items require authorization for retirement and disposal at the public auction:

Revenue Vehicles and Components:

Twenty-two (22) revenue vehicles (buses, engines, transmissions, radios) and seven (4) support vehicles with a total net book value of \$234,866.18 of which \$177,571 was for two damaged buses Bus #381 was destroyed by fire and Bus#554 was destroyed in an accident. We received insurance proceeds in the amount of \$114,000 for Bus #554.

Building and Shelters:

The City of Apopka has requested to acquire LYNX' compressed natural gas (CNG) fueling stations at their cost for removal and restoration of the property. The CNG station has met its useful life and we transferred our CNG vehicle to the Centre Area Transportation Authority (CATA). The net book value of the CNG station is zero.

Furniture, Fixtures and Equipment:

Surplus and obsolete furniture, fixtures, equipment, software including computers, telephones, copiers, printers, forklifts, and golf carts with a total net book value of \$ -0-.

Van Pool Vans:

Three (3) Dodge vans with zero net book value.

FISCAL IMPACT:

The total net book value of the surplus items is \$249,167 The net proceeds from this sale will be included in LYNX' non-operating revenue or in amounts due to FTA, which ever is applicable in FY2009.

**CFRTA d/b/a LYNX
Items Scheduled for Auction
Planned Auction Date: June 2009**

System No	Co. Asset No.	Description	Acquisition Date	Acquisition Value	Net Book Value at 5/31/09	Due To FTA
4247	360	BUS - GILLIGPHANTOM	6/18/1998	209,741.61	0.00	0.00
6001	381	BUS - GILLIG PHANTOM	6/25/2001	226,582.22	27,273.80	27,273.80
9633	554	BUS - GILLIG PHANTOM	9/30/2005	253,627.00	150,297.47	150,297.47
3368	290	BUS - GILLIGPHANTOM-35/96TBM-11	7/18/1996	200,237.54	0.00	0.00
3256	272	BUS - GILLIG PHANTOM-40/96TBS-50	4/4/1996	194,574.88	0.00	0.00
3257	271	BUS - GILLIG PHANTOM-40/96TBS-50	4/4/1996	194,574.88	0.00	0.00
3258	270	BUS - GILLIG PHANTOM-40/96TBS-50	4/4/1996	194,574.88	0.00	0.00
3261	266	BUS - GILLIG PHANTOM-40/96TBS-50	4/4/1996	194,574.88	0.00	0.00
3360	278	BUS - GILLIG PHANTOM-40/96TBS-50	7/18/1996	189,064.87	0.00	0.00
3364	284	BUS - GILLIG PHANTOM-40/96TBS-50	7/18/1996	191,852.56	0.00	0.00
4184	342	BUS - GILLIG PHANTOM-40/96TBS-50	5/28/1998	209,741.61	0.00	0.00
4186	344	BUS - GILLIG PHANTOM-40/96TBS-50	5/28/1998	212,834.16	0.00	0.00
4187	345	BUS - GILLIG PHANTOM-40/96TBS-50	5/28/1998	209,741.61	0.00	0.00
6202	277	BUS - GILLIG PHANTOM-40/96TBS-50	7/18/1996	187,081.89	0.00	0.00
6208	269	BUS - GILLIG PHANTOM-40/96TBS-50	4/4/1996	192,097.27	0.00	0.00
3933	323	BUS - GILLIG PHANTOM-C20D096N4	8/28/1997	196,024.36	0.00	0.00
3935	325	BUS - GILLIG PHANTOM-C20D096N4	8/28/1997	198,914.66	0.00	0.00
3939	329	BUS - GILLIG PHANTOM-C20D096N4	8/28/1997	198,914.66	0.00	0.00
5095	374	BUS - GILLIG PHANTOM-C20D096N4	8/19/1999	208,653.47	0.00	0.00
5099	378	BUS - GILLIG PHANTOM-C20D096N4	8/19/1999	208,653.47	0.00	0.00
3697	301	BUS - GILLIG PHANTOM-C21B096N4	4/3/1997	195,718.60	0.00	0.00
5520	464	BUS - ORION	1/28/2000	235,586.01	0.00	0.00
7937	341A	ENGINE	5/28/1998	25,107.51	0.00	0.00
7952	345A	ENGINE	5/28/1998	25,107.51	0.00	0.00
7982	360A	ENGINE	6/18/1998	25,107.51	0.00	0.00
11241	301A	ENGINE - CUMMINS M-1 1	9/30/2006	14,060.00	4,686.67	4,686.67
12015	517AA	ENGINE - CUMMINSREBUILT M-11	9/30/2007	8,074.00	4,709.83	4,709.83
5110	374A	ENGINE - DETROITDIESEL SERIES 50	8/19/1999	24,650.00	0.00	0.00
5521	464A	ENGINE - DETROIT DIESEL SERIES 50	1/28/2000	20,398.00	0.00	0.00
5639	222A	ENGINE - DETROIT DIESEL SERIES 50	9/30/2000	24,650.00	0.00	0.00
6006	381A	ENGINE - DETROIT DIESEL SERIES 50	6/25/200 1	26,697.00	0.00	0.00
12008	344AA	ENGINE - FDDA NORTH REBUILT S50	9/30/2007	17,276.00	10,077.67	10,077.67
7764	290A	ENGINE - GILLIG PHANTOM	7/18/1996	23,969.81	0.00	0.00
7070	820C	RADIO	12/20/1990	2,067.62	0.00	0.00
7073	405C	RADIO	4/28/1994	2,091.79	0.00	0.00
7077	408C	RADIO	5/5/1994	2,091.79	0.00	0.00
7081	461C	RADIO	12/1/1994	2,297.15	0.00	0.00
7085	204C	RADIO	2/16/1995	2,888.02	0.00	0.00
7090	224C	RADIO	3/16/1995	2,897.70	0.00	0.00
7094	217C	RADIO	3/16/1995	2,897.70	0.00	0.00
7098	219C	RADIO	3/16/1995	2,897.70	0.00	0.00
7102	240C	RADIO	7/31/1995	2,874.95	0.00	0.00
7106	243C	RADIO	7/31/1995	2,874.95	0.00	0.00
7110	245C	RADIO	7/31/1995	2,874.95	0.00	0.00
7114	249C	RADIO	7/31/1995	2,874.95	0.00	0.00
7118	261C	RADIO	3/28/1996	2,969.69	0.00	0.00
7122	260C	RADIO	3/28/1996	2,969.69	0.00	0.00
7126	265C	RADIO	3/28/1996	2,969.69	0.00	0.00
7130	272C	RADIO	4/4/1996	2,969.69	0.00	0.00
7134	280C	RADIO	7/18/1996	2,928.14	0.00	0.00
7138	305C	RADIO	4/3/1997	3,031.19	0.00	0.00
7142	315C	RADIO	8/28/1997	3,028.28	0.00	0.00
7146	316C	RADIO	8/28/1997	3,028.28	0.00	0.00
7150	321C	RADIO	8/28/1997	3,028.28	0.00	0.00
7154	322C	RADIO	8/28/1997	3,035.92	0.00	0.00
7158	325C	RADIO	8/28/1997	3,035.92	0.00	0.00
7162	346C	RADIO	5/28/1998	3,248.37	0.00	0.00
7196	270C	RADIO	4/4/1996	2,969.69	0.00	0.00
7202	267C	RADIO	4/4/1996	2,969.69	0.00	0.00
7262	215C	RADIO	3/16/1995	2,897.70	0.00	0.00
7266	201C	RADIO	1/12/1995	2,886.42	0.00	0.00
7270	238C	RADIO	7/31/1995	2,874.95	0.00	0.00
7274	246C	RADIO	7/31/1995	2,874.95	0.00	0.00
7278	263C	RADIO	3/28/1996	2,969.69	0.00	0.00
7282	284C	RADIO	7/18/1996	2,928.14	0.00	0.00
7286	276C	RADIO	7/18/1996	2,928.14	0.00	0.00
7290	317C	RADIO	8/28/1997	3,028.28	0.00	0.00
7294	318C	RADIO	8/28/1997	3,028.28	0.00	0.00
7298	320C	RADIO	8/28/1997	3,028.28	0.00	0.00

**CFRTA d/b/a LYNX
Items Scheduled for Auction
Planned Auction Date: June 2009**

System No	Co. Asset No.	Description	Acquisition Date	Acquisition Value	Net Book Value at 5/31/09	Due To FTA
7302	326C	RADIO	8/28/1997	3,035.92	0.00	0.00
7306	329C	RADIO	8/28/1997	3,035.92	0.00	0.00
7310	344C	RADIO	5/28/1998	3,248.37	0.00	0.00
7489	450C	RADIO	3/3/1994	2,688.34	0.00	0.00
7493	402C	RADIO	3/10/1994	2,091.79	0.00	0.00
7497	406C	RADIO	4/28/1994	2,091.79	0.00	0.00
7501	403C	RADIO	4/28/1994	2,091.79	0.00	0.00
7505	404C	RADIO	4/28/1994	2,091.79	0.00	0.00
7511	413C	RADIO	5/5/1994	2,091.79	0.00	0.00
7515	411C	RADIO	5/5/1994	2,091.79	0.00	0.00
7519	415C	RADIO	5/5/1994	2,091.79	0.00	0.00
7523	410C	RADIO	5/5/1994	2,091.79	0.00	0.00
7527	412C	RADIO	5/5/1994	2,091.79	0.00	0.00
7531	407C	RADIO	5/5/1994	2,091.79	0.00	0.00
7535	409C	RADIO	5/5/1994	2,091.79	0.00	0.00
7539	417C	RADIO	5/12/1994	2,091.79	0.00	0.00
7543	416C	RADIO	5/12/1994	2,091.79	0.00	0.00
7547	418C	RADIO	5/12/1994	2,091.79	0.00	0.00
7551	421C	RADIO	5/19/1994	2,011.84	0.00	0.00
7555	425C	RADIO	5/19/1994	2,011.84	0.00	0.00
7559	423C	RADIO	5/19/1994	2,011.84	0.00	0.00
7563	422C	RADIO	5/19/1994	2,011.84	0.00	0.00
7567	424C	RADIO	5/19/1994	2,011.84	0.00	0.00
7571	420C	RADIO	5/19/1994	2,011.84	0.00	0.00
7577	431C	RADIO	5/26/1994	2,011.84	0.00	0.00
7581	429C	RADIO	5/26/1994	2,011.84	0.00	0.00
7585	433C	RADIO	5/26/1994	2,011.84	0.00	0.00
7591	435C	RADIO	5/26/1994	2,011.84	0.00	0.00
7595	427C	RADIO	5/26/1994	2,011.84	0.00	0.00
7599	430C	RADIO	5/26/1994	2,011.84	0.00	0.00
7603	428C	RADIO	5/26/1994	2,011.84	0.00	0.00
7607	438C	RADIO	6/2/1994	2,011.84	0.00	0.00
7611	436C	RADIO	6/2/1994	2,011.84	0.00	0.00
7615	439C	RADIO	6/2/1994	2,011.84	0.00	0.00
7619	437C	RADIO	6/2/1994	2,011.84	0.00	0.00
7623	434C	RADIO	6/2/1994	2,011.84	0.00	0.00
7627	452C	RADIO	8/8/1994	2,689.52	0.00	0.00
7631	451C	RADIO	8/8/1994	2,689.52	0.00	0.00
7635	463C	RADIO	12/1/1994	2,297.15	0.00	0.00
7639	453C	RADIO	12/1/1994	2,689.52	0.00	0.00
7643	455C	RADIO	12/1/1994	2,689.52	0.00	0.00
7647	462C	RADIO	12/1/1994	2,297.15	0.00	0.00
7651	460C	RADIO	12/1/1994	2,297.15	0.00	0.00
7653	454C	RADIO	12/1/1994	2,245.75	0.00	0.00
7659	213C	RADIO	2/16/1995	2,411.49	0.00	0.00
7664	212C	RADIO	2/16/1995	2,411.49	0.00	0.00
7667	206C	RADIO	2/16/1995	2,411.49	0.00	0.00
7670	205C	RADIO	2/16/1995	2,411.49	0.00	0.00
7673	208C	RADIO	2/16/1995	2,411.49	0.00	0.00
7676	211C	RADIO	2/16/1995	2,411.49	0.00	0.00
7679	207C	RADIO	2/16/1995	2,411.49	0.00	0.00
7682	214C	RADIO	2/16/1995	2,419.58	0.00	0.00
7688	209C	RADIO	2/16/1995	2,411.49	0.00	0.00
7691	203C	RADIO	2/16/1995	2,411.49	0.00	0.00
7694	220C	RADIO	3/16/1995	2,419.58	0.00	0.00
7698	223C	RADIO	3/16/1995	2,680.37	0.00	0.00
7701	222C	RADIO	3/16/1995	2,419.58	0.00	0.00
7704	216C	RADIO	3/16/1995	2,419.58	0.00	0.00
7707	221C	RADIO	3/16/1995	2,419.58	0.00	0.00
7710	218C	RADIO	3/16/1995	2,419.58	0.00	0.00
7713	225C	RADIO	3/16/1995	2,419.58	0.00	0.00
7718	242C	RADIO	7/31/1995	2,874.95	0.00	0.00
7721	237C	RADIO	7/31/1995	2,400.59	0.00	0.00
7724	241C	RADIO	7/31/1995	2,400.59	0.00	0.00
7727	252C	RADIO	7/31/1995	2,400.59	0.00	0.00
7732	262C	RADIO	3/28/1996	2,969.69	0.00	0.00
7737	281C	RADIO	7/18/1996	2,928.14	0.00	0.00
7742	278C	RADIO	7/18/1996	2,928.14	0.00	0.00
7747	282C	RADIO	7/18/1996	2,928.14	0.00	0.00

**CFRTA d/b/a LYNX
Items Scheduled for Auction
Planned Auction Date: June 2009**

System No	Co. Asset No.	Description	Acquisition Date	Acquisition Value	Net Book Value at 5/31/09	Due To FTA
7752	287C	RADIO	7/18/1996	3,101.17	0.00	0.00
7757	291C	RADIO	7/18/1996	3,101.17	0.00	0.00
7762	283C	RADIO	7/18/1996	2,928.14	0.00	0.00
7767	290C	RADIO	7/18/1996	3,101.17	0.00	0.00
7772	289C	RADIO	7/18/1996	3,101.17	0.00	0.00
7777	288C	RADIO	7/18/1996	3,101.17	0.00	0.00
7782	279C	RADIO	7/18/1996	2,928.14	0.00	0.00
7787	285C	RADIO	7/18/1996	3,101.17	0.00	0.00
7792	286C	RADIO	7/18/1996	3,101.17	0.00	0.00
7796	277C	RADIO	7/18/1996	2,445.00	0.00	0.00
7799	275C	RADIO	7/18/1996	2,445.00	0.00	0.00
7804	311C	RADIO	4/3/1997	3,031.19	0.00	0.00
7809	310C	RADIO	4/3/1997	3,031.19	0.00	0.00
7814	330C	RADIO	8/28/1997	3,035.92	0.00	0.00
7819	309C	RADIO	4/3/1997	3,031.19	0.00	0.00
7824	308C	RADIO	4/3/1997	3,031.19	0.00	0.00
7829	307C	RADIO	4/3/1997	3,031.19	0.00	0.00
7837	306C	RADIO	4/3/1997	3,031.19	0.00	0.00
7845	304C	RADIO	4/3/1997	3,031.19	0.00	0.00
7850	340C	RADIO	5/28/1998	3,248.37	0.00	0.00
7855	303C	RADIO	4/3/1997	3,031.19	0.00	0.00
7860	302C	RADIO	4/3/1997	3,031.19	0.00	0.00
7865	301C	RADIO	4/3/1997	3,031.19	0.00	0.00
7870	902C	RADIO	4/22/1997	3,625.99	0.00	0.00
7875	903C	RADIO	4/22/1997	3,625.99	0.00	0.00
7880	904C	RADIO	4/22/1997	3,625.99	0.00	0.00
7885	905C	RADIO	4/22/1997	3,625.99	0.00	0.00
7890	906C	RADIO	4/22/1997	3,625.99	0.00	0.00
7895	907C	RADIO	4/22/1997	3,625.99	0.00	0.00
7900	908C	RADIO	4/22/1997	3,625.99	0.00	0.00
7905	909C	RADIO	4/22/1997	3,625.99	0.00	0.00
7910	910C	RADIO	4/22/1997	3,625.99	0.00	0.00
7915	901C	RADIO	4/22/1997	3,625.99	0.00	0.00
7920	331C	RADIO	8/28/1997	3,035.92	0.00	0.00
7925	319C	RADIO	8/28/1997	3,028.28	0.00	0.00
7930	323C	RADIO	8/28/1997	3,035.92	0.00	0.00
7935	328C	RADIO	8/28/1997	3,035.92	0.00	0.00
7940	341C	RADIO	5/28/1998	3,248.37	0.00	0.00
7945	342C	RADIO	5/28/1998	3,248.37	0.00	0.00
7950	343C	RADIO	5/28/1998	3,248.37	0.00	0.00
7955	345C	RADIO	5/28/1998	3,248.37	0.00	0.00
7960	347C	RADIO	5/28/1998	3,248.37	0.00	0.00
7965	349C	RADIO	5/28/1998	3,248.37	0.00	0.00
7970	357C	RADIO	6/18/1998	3,248.37	0.00	0.00
7975	358C	RADIO	6/18/1998	3,248.37	0.00	0.00
7980	359C	RADIO	6/18/1998	3,248.37	0.00	0.00
7985	360C	RADIO	6/18/1998	3,248.37	0.00	0.00
7990	361C	RADIO	6/18/1998	3,248.37	0.00	0.00
7995	362C	RADIO	6/18/1998	3,248.37	0.00	0.00
8000	363C	RADIO	6/18/1998	3,417.33	0.00	0.00
8005	364C	RADIO	6/18/1998	3,417.33	0.00	0.00
8010	365C	RADIO	6/18/1998	3,417.33	0.00	0.00
8013	370C	RADIO	8/19/1999	2,693.40	0.00	0.00
8016	376C	RADIO	8/19/1999	2,693.40	0.00	0.00
8050	235C	RADIO	7/31/1995	2,874.95	0.00	0.00
8054	356C	RADIO	7/16/1998	3,248.37	0.00	0.00
8775	234C	RADIO	7/31/1995	2,400.59	0.00	0.00
8777	231C	RADIO	7/31/1995	2,400.59	0.00	0.00
8779	230C	RADIO	7/31/1995	2,400.59	0.00	0.00
8781	233C	RADIO	7/31/1995	2,400.59	0.00	0.00
8783	236C	RADIO	7/31/1995	2,400.59	0.00	0.00
8785	250C	RADIO	7/31/1995	2,400.59	0.00	0.00
8787	248C	RADIO	7/31/1995	2,400.59	0.00	0.00
8789	232C	RADIO	7/31/1995	2,400.59	0.00	0.00
8791	244C	RADIO	7/31/1995	2,400.59	0.00	0.00
8793	251C	RADIO	7/31/1995	2,184.53	0.00	0.00
8795	239C	RADIO	7/31/1995	2,400.59	0.00	0.00
8797	247C	RADIO	7/31/1995	2,400.59	0.00	0.00
8801	264C	RADIO	3/28/1996	2,969.69	0.00	0.00

**CFRTA d/b/a LYNX
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System No	Co. Asset No.	Description	Acquisition Date	Acquisition Value	Net Book Value at 5/31/09	Due To FTA
8805	273C	RADIO	4/4/1996	2,969.69	0.00	0.00
8809	271C	RADIO	4/4/1996	2,969.69	0.00	0.00
8813	268C	RADIO	4/4/1996	2,969.69	0.00	0.00
8817	266C	RADIO	4/4/1996	2,969.69	0.00	0.00
8819	269C	RADIO	4/4/1996	2,479.69	0.00	0.00
8823	348C	RADIO	5/28/1998	3,248.37	0.00	0.00
8827	350C	RADIO	6/18/1998	3,248.37	0.00	0.00
8831	355C	RADIO	7/16/1998	3,248.37	0.00	0.00
8835	354C	RADIO	7/16/1998	3,248.37	0.00	0.00
8839	353C	RADIO	7/16/1998	3,248.37	0.00	0.00
8843	352C	RADIO	7/16/1998	3,248.37	0.00	0.00
8847	351C	RADIO	7/16/1998	3,248.37	0.00	0.00
8849	366C	RADIO	8/19/1999	2,693.40	0.00	0.00
8851	367C	RADIO	8/19/1999	2,693.40	0.00	0.00
8853	368C	RADIO	8/19/1999	2,693.40	0.00	0.00
8857	369C	RADIO	8/19/1999	2,693.40	0.00	0.00
8859	371C	RADIO	8/19/1999	2,693.40	0.00	0.00
8861	372C	RADIO	8/19/1999	2,693.40	0.00	0.00
8863	373C	RADIO	8/19/1999	2,693.40	0.00	0.00
8865	374C	RADIO	8/19/1999	2,693.40	0.00	0.00
8867	375C	RADIO	8/19/1999	2,693.40	0.00	0.00
8869	377C	RADIO	8/19/1999	2,693.40	0.00	0.00
8871	378C	RADIO	8/19/1999	2,693.40	0.00	0.00
8873	379C	RADIO	8/19/1999	2,693.40	0.00	0.00
8875	380C	RADIO	8/19/1999	2,693.40	0.00	0.00
7313	418AAA	REBUILT ENGINE DETROIT DIESEL 6V92	4/1/2003	13,135.29	0.00	0.00
8204	414AAA	REBUILT ENGINE DETROIT DIESEL 6V92	4/1/2004	13,349.88	0.00	0.00
5920	214AA	REBUILT ENGINE DETROIT DIESEL SERIES 50	4/30/2001	13,156.25	0.00	0.00
5922	211AA	REBUILT ENGINE DETROIT DIESEL SERIES 50	4/30/2001	13,156.25	0.00	0.00
5926	250AA	REBUILT ENGINE DETROIT DIESEL SERIES 50	4/30/2001	13,156.25	0.00	0.00
5931	205AA	REBUILT ENGINE DETROIT DIESEL SERIES 50	4/30/2001	13,156.25	0.00	0.00
7312	215AA	REBUILT ENGINE DETROIT DIESEL SERIES 50	4/1/2003	13,474.77	0.00	0.00
8355	329AA	REBUILT ENGINE DETROIT DIESEL SERIES 50	9/30/2004	12,060.52	0.00	0.00
9759	271AA	REBUILT ENGINE DETROIT DIESEL SERIES 50	9/30/2005	14,040.00	1,170.00	1,170.00
5648	220AA	REBUILT ENGINE DETROIT DIESEL SERIES S50	9/30/2000	13,156.25	0.00	0.00
8356	270AA	REBUILT ENGINE DETROIT DIESEL SERIES S50	9/30/2004	12,060.52	0.00	0.00
5150	433BB	REBUILT TRANSMISSION	7/16/1999	5,904.72	0.00	0.00
5194	424BB	REBUILT TRANSMISSION	2/5/1999	6,358.52	0.00	0.00
5660	432BB	REBUILT TRANSMISSION	9/30/2000	8,830.00	0.00	0.00
5661	414BB	REBUILT TRANSMISSION	9/30/2000	8,648.00	0.00	0.00
6222	275BB	REBUILT TRANSMISSION	9/30/2001	10,919.77	0.00	0.00
7058	325B	REBUILT TRANSMISSION	9/30/2002	4,113.91	0.00	0.00
7337	464BB	REBUILT TRANSMISSION	4/1/2003	8,645.31	0.00	0.00
8100	420BBB	REBUILT TRANSMISSION 4HP590	9/30/2003	8,982.67	0.00	0.00
7335	284BB	REBUILT TRANSMISSION 5HP590	4/1/2003	9,598.05	0.00	0.00
7336	344BB	REBUILT TRANSMISSION 5HP590	4/1/2003	8,877.22	0.00	0.00
8093	278BB	REBUILT TRANSMISSION 5HP590	9/30/2003	10,253.32	0.00	0.00
8094	282BB	REBUILT TRANSMISSION 5HP590	9/30/2003	11,183.10	0.00	0.00
8216	301BB	REBUILT TRANSMISSION 5HP590	4/1/2004	9,446.11	0.00	0.00
8225	277BBBB	REBUILT TRANSMISSION 5HP590	4/1/2004	9,140.80	0.00	0.00
8911	345BB	REBUILT TRANSMISSION 5HP590	9/30/2004	11,744.07	0.00	0.00
7189	270BB	REBUILT TRANSMISSION B400R	9/30/2002	4,950.00	0.00	0.00
7333	329BB	REBUILT TRANSMISSION B400R	4/1/2003	4,500.00	0.00	0.00
8215	269BBB	REBUILT TRANSMISSION B400R	4/1/2004	4,500.00	0.00	0.00
8219	323BB	REBUILT TRANSMISSION B400R	4/1/2004	4,500.00	0.00	0.00
7038	219B	REBUILT TRANSMISSION B500R	9/30/2002	9,827.77	0.00	0.00
8372	271BB	REBUILT TRANSMISSION B500R	9/30/2004	5,360.00	0.00	0.00
8815	266B	TRANSMISSION	4/4/1996	12,528.22	0.00	0.00
12048	352BB	TRANSMISSION	9/30/2007	10,540.00	6,148.33	6,148.33
12050	272BBB	TRANSMISSION	9/30/2007	5,450.00	3,179.17	3,179.17
12051	301BBB	TRANSMISSION	9/30/2007	10,540.00	6,148.33	6,148.33
12105	350BB	TRANSMISSION	9/30/2007	10,540.00	6,148.33	6,148.33
5129	378B	TRANSMISSION - ALLISONB400R	8/19/1999	17,610.00	0.00	0.00
7765	290B	TRANSMISSION - GILLIG PHANTOM-35/96TBM-1 1	7/18/1996	13,082.92	0.00	0.00
7822	308B	TRANSMISSION - GILLIG PHANTOM-C21B096N4	4/3/1997	12,787.67	0.00	0.00
7545	418B	TRANSMISSION - ORION	5/12/1994	8,824.62	0.00	0.00
12030	282BB	TRANSMISSION - PRECISION REBUILT 5HP590	9/30/2007	6,024.56	3,514.33	3,514.33
12035	347BB	TRANSMISSION - PRECISION REBUILT 5HP590	9/30/2007	10,540.00	6,148.33	6,148.33
11251	344B	TRANSMISSION - ZF 5HP590	9/30/2005	11,750.92	979.24	979.24

**CFRTA d/b/a LYNX
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System No	Co. Asset No.	Description	Acquisition Date	Acquisition Value	Net Book Value at 5/31/09	Due To FTA
11256	277B	TRANSMISSION - ZF5HP591	9/30/2006	13,154.06	4,384.68	4,384.68
8001	363D	VIDEO	6/18/1998	3,253.41	0.00	0.00
8006	364D	VIDEO	6/18/1998	3,253.41	0.00	0.00
8011	365D	VIDEO	6/18/1998	3,253.41	0.00	0.00
Subtotal Revenue Vehicles				5,747,454.60	234,866.18	234,866.18
273	13	1991 FORD F700 TRUCK	8/9/1991	29,502.66	0.00	0.00
5946	85	2001 FORD CROWN VICTORIA	5/31/2001	21,362.00	0.00	0.00
Subtotal Staff Support Vehicles				50,864.66	0.00	0.00
6393	05-02	ROAD RANGER F350 SUPER DUTY TRUCK	2/18/2002	34,273.50	0.00	0.00
6397	05-06	ROAD RANGER F350 SUPER DUTY TRUCK	2/18/2002	34,273.50	0.00	0.00
Subtotal Road Ranger Vehicles				68,547.00	0.00	0.00
4288	11782	1998 DODGE RAM MAXIVAN	8/14/1998	28,619.00	0.00	0.00
5563	15914	2000 DODGE RAM MAXIVAN	9/30/2000	28,940.85	0.00	0.00
5565	15913	2000 DODGE RAM MAXIVAN	9/30/2000	28,940.85	0.00	0.00
Subtotal Vans				86,500.70	0.00	0.00
3060	95204LCF5475	BAR CODE SCANNER	2/1/1996	2,030.95	0.00	0.00
5412	2113	COMPUTER - 6110 BASE	1/13/2000	4,577.64	0.00	0.00
8166	3938	COMPUTER - APPLE POWERMAC G4	5/24/2004	2,924.00	0.00	0.00
8167	3939	COMPUTER - APPLE POWERMAC G4	5/24/2004	2,924.00	0.00	0.00
6371	3097	COMPUTER - DELL 1700 GX400 MINITOWER	1/31/2002	1,323.00	0.00	0.00
6490	3174	COMPUTER - DELL 1700 GX400 MINITOWER	4/24/2002	1,263.00	0.00	0.00
3633	2181	COMPUTER - DELL 200/GSM	3/27/1997	2,251.00	0.00	0.00
3511	2101	COMPUTER - DELL 5133/GM	1/2/1997	2,550.00	0.00	0.00
3413	2200	COMPUTER - DELL 5133/GM	9/30/1996	2,110.00	0.00	0.00
3414	2233	COMPUTER - DELL 5133/GM	9/30/1996	2,110.00	0.00	0.00
5820	2722	COMPUTER - DELL LATITUDE C800	2/9/2001	4,184.01	0.00	0.00
6383	3099	COMPUTER - DELL LATITUDE C810	2/28/2002	3,089.00	0.00	0.00
7442	3843	COMPUTER - DELL LATITUDE C840	8/21/2003	2,052.00	0.00	0.00
4048	1753	COMPUTER - DELL LATITUDE CP	12/18/1997	4,185.00	0.00	0.00
8182	3957	COMPUTER - DELL LATITUDE D800	7/21/2004	2,734.12	91.14	91.14
9000	4831	COMPUTER - DELL LATITUDE D800	5/12/2005	1,995.72	365.89	365.89
9938	6988	COMPUTER - DELL LATITUDE D810	3/31/2006	2,773.42	1,016.93	1,016.93
6402	3115	COMPUTER - DELL OPTIPLEX GX 240	3/27/2002	1,247.00	0.00	0.00
7395	3797	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7397	3799	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7398	3800	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7399	3801	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7402	3804	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7416	3818	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7417	3819	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7425	3827	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7426	3828	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7429	3831	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7430	3832	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7435	3837	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
7396	5026	COMPUTER - DELL OPTIPLEX GX 260T	7/24/2003	1,253.00	0.00	0.00
8155	3931	COMPUTER - DELL OPTIPLEX GX 270	5/31/2004	722.38	0.00	0.00
8381	4083	COMPUTER - DELL OPTIPLEX GX 280	10/15/2004	1,027.28	68.47	68.47
8383	4085	COMPUTER - DELL OPTIPLEX GX 280	10/15/2004	1,027.28	68.47	68.47
8987	4818	COMPUTER - DELL OPTIPLEX GX 280	5/2/2005	1,012.48	185.61	185.61
8988	4819	COMPUTER - DELL OPTIPLEX GX 280	5/2/2005	1,012.48	185.61	185.61
8992	4823	COMPUTER - DELL OPTIPLEX GX 280	5/2/2005	1,012.48	185.61	185.61
8994	4825	COMPUTER - DELL OPTIPLEX GX 280	5/2/2005	1,012.48	185.61	185.61
8995	4826	COMPUTER - DELL OPTIPLEX GX 280	5/2/2005	1,012.48	185.61	185.61
9003	4834	COMPUTER - DELL OPTIPLEX GX 280	5/12/2005	1,018.58	186.73	186.73
9004	4835	COMPUTER - DELL OPTIPLEX GX 280	5/12/2005	1,018.58	186.73	186.73
9006	4837	COMPUTER - DELL OPTIPLEX GX 280	5/12/2005	1,018.58	186.73	186.73
9009	4840	COMPUTER - DELL OPTIPLEX GX 280	5/12/2005	1,018.58	186.73	186.73
9010	4841	COMPUTER - DELL OPTIPLEX GX 280	5/12/2005	1,018.58	186.73	186.73
9011	4842	COMPUTER - DELL OPTIPLEX GX 280	5/12/2005	1,018.58	186.73	186.73
9013	4844	COMPUTER - DELL OPTIPLEX GX 280	5/12/2005	1,018.58	186.73	186.73
9014	4845	COMPUTER - DELL OPTIPLEX GX 280	5/12/2005	1,018.58	186.73	186.73
9018	4849	COMPUTER - DELL OPTIPLEX GX 280	5/12/2005	1,018.58	186.73	186.73
3621	2217	COMPUTER - DELL P200/GSM	3/6/1997	2,382.00	0.00	0.00
4166	1059	COMPUTER - DELL P5MMX 233/GN/M	4/2/1998	1,588.00	0.00	0.00
4835	1534	COMPUTER - DELL PENTIUM 6350 100 MHZ	1/29/1999	1,314.00	0.00	0.00
5260	1970	COMPUTER - DELL PENTIUM III 500K	12/16/1999	1,278.00	0.00	0.00
5811	2713	COMPUTER - DELL PENTIUM III MINITOWER	1/25/2001	1,476.01	0.00	0.00
5544	2549	COMPUTER - PANASONIC TOUGHBOOK 27	8/10/2000	3,398.48	0.00	0.00

**CFRTA d/b/a LYNX
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System No	Co. Asset No.	Description	Acquisition Date	Acquisition Value	Net Book Value at 5/31/09	Due To FTA
8176	3961	COMPUTER - PANASONIC TOUGHBOOK 29	6/21/2004	3,399.00	56.65	56.65
8175	3962	COMPUTER - PANASONIC TOUGHBOOK 29	6/21/2004	3,399.00	56.65	56.65
6305	3048	COMPUTER - POWER MAC G4	12/13/2001	2,482.01	0.00	0.00
5250	1956	COMPUTER - POWER MAC W/ADDITIONAL SFTWR	12/16/1999	5,243.20	0.00	0.00
668	83057STG5060	FORKLIFT - DATSUN #PD6000 #15	7/26/1983	17,694.27	0.00	0.00
5414	2124	FREON RECOVERY/RECYCLER MACHINE	1/20/2000	2,500.00	0.00	0.00
782	2085	GLYCLEAN ANTIFREEZE RECYCLER	7/20/1992	2,999.33	0.00	0.00
3734	2088	GLYCLEAN ANTIFREEZE RECYCLER	6/19/1997	2,700.00	0.00	0.00
784	4	GOLF CART - E-Z GO GXF4 4-CYCLE	8/6/1992	4,050.00	0.00	0.00
6336	3057	HUTCH - ENGLISH OAK52.5HX68W	1/10/2002	632.00	0.00	0.00
5416	2149	INTUOS 6X8 W/INTUOS PEN	1/20/2000	309.90	0.00	0.00
5174	1823	JAZZ DRIVE	4/1/1999	349.99	0.00	0.00
6424	3122	MONITOR - ZENITH 27 COLOR MULTISYNC	4/18/2002	795.00	0.00	0.00
1759	2067A	OP SCAN 4	11/23/1994	5,495.00	0.00	0.00
7240	3681	POWER SUPPLY 2200	2/28/2003	983.00	0.00	0.00
4924	1549	PRINTER - HEWLETT PACKARD 5000 JETDIRECT	3/30/1999	2,175.99	0.00	0.00
5145	1799	PRINTER - HEWLETT PACKARD LASERJET	9/29/1999	1,458.20	0.00	0.00
5813	2712	PRINTER - HEWLETT PACKARD LASERJET 4050N	1/11/2001	1,697.19	0.00	0.00
3526	97271SHC5001	PRINTER - HP COLOR LASERJET 5M	1/23/1997	7,666.00	0.00	0.00
7029	3592	PRINTER - HP LASERJET	9/30/2002	1,763.89	0.00	0.00
4257	2954	PRINTER - HP LASERJET 4000N	7/16/1998	1,626.00	0.00	0.00
4260	1298	PRINTER - HP LASERJET 5000N	7/30/1998	2,292.00	0.00	0.00
4259	1299	PRINTER - HP LASERJET 5000N	7/30/1998	2,292.00	0.00	0.00
4263	1301	PRINTER - HPC LASERJET 4000 17PPM	7/30/1998	1,638.17	0.00	0.00
11300	LP#1	PRINTER - LABEL BARCODE	6/15/2005	1,133.80	302.35	302.35
11301	LP#2	PRINTER - LABEL BARCODE	6/15/2005	1,133.80	302.35	302.35
11302	LP#3	PRINTER - LABEL BARCODE	6/15/2005	1,133.80	302.35	302.35
11303	LP#4	PRINTER - LABEL BARCODE	6/15/2005	1,133.80	302.35	302.35
11017	7344	PRINTER - LASERJET	9/30/2006	729.00	340.20	340.20
6399	3116	PRINTER - LASERJET 1200N	3/7/2002	557.00	0.00	0.00
3478	2412	PRINTER - LASERJET 5	11/27/1996	1,916.00	0.00	0.00
3486	96271LCP5249	PRINTER - LASERJET 5	1/9/1997	1,451.00	0.00	0.00
7366	3768	PRINTER - LASERJET HP4300TN	5/30/2003	1,891.99	0.00	0.00
7370	3772	PRINTER - LASERJET HP4300TN	5/30/2003	1,891.99	0.00	0.00
5446	2453	PROJECTOR - EPSON POWERLITE	4/19/2000	5,189.00	0.00	0.00
9956	7006	PROJECTOR - EPSON POWERLITE	3/31/2006	1,116.50	409.38	409.38
5937	2786	SAND BLAST CABINET WITH MANUAL TURNTABLE	5/31/2001	1,298.00	0.00	0.00
1758	2067B	SCANTOOLS	11/23/1994	995.00	0.00	0.00
5316	2001	SEFAC 10 POSITION JACK STAND	7/24/1997	655.00	0.00	0.00
5317	2002	SEFAC 10 POSITION JACK STAND	7/24/1997	655.00	0.00	0.00
5318	2003	SEFAC 10 POSITION JACK STAND	7/24/1997	655.00	0.00	0.00
5319	2004	SEFAC 10 POSITION JACK STAND	7/24/1997	655.00	0.00	0.00
5320	2005	SEFAC 10 POSITION JACK STAND	7/24/1997	655.00	0.00	0.00
5321	2006	SEFAC 10 POSITION JACK STAND	7/24/1997	655.00	0.00	0.00
5322	2007	SEFAC 10 POSITION JACK STAND	7/24/1997	655.00	0.00	0.00
5323	2008	SEFAC 10 POSITION JACK STAND	7/24/1997	655.00	0.00	0.00
5350	2323	SEFAC ELECTROMECH. JACKS	1/27/1994	6,222.50	0.00	0.00
5351	2324	SEFAC ELECTROMECH. JACKS	1/27/1994	6,222.50	0.00	0.00
5352	2325	SEFAC ELECTROMECH. JACKS	1/27/1994	6,222.50	0.00	0.00
5353	2326	SEFAC ELECTROMECH. JACKS	1/27/1994	6,222.50	0.00	0.00
5356	2329	SEFAC ELECTROMECH. JACKS	1/27/1994	6,222.50	0.00	0.00
5358	2331	SEFAC ELECTROMECH. JACKS	1/27/1994	6,429.83	0.00	0.00
5359	2332	SEFAC ELECTROMECH. JACKS	1/27/1994	6,429.83	0.00	0.00
5360	2333	SEFAC ELECTROMECH. JACKS	1/27/1994	6,429.83	0.00	0.00
5357	2510	SEFAC ELECTROMECH. JACKS	1/27/1994	6,429.83	0.00	0.00
6541	3245	SERVER - DELL POWEREDGE 1650	6/6/2002	5,675.00	0.00	0.00
7219	3663	SERVER - DELL POWEREDGE 1650	11/30/2002	5,183.00	0.00	0.00
5283	1991	SERVER - DELLPOWEREDGE4300	12/29/1999	10,918.00	0.00	0.00
5270	1961	SERVER - DELLPOWEREDGE6300	12/29/1999	13,270.00	0.00	0.00
5344	2079	SERVICE JACK- OTC 10 TON	4/11/1996	1,461.90	0.00	0.00
6324	1639A	SFTWR - ADOBE GO LIVE V5.0 UPGRADE FOR MAC	12/27/2001	87.27	0.00	0.00
6321	2944	SFTWR - ADOBE ILLUSTRATOR V10.0 FOR MAC	12/27/2001	371.98	0.00	0.00
3395	1582A	SFTWR - ADOBE ILLUSTRATOR V8.0 FOR MAC	8/22/1996	1,241.74	0.00	0.00
4829	1582B	SFTWR - ADOBE ILLUSTRATOR V8.0 FOR MAC	1/20/1999	359.95	0.00	0.00
6320	1582C	SFTWR - ADOBE ILLUSTRATOR V9.02 UPGRADE	12/27/2001	263.60	0.00	0.00
4830	1583	SFTWR - ADOBE PHOTOSHOP V5.0 CD ROM FOR MAC	1/20/1999	629.95	0.00	0.00
6323	2945	SFTWR - ADOBE PHOTOSHOP V6.0 FOR MAC	12/27/2001	567.81	0.00	0.00
6322	1583A	SFTWR - ADOBE PHOTOSHOP V6.0 UPGRADE	12/27/2001	350.60	0.00	0.00
8106	3737	SFTWR - ADOBE PHOTOSHOP V7.0	12/22/2003	578.89	0.00	0.00

**CFRTA d/b/a LYNX
Items Scheduled for Auction
Planned Auction Date: June 2009**

System No	Co. Asset No.	Description	Acquisition Date	Acquisition Value	Net Book Value at 5/31/09	Due To FTA
5784	2414C	SFTWR - ANTIVIRUS DT/SVR ENT V4.0 (200) LICENSES	1/25/2001	3,230.00	0.00	0.00
4651	1700 A	SFTWR - APC SPSS V8.0 SYS & INSTALL	9/30/1998	14,892.00	0.00	0.00
4982	1700 B	SFTWR - APC SPSS V8.0 SYS & INSTALL	5/7/1999	3,722.50	0.00	0.00
6868	2974	SFTWR - ARCVIEW GIS STREETMAP USA	8/8/2002	500.00	0.00	0.00
4860	2416 C	SFTWR - ARCVIEW GIS V3.1 UPGRD FOR WIN	2/11/1999	303.25	0.00	0.00
4861	2416D	SFTWR - ARCVIEW GIS V3.1 UPGRD FOR WIN	2/11/1999	303.25	0.00	0.00
5039	2416E	SFTWR - ARCVIEW NETWORK ANALYST V1.0B FOR WIN	7/7/1999	1,506.51	0.00	0.00
5040	2416F	SFTWR - ARCVIEW SPATIAL ANALYST V1.1 FOR WIN	7/7/1999	2,506.52	0.00	0.00
6410	2416H	SFTWR - ARCVIEW V8.1.2 MAC/WINDOWS	3/14/2002	619.29	0.00	0.00
5474	2537	SFTWR - BACKUP EXECUTIVE NT/2000 SQL	6/29/2000	575.00	0.00	0.00
5475	2538	SFTWR - BACKUP EXECUTIVE NT/2000 SQL	6/29/2000	575.00	0.00	0.00
5472	2535	SFTWR - BACKUP EXECUTIVE NT/2000 SVR	6/29/2000	575.00	0.00	0.00
5473	2536	SFTWR - BACKUP EXECUTIVE NT/2000 SVR	6/29/2000	569.00	0.00	0.00
5476	2539	SFTWR - BACKUP NT/2000 INTELL	6/29/2000	357.00	0.00	0.00
5477	2540	SFTWR - BACKUP NT/2000 INTELL	6/29/2000	357.00	0.00	0.00
6408	2960	SFTWR - BACKUP SQL AGENT/REMOTE	3/14/2002	737.67	0.00	0.00
6409	2961	SFTWR - BACKUP SQL AGENT/REMOTE	3/14/2002	737.67	0.00	0.00
4355	2430	SFTWR - BENTLEY MICROSTATION GEOGRAPHIC & DES	8/14/1998	6,285.00	0.00	0.00
4255	2431	SFTWR - BENTLEY MICROSTATION SE & INTERGRAPH	6/25/1998	5,830.00	0.00	0.00
3433	2417A	SFTWR - BID/DISPATCH SFTWR SYSTEM	9/19/1996	40,000.00	0.00	0.00
6331	2950	SFTWR - BORIS GRAFFITI V1.0 FOR MAC	12/27/2001	355.98	0.00	0.00
3765	2413	SFTWR - BTRIEVE V6.15.43 50 USER LIC	7/3/1997	2,500.00	0.00	0.00
4800	1807	SFTWR - CD VISION V4.10 (100) USER LICENSE	12/3/1998	1,182.00	0.00	0.00
4809	1808	SFTWR - CD VISION V4.10 (100) USER LICENSE	12/3/1998	1,182.00	0.00	0.00
4831	1584	SFTWR - COREL DRAW V8 FOR POWER MAC	1/20/1999	429.95	0.00	0.00
6328	1584A	SFTWR - COREL GRAPHICS SUITE 10 UPGR FOR MAC	12/27/2001	204.00	0.00	0.00
6901	1822A	SFTWR - CRYSTAL REPORTS PRO	9/26/2002	679.78	0.00	0.00
4009	2433 G	SFTWR - EXCEL 97 OFFICE	9/30/1997	862.35	0.00	0.00
3590	2433 E	SFTWR - EXCEL OFFICE PRO	2/27/1997	1,998.71	0.00	0.00
5401	2436	SFTWR - EXPEDITION V5.1	3/13/1998	2,400.00	0.00	0.00
2072	2421	SFTWR - FAS FOR WINDOWS	9/14/1995	2,104.95	0.00	0.00
2867	2422	SFTWR - FASTTRACKV95.1	11/9/1995	2,509.95	0.00	0.00
6522	2964	SFTWR - FAXSERVE	5/9/2002	7,507.50	0.00	0.00
5948	2795	SFTWR - GASP V6 (200) USERS @28.00	5/31/2001	5,600.00	0.00	0.00
6521	2963A	SFTWR - GHOST V7.5 (50- 99) USER PK	5/10/2002	824.50	0.00	0.00
3663	2425 A	SFTWR - GREAT PLAINS & SUPPORT	4/14/1997	24,795.00	0.00	0.00
3716	2425 B	SFTWR - GREAT PLAINS & SUPPORT	5/8/1997	18,905.00	0.00	0.00
3809	2425 D	SFTWR - GREAT PLAINS & SUPPORT	7/3/1997	1,504.25	0.00	0.00
3305	2426 C	SFTWR - GROUPWISE V4.1 UPGR	4/30/1996	3,135.84	0.00	0.00
3555	2426 D	SFTWR - GROUPWISE V5 UPGR	1/16/1997	4,624.35	0.00	0.00
4241	2426 F	SFTWR - GROUPWISE V5.2 LICENSE UPGR	6/4/1998	3,347.50	0.00	0.00
6136	2905	SFTWR - LICENSE SENTINEL MONITOR	9/30/2001	1,706.62	0.00	0.00
4908	1639	SFTWR - MAC GO LIVE CYBER STUDIO V3.0	3/5/1999	309.90	0.00	0.00
6293	2938	SFTWR - MAP PUBLISHER V4.0	11/30/2001	633.00	0.00	0.00
8152	2938A	SFTWR - MAP PUBLISHER V6.0 UPGRADE	5/24/2004	424.00	0.00	0.00
5172	1821	SFTWR - MICROSOFT OFFICE 2000	9/3/1999	12,010.00	0.00	0.00
11000	7527	SFTWR - MICROSOFT OFFICE PROFESSIONAL 2003	8/31/2006	436.00	196.19	196.19
5461	2531	SFTWR - MICROSOFT WINDOWS 2000 (3) LIC	5/26/2000	519.80	0.00	0.00
5262	1984	SFTWR - MICROSOFT WORD 98 MAC EDITION - CD	12/16/1999	344.98	0.00	0.00
5263	1985	SFTWR - MICROSOFT WORD 98 MAC EDITION - CD	12/16/1999	419.95	0.00	0.00
5264	1986	SFTWR - MICROSOFT WORD 98 MAC EDITION - CD	12/16/1999	419.95	0.00	0.00
5975	2819	SFTWR - MIDAS BD UPGRADE	6/7/200 1	12,277.75	0.00	0.00
3812	1701 E	SFTWR - NETWARE V4.1 (50) USER LICENSES	7/3/1997	3,035.78	0.00	0.00
4133	1701 F	SFTWR - NETWARE V4.1 ADD (250) USER LIC	2/26/1998	10,754.00	0.00	0.00
4666	1701 G	SFTWR - NETWARE V4.1 UPGRADE	9/30/1998	3,896.00	0.00	0.00
5532	1701J	SFTWR - NETWARE V5.1 SERVER (5) USER LICENSES	7/26/2000	693.10	0.00	0.00
3811	2414B	SFTWR - NORTON ANTI VIRUS (50) USER LIC	7/3/1997	1,406.98	0.00	0.00
3654	1701I	SFTWR - NOVELL NETWARE V4.1	4/17/1997	3,346.46	0.00	0.00
2071	1701 D	SFTWR - NOVELL NETWARE V4.1 (100) USER LIC	9/21/1995	4,793.46	0.00	0.00
2426	1701 C	SFTWR - NOVELL OP SYSTEM	6/16/1994	2,105.00	0.00	0.00
4983	1701 H	SFTWR - NOVELL V4.2 UPGRADE	5/21/1999	10,723.18	0.00	0.00
5267	1988	SFTWR - NT SERVER V4.0 W/35 (5) LICENSES	12/29/1999	3,784.30	0.00	0.00
4152	2433 I	SFTWR - OFFICE 97 (10) STD LIC (MOLP)	3/19/1998	3,415.00	0.00	0.00
4226	2433 J	SFTWR - OFFICE 97 (10) STD LIC (V- UPG)	3/19/1998	3,415.00	0.00	0.00
4223	2433 L	SFTWR - OFFICE 97 USERS LICENSE (100V- UPG MOLP)	5/28/1998	31,925.00	0.00	0.00
4224	2433 K	SFTWR - OFFICE 97 USERS LICENSE (20V- UPG MOLP)	5/28/1998	6,405.00	0.00	0.00
6329	2948	SFTWR - OFFICE OSX 10.0 FOR MAC	12/27/2001	683.40	0.00	0.00
6330	2949	SFTWR - OFFICE OSX 10.0 FOR MAC	12/27/2001	683.40	0.00	0.00
3333	2433 B	SFTWR - OFFICE POWERPOINT PROJECT	6/26/1996	4,021.20	0.00	0.00

**CFRTA d/b/a LYNX
Items Scheduled for Auction
Planned Auction Date: June 2009**

System No	Co. Asset No.	Description	Acquisition Date	Acquisition Value	Net Book Value at 5/31/09	Due To FTA
6327	1987A	SFTWR - PAINTER 7.0 UPGRADE	12/27/2001	167.61	0.00	0.00
3456	2433 D	SFTWR - POWERPOINT V.4.0 (10) LIC Office	11/14/1996	1,995.70	0.00	0.00
5402	2437	SFTWR - PRIMAVERA P3	3/13/1998	3,900.00	0.00	0.00
9516	5033A	SFTWR - PRINTER DATA CARD	7/27/2005	2,495.00	1,081.16	1,081.16
4826	1579	SFTWR - QUARKEXPRESS V4.0 FOR MAC	1/20/1999	699.95	0.00	0.00
4827	1580	SFTWR - QUARKEXPRESS V4.0 FOR MAC	1/20/1999	699.95	0.00	0.00
4828	1581	SFTWR - QUARKEXPRESS V4.0 FOR MAC	1/20/1999	699.95	0.00	0.00
6325	2946	SFTWR - QUARKEXPRESS V4.1 FOR MAC	12/27/200 1	829.38	0.00	0.00
6326	2947	SFTWR - QUARKEXPRESS V4.1 FOR MAC	12/27/200 1	829.38	0.00	0.00
5432	1579A	SFTWR - QUARKEXPRESS UPGRADE FOR MAC	3/9/2000	308.00	0.00	0.00
6133	2904	SFTWR - SPSS BASE 10.1 FOR WINDOWS	9/20/200 1	1,482.00	0.00	0.00
5411	2410-A	SFTWR - STARS "AVLPROJECT"	8/21/1997	12,000.00	0.00	0.00
4799	1806	SFTWR - SURETRAK 4 WIN95 SINGLE USE	12/3/1998	375.00	0.00	0.00
6412	2963	SFTWR - SYMANTEC GHOST V7.5	3/27/2002	1,294.00	0.00	0.00
3475	2439A	SFTWR - TRAPEZE FX	11/14/1996	11,750.00	0.00	0.00
3477	2439B	SFTWR - TRAPEZE FX	11/14/1996	47,464.00	0.00	0.00
3660	2439 D	SFTWR - TRAPEZE FX	5/1/1997	18,040.00	0.00	0.00
3892	2439F	SFTWR - TRAPEZE FX	8/14/1997	2,684.00	0.00	0.00
5711	2649	SFTWR - VERITAS BACKUP EXECUTIVE	9/30/2000	8,621.00	0.00	0.00
6818	2973	SFTWR - VERITAS BENT NT V8.6	7/11/2002	449.78	0.00	0.00
7203	2796B	SFTWR - WINDOWS 2000 V6.0 UPGRADE	8/29/2002	125.00	0.00	0.00
4089	2440 D	SFTWR - WINDOWS 95 UPGRADE (30) SITE LICENSES	1/2/1998	2,670.00	0.00	0.00
6873	2978	SFTWR - WINDOWS NT V6.0 UPGRADE	8/29/2002	4,747.50	0.00	0.00
4087	2440 C	SFTWR - WINDOWS UPGRADE EXCEL 95 & 97	12/11/1997	451.05	0.00	0.00
4910	1641	SFTWR - WINDOWS V2.0 UPG SCANTOOLS	3/11/1999	350.00	0.00	0.00
6871	2976	SFTWR - WINDOWS XP UPGRADE	8/22/2002	17,090.40	0.00	0.00
9509	5040	SFTWR - ZENWORKS V6.0 E- DOWNLOAD (300) LICs	8/8/2005	28,851.00	6,731.90	6,731.90
604	91117STQ3036	SPECTRA SUPER MOBILES (13)	5/23/1991	167,840.64	0.00	0.00
7357	3778	THERMOMETER -INFRARED RAYTEX	5/30/2003	621.00	0.00	0.00
6288	3015	TRAXXSYSTEM	11/30/2001	935.07	0.00	0.00
6878	3560	UPS 1500 SMART	9/26/2002	572.00	0.00	0.00
8105	3892	UPS 1500 SMART	11/30/2003	458.80	0.00	0.00
8146	3926	UPS 1500 SMART	4/23/2004	482.82	0.00	0.00
8147	3927	UPS 1500 SMART	4/23/2004	482.82	0.00	0.00
6126	2897	UPS APC SMART	9/13/2001	738.99	0.00	0.00
6526	3217	UPS APS2200	5/10/2002	876.00	0.00	0.00
2401	2046F	VOICE MAIL - UPGR FRM 8 TO 12 PORTS	6/23/1994	11,446.00	0.00	0.00
4446	1286	WORKSTATION - RECEPTION	8/21/1998	6,227.10	0.00	0.00
4414	1227	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4405	1228	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4417	1229	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4420	1230	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4406	1234	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4410	1235	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4419	1236	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4418	1237	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4439	1246	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4440	1248	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4441	1250	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4438	1252	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4443	1254	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4437	1256	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4442	1258	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4428	1264	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4430	1266	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4433	1268	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4434	1270	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4429	1272	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4426	1274	WORKSTATION TYPE A	8/21/1998	5,255.81	0.00	0.00
4422	1276	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4427	1278	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4423	1279	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4425	1280	WORKSTATION TYPE A	8/21/1998	883.01	0.00	0.00
4424	1281	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4431	1282	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4432	1284	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4445	1287	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4436	1289	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4435	1291	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00

CFRTA d/b/a LYNX
Items Scheduled for Auction
Planned Auction Date: June 2009

System No	Co. Asset No.	Description	Acquisition Date	Acquisition Value	Net Book Value at 5/31/09	Due To FTA
4416	1308	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4408	1310	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4409	1311	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4412	1322	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4411	1325	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4415	1327	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4413	1330	WORKSTATION TYPE A	8/21/1998	4,951.02	0.00	0.00
4444	1334	WORKSTATION TYPE A	8/21/1998	4,885.02	0.00	0.00
4455	1215	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4458	1216	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4454	1217	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4448	1218	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4452	1219	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4449	1220	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4453	1221	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4447	1222	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4459	1223	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4456	1224	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4457	1225	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4462	1226	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4407	1231	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4421	1232	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4466	1238	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4460	1239	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4465	1240	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4464	1241	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4463	1242	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4473	1244	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4474	1245	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4461	1328	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4451	1329	WORKSTATION TYPE B	8/21/1998	5,583.11	0.00	0.00
4476	1233	WORKSTATION TYPE C	8/21/1998	5,255.81	0.00	0.00
4479	1260	WORKSTATION TYPE C	8/21/1998	5,255.81	0.00	0.00
4477	1262	WORKSTATION TYPE C	8/21/1998	5,255.81	0.00	0.00
4475	1293	WORKSTATION TYPE C	8/21/1998	5,255.81	0.00	0.00
4478	1336	WORKSTATION TYPE C	8/21/1998	5,255.81	0.00	0.00
Subtotal FFE				1,292,424.75	14,301.05	14,301.05
1088	95204SMCA003	FUEL TANK INSTALLATION	9/30/1995	490,520.51	0.00	0.00
3992	97294SMCA016	UPGRADE CNG STATION	9/30/1997	178,032.21	0.00	0.00
Subtotal Buildings & Shelters				668,552.72	0.00	0.00
Grand Total				7,914,344.43	249,167.23	249,167.23

+Consent Agenda Item #6.D. v

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
Authorization to Release an Invitation for Bid for B-99 Bio-Diesel

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release an Invitation for Bid (IFB) for B-99 Bio-Diesel.

BACKGROUND:

At the October 23, 2008 Board of Directors' meeting, the Board approved the award of a contract for the design build of the Bio-Diesel Blending Facility located at the LYNX Operations Facility.

LYNX is currently participating in a demonstration project with the Florida Department of Energy on the conversion of all revenue vehicles for bio-diesel fuel. Orlando Utilities Commission (OUC) and Orange County (OC) are participating in this program. LYNX will purchase all the bio-diesel and diesel fuel required, blend the bio-diesel/diesel and then sell back the finished product to OUC and OC. The conversion on all LYNX revenue vehicles is scheduled to begin October 2009 and will allow for the reduction of the tailpipe emissions that is produced by its fleet of buses and reduce the dependence of petroleum based fuel.

Staff has estimated that a total of 1.24M gallons of bio-diesel will be purchased, 400,000 gallons for OUC/OC and 840,000 for our fleet of buses. The usage of 840,000 gallons of bio-diesel will directly reduce the diesel consumed by our fleet of buses. The B99 Bio-Diesel will be ordered and delivered to LYNX on an as-needed basis and stored on site to be blended with the diesel fuel.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX' procurement policies require prime contractors to use their best efforts to subcontract a portion of their work to DBE firms. LYNX' overall goal is 10%.

FISCAL IMPACT:

The required fuel purchases attributable to LYNX, Orlando Utilities Commission (OUC) and Orange County School Board (OC) will be included in the final FY2010 Operating Budget for LYNX. Additionally, LYNX will be able to reduce the purchase of diesel fuel by the number of gallons purchased in B-99. Fuel purchases for testing can be supported by the FY2009 Operating Budget.

LYNX staff will continue to work OUC and OC to facilitate a contract for their purchase of fuel from LYNX related to their operations.

Action Agenda Item #7.A

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Acceptance of the Annual Financial Audit and Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ending September 30, 2008

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the LYNX Board of Directors' acceptance of the annual financial audit and Comprehensive Annual Financial Report (CAFR) for the Fiscal Year Ending September 30, 2008.

BACKGROUND:

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

The Single Audit Act Amendments of 1996 require state or local governments that receive at least \$500,000 in Federal financial assistance in a year to have an independent audit conducted for that year in accordance with the Office of Management and Budget (OMB) Circular A-133. The State of Florida recently enacted similar legislation, the Florida single Audit Act, related to audits of State financial assistance. Pursuant to these Acts, LYNX' independent certified public accountants, Cherry, Bekaert & Holland, L.L.P., have conducted the audit for the fiscal year ended September 30, 2008.

An unbound draft copy of the CAFR, which includes the audit report of Cherry, Bekaert & Holland, L.L.P. is attached for your review. The final report will be provided to each member of the Board at the May 28, 2009 Board Meeting.

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

Independent Auditors' Management Letter

To the Board of Directors
Central Florida Regional Transportation Authority:

We have audited the financial statements of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") as of and for the year ended September 30, 2008, and have issued our report thereon dated May 18, 2009.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. We have issued our Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on the Audit of Financial Statements in Accordance with *Government Auditing Standards*, Independent Auditors' Report on Compliance and Internal Control over Compliance Applicable to each Major Federal Awards Program and State Financial Assistance Project, and Schedule of Findings and Questioned Costs. Disclosures in those reports and schedule, which are dated May 18, 2009, should be considered in conjunction with this management letter.

Additionally, our audit was conducted in accordance with Chapter 10.550, *Rules of the Auditor General*, which govern the conduct of local governmental entity audits performed in the State of Florida and require that certain items be addressed in this letter.

The *Rules of the Auditor General* (Section 10.554(1)(i)1) require that we address in the management letter, if not already addressed in the auditors' report on compliance and internal controls, whether or not corrective actions have been taken to address significant findings and recommendations made in the preceding annual financial audit report. Except as noted in Appendix A, recommendations made in the preceding annual financial audit report have been followed.

The *Rules of the Auditor General* (Section 10.554(1)(i)2) state that a management letter shall have a statement as to whether or not the Authority complied with Section 218.415, *Florida Statutes*, regarding the investment of public funds. In connection with our audit of the financial statements of the Authority, the results of our tests did not indicate that the Authority was in noncompliance with Section 218.415 regarding the investment of public funds.

DRAFT

The *Rules of the Auditor General* (Section 10.554(1)(i)3) require disclosure in the management letter of any recommendations to improve the Authority's management, accounting procedures and internal controls. We noted certain items involving the internal control over financial reporting that are included in Appendix A to this management letter. Management's written responses to matters identified in Appendix A have not been subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on them.

The *Rules of the Auditor General* (Section 10.554(1)(i)4) require disclosure in the management letter of any violations of laws, regulations, contracts and grant agreements, or abuse that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material but more than inconsequential. There were no such matters noted.

The *Rules of the Auditor General* (Section 10.554(1)(i)5) provide that the auditor may, based on professional judgment, report the following matters that are inconsequential to the determination of financial statement amounts, considering both quantitative and qualitative factors: (1) violations of laws, regulations, contracts or grant agreements, or abuse that have occurred, or are likely to have occurred, and (2) control deficiencies that are not significant deficiencies, including, but not limited to; (a) improper or inadequate accounting procedures (e.g., the omission of required disclosures from the annual financial statements); (b) failures to properly record financial transactions; and (c) inaccuracies, shortages, defalcations, and instances of fraud discovered by, or that come to the attention of, the auditor. In connection with our audit, we did not have any such findings.

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

As required by the *Rules of the Auditor General* (Section 10.554(1)(i)7.a.), the scope of our audit included a review of the provisions of Section 218.503(1), *Florida Statutes*, regarding financial emergencies. In connection with our audit of the financial statements of the Authority, the results of our tests did not indicate that the Authority met any of the specified conditions of a financial emergency contained in Section 218.503(1). However, our audit does not provide a legal determination on the Authority's compliance with this requirement.

The *Rules of the Auditor General* (Section 10.554(1)(i)7.b.) state that a management letter shall include a statement as to whether or not the financial report filed with the Florida Department of Financial Services, pursuant to Section 218.32, *Florida Statutes*, is in agreement with the annual financial audit report for the current audit period and, if not, explanations of any significant differences. In connection with our audit of the Authority, the results of our tests indicate that the annual financial report for the year ended September 30, 2008, filed with the Department of Financial Services, is in agreement with the annual financial audit report for the current audit period.

As required by the *Rules of the Auditor General* (Sections 10.554(1)(i)7.c. and 10.556), the scope of our audit included financial condition assessment procedures. It is management's responsibility to monitor the entity's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information provided by same. The financial condition assessment procedures disclosed no deteriorating financial conditions.

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

Orlando, Florida
May 18, 2009

DRAFT

STATUS OF PRIOR AUDIT FINDINGS AND RECOMMENDATIONS

The following comments relate to action steps that remain in progress to address certain prior year recommendations.

INFORMATION SYSTEMS

Observation 08-01: The Information Technology Department has identified possible emergency operational procedures for the recovery and restoration of data processing services in the event of a disaster. However, there is no formal disaster recovery plan for the recovery and restoration of data processing resources and financial application systems in the event of a disaster. Also, there is no comprehensive business continuity plan for the organization. The absence of a formal disaster recovery and business continuity plan could impact the ability to recover and restore services in the event of a disaster. Effective disaster recovery planning is vital to ensure the recovery of business operations and information system resources from unplanned disruptions. A disaster recovery plan is not considered complete until it has been tested.

Recommendation: We recommend a business impact analysis be conducted to determine the relative priority and recovery time objectives of all operations functions, including finance processing. Based on the determined objectives, LYNX should prepare a formal disaster recovery and business continuity plan for data processing services and business operations. The plan should be reviewed and tested annually to ensure the procedures are updated and effective in providing the recovery and restoration of operations and services.

Management's Response: LYNX has completed a Threat and Vulnerability Assessment, as well as a Transit Security Assessment to identify potential threats and weakness to LYNX' business operations in case of a disaster. As a result, LYNX developed formal written Continuance of Operations (COOP) and Continuance of Government (COG) plans. In addition, LYNX plans to prepare and test a formal written disaster recovery plan for data processing services by December 2009.

Observation 08-02: Information technology security awareness training should be provided to employees when initially hired and on an ongoing basis. This reduces the risk that information security could be compromised by a single user.

Recommendation: We recommend that training be provided via the web, through staff meetings, and through emails or handouts and that employees sign-off on information technology security policies on an annual basis.

Management's Response: LYNX has developed a "Network Security Starts with You" presentation and is training on security awareness. LYNX Information Technology has also modified the "LYNX Information Security Policy". This policy will be introduced to LYNX staff at a training session. The training session "Network Security Starts with You" will be mandatory and cover security awareness, LYNX span portal use, and introduction of the "LYNX Information Security Policy" which requires signature of acceptance. The "Network Security Starts with You" training program will be programmed annually.

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CURRENT YEAR FINDINGS AND RECOMMENDATIONS

INFORMATION SYSTEMS

Observation 08-03: The LYNX Management Steering Committee has not yet developed a formal Information Technology Strategic Plan. Without an Information Technology Strategic Plan the Authority's Information Technology strategies may not be aligned with overall business objectives.

Recommendation: The LYNX Steering Committee should create a formal Information Technology Strategic Plan that will align Information Technology strategies with overall business objectives in each of the next five years.

Management's Response: The LYNX Information Technology Committee (ITC) is continuing their commitment of developing a Strategic Plan. The ITC is currently engaged with activities of establishing objectives of the ITC. LYNX has a formal Intelligent Transportation Systems (ITS) Strategic Plan and a Transportation Development Plan (TDP), which will assist in the development of the LYNX Technology Plan.

DRAFT

**COMPREHENSIVE ANNUAL
FINANCIAL REPORT**

of the

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

**FOR YEAR ENDED
SEPTEMBER 30, 2008**

PREPARED BY THE FINANCE DEPARTMENT

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

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

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

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Certificate of Achievement for Excellence in Financial Reporting

Presented to
Central Florida
Regional Transportation
Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
September 30, 2007

A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.



A handwritten signature in black ink, appearing to read "K. L. Post".

President

A handwritten signature in black ink, appearing to read "Jeffrey R. Egan".

Executive Director

Independent Auditors' Report

To the Board of Directors
Central Florida Regional Transportation Authority:

We have audited the accompanying balance sheets of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") as of September 30, 2008 and 2007, and the related statements of revenues, expenses and changes in net assets and cash flows for the years then ended. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audits.

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

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of September 30, 2008 and 2007, and the results of its operations and its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued a report dated May 18, 2009 on our consideration of the Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in conjunction with this report in considering the results of our audit.

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

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

Orlando, Florida
May 18, 2009

FINANCIAL STATEMENTS

MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of the comprehensive annual financial report of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") presents management's analysis of the Authority's financial performance during the Fiscal Years that ended on September 30, 2008 and 2007, respectively. Please read it in conjunction with the financial statements, which follow this section.

Financial Highlights

Fiscal 2008

- Customer fares increased 13.2% due to an increase in ridership by 4.3% and additional revenue resulting from the fare increase implemented in January 2008.
- The cost of fuel escalated in FY2008, resulting in a \$6,590,225 increase for fuel expenses year-over-year.
- Advertising revenue decreased 14.9% due to the non-renewal and/or reduction of several contracts. In addition, the number of new contracts have declined year-over-year.

Fiscal 2007

- Contract services increased 22% due to an increase in local funding from Osceola and Seminole Counties for the implementation of LYNX' On-Time Performance (OTP) Service Change. Also, new service implementations from Lake County and increases in Medicaid funding for LYNX' paratransit services contributed to the 22% increase in contract services revenue in FY2007 compared to FY2006.
- Advertising revenue increased by 34% or \$751,172 due to new contracts in FY2007.
- Local Non-Operating revenues increased significantly by 46% due to a 40% increase in funding from Orange County in FY2007 to support increases in operating costs and the implementation of LYNX' OTP Service Change. Also included in the 46% increase is approximately \$2.3 million of carry-over funds for FY2008 services.

Overview of the Financial Statements

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

Required Financial Statements

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

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

Financial Analysis of the Authority

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

Net Assets

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

Table A-1

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

	FY 2008	September 30, FY 2007	FY 2006
Assets:			
Current and other assets	\$ 50.5	\$ 48.0	\$ 49.7
Capital assets	141.3	130.5	111.2
Total assets	\$191.8	\$178.5	\$160.9
Liabilities:			
Current liabilities	\$29.8	\$ 20.4	\$ 28.1
Other liabilities	21.6	25.7	20.2
Total liabilities	\$51.4	\$ 46.1	\$ 48.3
Net Assets:			
Invested in capital assets, net of related debt	\$123.7	\$ 110.2	\$ 98.0
Restricted	.5	1.3	3.1
Unrestricted	16.2	20.9	11.5
Total net assets	\$140.4	\$ 132.4	\$ 112.6

The Balance Sheets show the change in assets, liabilities, and the resulting net assets. Net assets may serve, over time, as a useful indicator of a government's overall financial position. As can be seen from the Table A-1, Net Assets increased \$8 million to \$140.4 million in Fiscal 2008 from \$132.4 million in Fiscal 2007. Compared to Fiscal Year 2007, Net Assets Invested in Capital Assets, Net of Related Debt, increased \$13.5 million due to acquisition of Capital Assets, Unrestricted Net Assets decreased \$4.7 million, and Restricted Net Assets decreased \$0.8 million.

Table A-2

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

	FY 2008	September 30, FY 2007	FY 2006
Operating Revenues:			
Customer fares	\$ 21.7	\$ 19.1	\$ 18.9
Contract services	17.6	18.1	14.9
Advertising revenue	1.9	2.3	1.7
Other income	.6	.6	.5
Total operating revenue	41.8	40.1	36.0
Non-operating Revenues (Expenses), net:			
Federal	12.1	11.1	14.0
State	10.6	10.4	9.5
Local	41.4	44.5	30.3
Interest and other income	.1	1.1	1.1
Total non-operating revenue	64.2	67.1	54.9
Total Revenues	106.0	107.2	90.9
Depreciation Expense, including write-offs	15.3	10.1	9.2
Operating Expenses:			
Salaries and wages	39.9	36.3	33.5
Fringe benefits	19.8	19.2	18.0
Purchased transportation Services	17.2	15.8	12.5
Fuel	16.7	10.2	9.8
Materials and supplies	5.2	4.8	4.4
Professional services	6.5	6.3	6.1
Lease and miscellaneous	1.3	1.7	1.7
Casualty and liability insurance	2.5	2.1	1.5
Utilities, taxes, and licenses	1.6	1.4	1.6
Total operating expenses	110.7	97.8	89.1
Total Expenses	126.0	107.9	98.3
Loss before Capital Contributions	(20.0)	(.7)	(7.3)
Capital Contributions	28.0	20.5	30.0
Change in Net Assets	8.0	19.8	22.7
Beginning Net Assets	132.4	112.6	89.9
Ending Net Assets	\$140.4	\$132.4	\$112.6

The Statements of Revenues, Expenses, and Changes in Net Assets provide answers as to the nature and source of changes in Net Assets. As shown in Table A-2, the \$8 million increase in net assets in FY2008 is due to the excess of Capital Contributions of \$28 million over Loss before Capital Contributions of \$(20) million. The changes in Operating Revenues results from an increase in customer fares due to a fare increase in January 2008. The decrease in Non-Operating Revenue is due to a decrease in local funding for current services and less than anticipated interest earnings. The increase in Operating Expenses is due to the significant increase in the cost of purchased transportation services, fuel prices, salaries, wages, and fringe benefits, and actuarial adjustments related to reserves for outstanding claims.

Capital Assets

At the end of fiscal year 2008, the Authority had a broad range of Capital Assets, consisting of Land, Buildings and Shelters, Revenue Vehicles, Equipment, and Leasehold Improvements. During fiscal year 2008, the Authority completed the last one of the buildings that make up the Lynx Operations Center and transferred \$15,474,434 of costs from Construction in Progress to completed Capital Assets. Also completed during the year were several bus shelters and some small capital improvement projects.

Table A-3

Capital Assets (In millions of dollars)

	September 30,		
	FY 2008	FY 2007	FY 2006
Land	\$ 8.6	\$ 8.6	\$ 8.6
Buildings and Shelters	78.4	64.0	39.8
Revenue Vehicles	109.8	91.5	77.8
Equipment	21.9	20.3	15.4
Leasehold Improvements	.2	.2	1.8
Subtotal	218.9	184.6	143.4
Less Accumulated Depreciation	82.0	71.5	67.8
Construction in Progress:			
LYNX Central Station	-	.6	.3
LYNX Operations Center	-	13.8	30.2
Bus Shelters	.5	.2	.5
Facility Capital Improvements	1.4	.1	1.2
Other Miscellaneous Projects	2.5	2.7	3.4
Subtotal	4.4	17.4	35.6
Net Capital Assets	\$141.3	\$130.5	\$111.2

Long-Term Obligations

On August 16, 2001, the Authority entered into a State Infrastructure Bank Loan Agreement (SIB #1), allowing draws of up to \$7,958,991 for the construction of the LYNX Central Station. The loan matures in 2011; the balance outstanding at September 30, 2008 was \$2,085,848 after making \$5,873,143 in total repayments. On June 9, 2004, the Authority entered into another SIB Loan (SIB #2), allowing draws of up to \$7,600,000 for the construction of the LYNX Operations Center Facility. This loan matures in 2016; the outstanding loan balance as of September 30, 2008, was \$6,770,508 after making \$829,492 in total repayments. On August 14, 2006, the Authority entered into another SIB Loan (SIB #3), allowing

draws of up to \$7,140,000 for the acquisition of rolling stock, including paratransit vehicles. During fiscal year 2006 the allowable amount, \$7,140,000, of SIB # 3 was drawn; this loan matures in 2013. On August 16, 2007 the Authority leased 21 buses requiring 28 quarterly lease payments over seven years, with principal totaling \$7,632,976; the unpaid principal balance as of September 30, 2008, was \$6,666,527 after making \$966,449 in total repayments.

Economic Factors and Next Year's Budget and Rates

The Authority's Board of Directors and Management considered many factors when setting the Fiscal Year 2009 budget and contract services hourly rates. These factors include the expected demand of the Authority's Funding Partners, which in turn consider such factors as anticipated population growth of the three counties and the economy of the region as a whole.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
BALANCE SHEETS
SEPTEMBER 30, 2008 AND 2007

ASSETS	2008	2007
CURRENT ASSETS:		
Cash and cash equivalents	S 20,084,510	S 19,693,978
Investment Pool B	882,646	-
Receivables:		
Local, trade and operating assistance	3,281,531	2,779,961
Federal grants	15,335,126	13,507,929
State grants	2,090,900	2,678,762
Inventory	2,066,579	1,656,101
State fuel tax refund	213,568	191,442
Prepaid expenses and other assets	121,421	269,632
	<u>44,076,281</u>	<u>40,777,805</u>
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	<u>5,079,806</u>	<u>6,049,994</u>
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	78,460,706	63,955,372
Revenue vehicles	109,865,748	91,522,778
Equipment	21,880,359	20,347,450
Leasehold improvements	155,794	155,794
Total property and equipment	<u>218,934,072</u>	<u>184,552,859</u>
Less accumulated depreciation	(81,988,613)	(71,462,066)
Construction in progress	<u>4,360,287</u>	<u>17,370,692</u>
Net property and equipment	<u>141,305,746</u>	<u>130,461,485</u>
Other assets	<u>1,374,355</u>	<u>1,172,240</u>
Total noncurrent assets	<u>147,759,907</u>	<u>137,683,719</u>
TOTAL ASSETS	<u>S 191,836,188</u>	<u>S 178,461,524</u>

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
BALANCE SHEETS
SEPTEMBER 30, 2008 AND 2007

LIABILITIES AND NET ASSETS	2008	2007
CURRENT LIABILITIES:		
Accounts payable	S 13,883,540	S 11,643,013
Accrued salaries and related taxes	2,901,833	2,483,189
Accrued compensated absences	2,509,937	2,294,385
Accrued self-insurance liability, current	1,276,714	1,082,683
Leases payable, current	1,005,094	966,449
Loans payable, current	3,081,718	1,702,635
Deferred operating revenue	4,945,871	4,256
Deferred capital	209,996	206,207
	<u>29,814,703</u>	<u>20,382,817</u>
Total current liabilities		
NONCURRENT LIABILITIES:		
Leases payable, long-term	5,661,433	6,666,527
Loans payable	12,914,638	15,996,356
Accrued compensated absences	780,463	904,326
Accrued self-insurance liability, long-term	2,247,335	2,106,897
	<u>21,603,869</u>	<u>25,674,106</u>
Total noncurrent liabilities		
Total liabilities	<u>51,418,572</u>	<u>46,056,923</u>
NET ASSETS:		
Invested in capital assets, net of related debt	123,649,478	110,245,870
Restricted-capital projects	536,749	1,261,729
Unrestricted	16,231,389	20,897,002
	<u>140,417,616</u>	<u>132,404,601</u>
Total net assets		
TOTAL LIABILITIES AND NET ASSETS	<u>S 191,836,188</u>	<u>S 178,461,524</u>

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNN
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET ASSETS
YEARS ENDED SEPTEMBER 30, 2008 AND 2007

	2008	2007
OPERATING REVENUES		
Customer fares	S 21,661,100	S 19,127,408
Contract services:		
Local financial assistance	9,614,754	9,481,837
Other contractual services	8,018,770	8,629,360
Advertising	1,942,028	2,282,071
Other income	<u>603,452</u>	<u>609,382</u>
Total operating revenues	<u>41,840,104</u>	<u>40,130,058</u>
OPERATING EXPENSES:		
Salaries and Wages	39,860,027	36,278,573
Fringe benefits	19,831,319	19,210,627
Purchased transportation services	17,221,380	15,792,834
Fuel	16,741,700	10,151,475
Materials and supplies	5,152,881	4,841,118
Professional services	6,528,362	6,363,234
Lease and miscellaneous	1,264,032	1,675,899
Casualty and liability insurance	2,494,041	2,120,219
Utilities	1,185,464	950,785
Taxes and licenses	<u>382,332</u>	<u>424,548</u>
Total operating expenses before depreciation	<u>110,661,538</u>	<u>97,809,312</u>
OPERATING EXPENSES IN EXCESS OF OPERATING REVENUES BEFORE DEPRECIATION AND AMORTIZATION	(68,821,434)	(57,679,254)
DEPRECIATION AND AMORTIZATION	<u>(15,285,620)</u>	<u>(10,066,213)</u>
OPERATING LOSS	<u>(84,107,054)</u>	<u>(67,745,467)</u>
NONOPERATING REVENUES AND EXPENSES:		
Operating assistance grants:		
Federal	715,000	715,000
State of Florida	8,024,441	8,185,840
Local	41,413,114	44,259,344
Planning and other assistance grants:		
Federal	11,362,378	10,387,968
State of Florida	2,559,305	2,249,297
Local matching	-	220,000
Interest expense	(521,519)	(185,865)
Interest income	644,159	1,338,526
Other income (expenses)	<u>(41,057)</u>	<u>(46,447)</u>
Total nonoperating revenues and expenses, net	<u>64,155,821</u>	<u>67,123,663</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS	(19,951,233)	(621,804)
Capital contributions	<u>27,964,248</u>	<u>20,454,361</u>
Change in net assets	8,013,015	19,832,557
NET ASSETS AT BEGINNING OF YEAR	<u>132,404,601</u>	<u>112,572,044</u>
NET ASSETS AT END OF YEAR	<u>S 140,417,616</u>	<u>S 132,404,601</u>

See notes to financial statements.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
STATEMENTS OF CASH FLOWS
YEARS ENDED SEPTEMBER 30, 2008 AND 2007

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	2008	2007
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers	\$ 21,661,100	\$ 19,127,408
Cash received for contract services	16,928,805	18,167,793
Cash paid to employees	(44,665,545)	(40,062,862)
Cash paid to suppliers	(63,199,284)	(63,089,730)
Cash received from advertising and miscellaneous	<u>2,330,742</u>	<u>2,472,470</u>
Net cash used in operating activities	<u>(66,944,182)</u>	<u>(63,384,921)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Proceeds from assistance grants	<u>67,229,669</u>	<u>65,586,312</u>
Net cash provided by noncapital financing activities	<u>67,229,669</u>	<u>65,586,312</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Construction and acquisition of property and equipment	(25,872,712)	(22,750,209)
Principal paid on loans and capital leases	(2,669,085)	(4,023,917)
Interest paid on capital leases and SIB loans	(521,519)	(185,865)
Capital assistance grants	<u>28,436,660</u>	<u>30,528,904</u>
Net cash provided (used) by capital and related financing activities	<u>(626,656)</u>	<u>3,568,913</u>
CASH FLOWS FROM INVESTING ACTIVITIES:		
Interest income	644,159	1,338,526
Pool B investment	<u>(882,646)</u>	<u>-</u>
Net cash provided (used) by investing activities	<u>(238,487)</u>	<u>1,338,526</u>
NET CHANGE IN CASH AND CASH EQUIVALENTS	(579,656)	7,108,830
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	<u>25,743,972</u>	<u>18,635,142</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u>\$ 25,164,316</u>	<u>\$ 25,743,972</u>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES:		
Operating Loss	\$ (84,107,054)	\$ (67,745,467)
Adjustments to reconcile operating loss to net cash used in operating activities:		
Depreciation and Amortization	15,285,620	10,066,213
Changes in operating assets and liabilities:		
Local, Trade, and Operating Assistance Receivable	(721,570)	28,912
Inventory	(410,478)	(461,914)
State fuel tax refund receivable	(22,126)	178,814
Prepaid expenses and other assets	(53,904)	(295,353)
Accounts payable	2,240,528	(6,291,769)
Accrued salaries and related taxes	418,644	665,074
Accrued compensated absences	91,689	244,635
Accrued self-insurance liability	<u>334,469</u>	<u>225,934</u>
Net cash used in operating activities	<u>\$ (66,944,182)</u>	<u>\$ (63,384,921)</u>
NONCASH INVESTING AND FINANCING ACTIVITIES:		
Equipment financed through leases payable:	<u>\$ -</u>	<u>\$ 7,632,976</u>

See notes to financial statements.

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
 LYNX
 NOTES TO FINANCIAL STATEMENTS
 YEARS ENDED SEPTEMBER 30, 2008 AND 2007**

1. SIGNIFICANT ACCOUNTING POLICIES

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

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

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

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

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

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

The Authority held investments throughout fiscal years 2008 and 2007 in the Pool which are considered cash and cash equivalents for financial reporting purposes. During fiscal 2008 some securities were downgraded and the Pool was subdivided into Pool A and Pool B. The Authority presents all investments at fair value as follows:

	September 30,	
	2008	2007
Pool Investments -Pool A	\$ 2,775,115	\$ 26,714,143
Pool Investments -Pool B	882,646	-
Bank Deposits/(Float in SBA)	22,389,201	(970,171)
Total Cash and Cash Equivalents and Investments	<u>\$ 26,046,962</u>	<u>\$ 25,743,972</u>

Pool A qualifies under *GASB 31, Accounting and Financial Reporting for Certain Investments and for External Investment Pools*, to be treated as a "2a-7 like pool" because it has a policy that it will, and does, operate in a manner consistent with Rule 2a-7 under the Investment Company Act of 1940. The current rating of Pool A by Standard and Poors is AAAM and the weighted average days to maturity at September 30, 2008 was 8.5 days. Pool B is not rated by any nationally recognized statistical rating agency and has a weighted life at September 30, 2008 of 9.36 years. The securities in Pool A are presented at fair value based on \$1 per share and securities in Pool B are presented at estimated fair value (cost less unrealized loss) based on an independently calculated fair value factor of .798385 at September 30, 2008. It is the policy of the Authority to diversify its investment portfolios so as to protect against issuer defaults, market price changes, technical complications leading to temporary lack of liquidity, or other risks resulting from an over concentration of assets in a specific maturity, a specific issuer, a specific geographical distribution, or a specific class of securities.

Receivables - Local, Trade, Operating Assistance – Includes receivables from customers, Local Funding Partners and Medicaid Assistance. As of September 30, 2008 and 2007, the Authority had receivables, net of allowances, as follows:

	September 30,	
	2008	2007
Customers	\$ 1,356,023	\$ 1,098,755
Local Funding Partners	422,694	178,363
Medicaid Assistance	\$ 1,502,814	1,502,843
Total	<u>\$ 3,281,531</u>	<u>\$ 2,779,961</u>

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

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

Restricted Assets – When both restricted and unrestricted resources are available for use, the Authority’s policy is to use restricted resources first, and then unrestricted resources, as they are needed. Restricted assets include \$5,079,806 and \$6,049,994 of cash and cash equivalents for the FlexBus Project, planning projects, LYNX Central Station (LCS) renovations, shelters, LYNX Operating Center (LOC), bus procurement, and various capital projects as of September 30, 2008 and 2007, respectively.

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

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

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

Other Assets - Other assets consist of prepaid pension funding of \$1,374,355 and \$1,172,240 as of September 30, 2008 and 2007, respectively.

Accounts Payable - Accounts payables are recorded as expenses at the time services are rendered and the Authority receives items. As of September 30, 2008 and 2007, the Authority had accounts payable as follows:

	September 30,	
	2008	2007
Trade	\$ 3,484,361	\$ 2,489,861
Commitments (Consultants/Construction)	7,858,292	6,809,645
Retainage	73,292	886,853
Other	2,467,595	1,456,654
Total	\$13,883,540	\$11,643,013

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

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

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

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

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

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

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

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

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

Reclassifications – Certain 2007 balances have been reclassified to conform to the financial statement presentation used in 2008.

2. CAPITAL ASSETS

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

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

Capital asset activity for the year ended September 30, 2007 was as follows:

<u>Property and Equipment:</u>	<u>Beginning Balance</u>	<u>Additions</u>	<u>Reclass/ Disposals</u>	<u>Ending Balance</u>
Depreciable Assets				
Buildings and Shelters	\$ 39,867,549	\$ 24,087,823	\$ -	\$ 63,955,372
Revenue Vehicles:				
Buses	74,264,079	18,177,601	(5,303,068)	87,138,612
Other Support Vehicles	3,529,961	991,371	(137,166)	4,384,166
Furniture, Fixtures & Equipment	15,395,119	5,345,967	(393,636)	20,347,450
Leasehold Improvements	1,767,888	7,397	(1,619,491)	155,794
Non-Depreciable Assets				
Land	8,571,465	-	-	8,571,465
Construction in Progress	35,644,114	9,561,739	(27,835,161)	17,370,692
Totals at Historical Cost	\$ 179,040,175	\$ 58,171,898	\$ (35,288,522)	\$ 201,923,551
Less accumulated depreciation for:				
Buildings and Shelters	\$ (12,102,229)	\$ (1,659,338)	\$ -	\$ (13,761,567)
Revenue Vehicles:				
Buses	(42,920,252)	(6,064,055)	4,484,455	(44,499,852)
Other Support Vehicles	(2,276,756)	(376,039)	73,517	(2,579,278)
Furniture, Fixtures & Equipment	(8,957,195)	(1,895,524)	384,882	(10,467,837)
Leasehold Improvements	(1,541,214)	(71,257)	1,458,939	(153,532)
Total Accumulated Depreciation	(67,797,646)	(10,066,213)	6,401,793	(71,462,066)
Capital Assets, net	\$ 111,242,529	\$ 48,105,685	\$ (28,886,729)	\$ 130,461,485

3. CAPITAL LEASES

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

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

Leases Payable	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
Lease #3	\$ 45,012	\$ -	\$ 45,012	\$ -	\$ -
Lease #4	-	7,632,976	-	7,632,976	966,449
Total	\$ 45,012	\$7,632,976	\$ 45,012	\$7,632,976	\$ 966,449

Future minimum payments and the present value of the minimum payments applicable to capital leases are as follows for the years ending after September 30, 2008:

Year	Present Value of Minimum Lease Payments	Amount Representing Interest	Total Minimum Lease Payments
2009	\$1,005,094	\$ 247,932	\$1,253,026
2010	1,045,283	207,743	1,253,026
2011	1,087,080	165,946	1,253,026
2012	1,130,548	122,478	1,253,026
2013	1,175,754	77,272	1,253,026
2014	1,222,768	30,258	1,253,026
Total	\$6,666,527	\$ 851,629	\$7,518,156

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

4. LOANS PAYABLE

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

in FY 2006. This loan matures in 2013, is non-interest bearing until October 1, 2008, and bears an interest rate of 1%, thereafter. Loans payable activity at September 30, 2008 and 2007 was as follows:

**Loans Payable
September 30, 2008**

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

**Loans Payable
September 30, 2007**

	Beginning Balance	Additions	Payments	Ending Balance	Amounts Due Within One Year
SIB #1	\$ 6,937,898	\$ -	\$ 3,978,907	\$ 2,958,991	\$ 873,143
SIB #2	7,600,000	-	-	7,600,000	829,492
SIB #3	7,140,000	-	-	7,140,000	-
Total	\$21,677,898	\$ -	\$ 3,978,907	\$17,698,991	\$ 1,702,635

Pursuant to the State Infrastructure Bank Loan Agreement, the Authority committed to use its Federal Transit Administration 5307 grant funds as the source to fund the payment obligations of the loans for SIB#1 and SIB#2, provided such funds are available after funding capital expenditures. The amount of pledged revenues was \$27,380,142 and \$19,207,847 for fiscal years 2008 and 2007, respectively. The Authority committed to use directly generated local funds and FTA 5307 funds for non-TRIP projects as the source to fund the payment obligations of SIB#3. The amount of pledged revenues for capital expenditures and SIB#3 loan payments was \$6,149,643 and \$2,691,901 for fiscal years 2008 and 2007, respectively. Fiscal 2008 principal and interest payments were \$1,702,635 and \$147,950, respectively, and fiscal year 2007 payments were \$3,978,907 for principal only. Repayments to be made in fiscal years 2009 through 2017 are as follows:

Fiscal Year	Principal	Interest	Total
2009	\$ 3,081,718	\$ 239,702	\$ 3,321,420
2010	3,084,747	236,673	3,321,420
2011	2,356,814	160,239	2,517,053
2012	2,179,133	121,194	2,300,327
2013	2,135,466	92,037	2,227,503
2014 - 2017	3,158,478	159,488	3,317,966
Totals	\$ 15,996,356	\$ 1,009,333	\$ 17,005,689

5. ACCRUED SELF-INSURANCE LIABILITY

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

The amounts recorded as accrued self-insurance liability at September 30, 2008 and 2007, the current portion of which represents an estimate of payments required in the next fiscal year, are at present value based on estimates derived through actuarial determinations discounted at a range of 4% for the fiscal

years 2008 and 2007. Such estimates are subject to change based on circumstances surrounding each claim. Changes in the balances of accrued self-insurance liability, including incurred but not reported claims (IBNR), were as follows during the years ended September 30:

	September 30,	
	2008	2007
Accrued self-insurance liability, beginning of year	\$ 3,189,580	\$ 2,963,646
Insured claims (including IBNR's)	2,494,041	2,120,219
Claim payments	(2,159,572)	(1,894,285)
Accrued self-insurance liability, end of year	<u>\$ 3,524,049</u>	<u>\$ 3,189,580</u>

The estimated amounts due in one year are \$1,276,714 and \$1,082,683 at September 30, 2008 and 2007, respectively.

6. PENSION PLANS

State Plan -

Plan Description

Employees of the Authority who are not represented by the Amalgamated Transit Union (the "Union") are participants in the Florida Retirement System (FRS), a cost-sharing multiple-employer public employee retirement system (PERS) administered by the Florida Department of Administration. Employees not filling regular established positions but working as temporary employees are not covered by the FRS.

The Authority participated in the regular FRS class of membership, with a contribution rate of 9.85% in effect during the State's fiscal years ended June 30, 2008 and 2007. Contribution rates equal actuarially determined rates. Employees do not contribute.

Benefits are established by Chapter 121, *Florida Statutes*, and Chapter 22B, *Florida Administrative Code*.

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

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

Funding Policy

The Authority's contributions to the FRS were equal to the required contribution for each fiscal year. Contributions for fiscal years ended September 30, 2006 through 2008 approximated the following:

<u>Fiscal Year</u>	<u>Contributions</u>
2008	\$ 32,000
2007	\$ 40,000
2006	\$ 33,000

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

Union Plan -

Plan Description

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

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

Funding Policy

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

Annual Pension Cost and Net Pension Obligation

The Authority's latest available union plan annual pension information, which includes costs for fiscal years 2007, 2006 and 2005 and a net pension obligation included in accrued salaries and related taxes at September 30, 2007, 2006 and 2005, is as follows:

	September 30		
	2007	2006	2005
Annual required contribution	\$3,326,744	\$3,003,196	\$3,056,186
Interest on net pension (asset)/obligation	15,326	21,322	5,270
Adjustment to annual required contribution	(20,600)	(9,450)	1,981
Annual pension cost	3,321,470	3,015,068	3,063,437
Contributions made	(3,404,843)	(3,109,656)	(2,840,518)
(Decrease) Increase in net pension obligation	(83,373)	(94,588)	222,919
Net pension (asset)/obligation, beginning of year	204,348	298,936	76,017
Net pension obligation, end of year	\$ 120,975	\$ 204,348	\$ 298,936

The annual required contribution for fiscal year 2008 was determined as part of the October 1, 2007 actuarial valuation using the entry age actuarial cost method. The actuarial assumptions included (a) 7.5% investment rate of return (net of administrative expenses) and (b) projected salary increases ranging from 5.00% to 14.13% per year, dependent on years of service. Both (a) and (b) included an inflation component of 3.5%. The assumptions did not include post-retirement benefit increases, which are funded by the Authority when granted. Such assumptions are subject to future changes due to certain market conditions. The actuarial value of assets was determined using techniques that smooth the effects of short-term volatility in the market value of investments over a five-year period. The unfunded actuarial accrued liability is being amortized as a level dollar amount of projected payroll on an open basis. The remaining amortization period at September 30, 2007 was 22 years.

Three-Year Trend			
Fiscal Year Ended	Annual Pension Cost (APC)	Percentage of APC Contributed	Net Pension Obligation
9/30/07	\$ 3,321,470	102.5%	\$ 120,975
9/30/06	\$ 3,015,068	103.1%	\$ 204,348
9/30/05	\$ 3,063,437	92.7%	\$ 298,936

Funded Status and Funding Progress

The most recent actuarial report for the Union Plan was prepared as of October 1, 2007. As of this point in time, the actuarial value of the Union Plan's assets was \$62,301,931 and the actuarial accrued liability for benefits was \$66,370,376, resulting in an unfunded actuarial liability of \$4,068,445 and a funded ratio of 93.87%. The annual covered payroll was \$33,258,187 and the ratio of the funded excess to covered payroll was 12.23%.

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

Employee 401(a) Pension Plan - The Authority maintains a single-employer, defined contribution pension plan, Central Florida Regional Transportation Authority Money Purchase Plan (the "Plan"), administered by Nationwide for employees who are not represented by the Union, effective October 1, 1994. The Plan is a tax-qualified plan pursuant to section 401(a) of the Internal Revenue Code. All full-time

administrative employees not represented by the Union are eligible for participation in the plan, with the exception of employees hired before October 1, 1994 who opted to stay in the FRS and supervisors represented by Union 1749.

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

The payroll for Authority employees covered by the plan for the years ended September 30, 2008 and 2007 was \$9,539,744 and \$8,938,069, respectively. The Authority's contribution to the plan for the years ended September 30, 2008 and 2007 amounted to \$1,141,511 and \$1,092,741, respectively, representing 12% of covered payroll less forfeitures.

7. POST-EMPLOYMENT BENEFITS OTHER THAN PENSION BENEFITS

In addition to the pension benefits described in Note 2, effective October 1, 1999, the Authority entered into a contractual agreement with Local 1596 of the Amalgamated Transit Union to provide post-retirement health care benefits for those employees who, in accordance with Article 28 of the Amalgamated Transit Union Local 1596 Pension Plan, have at least ten (10) years vesting and retire between the ages of 62 and 67 or until they are eligible for Medicare benefits (whichever occurs first). Benefit provisions and contribution obligations have been established by the Authority's Board. Eligibility for retirement health care benefits will be determined by the years of credited services. The Authority contributes on a pay-as-you-go basis a percentage of the cost equal to Core Coverage (High Co-Pay, Employee Only) in accordance with the following schedule:

Years of Service	Contribution Rate
10-14	60% of Hi Co-Pay, HMO
15-19	75% of Hi Co-Pay, HMO
20+	100% of Hi Co-Pay, HMO

Employees who elect to continue their health care coverage upon retirement are responsible for the employee and employer share over and above the previously stated contributions. Dependent coverage is available at the retiree's expense provided the retiree elects to continue health care coverage. The Authority incurred \$79,420 and \$73,937 in expenses for post-retirement health care benefits for the years ended September 30, 2008 and 2007, respectively. The number of retirees eligible for this program was nineteen (19) and sixteen (16) for fiscal years ended September 30, 2008 and 2007, respectively.

8. COMMITMENTS

Operating Lease – During fiscal 2008 the Authority paid in full the balance remaining at the end of fiscal 2007 on its non-cancelable lease commitment for an administrative facility. Total lease expense amounted to \$530,503 and \$1,037,599 during the years ended September 30, 2008 and 2007, respectively.

9. LITIGATION

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

REQUIRED SUPPLEMENTARY INFORMATION

UNION PENSION PLAN

Schedule of Funding Progress

Valuation Dates, October 1

	2007	2006	2005
Actuarial value of assets	\$ 62,301,931	\$ 52,851,144	\$ 45,941,592
Actuarial accrued liability	<u>66,370,376</u>	<u>58,769,454</u>	<u>51,048,014</u>
Unfunded actuarial liability	\$ 4,068,445	\$ 5,918,310	\$ 5,106,422
Funded Ratio	93.87%	89.93%	90.00%
Annual covered payroll	\$ 33,258,187	\$ 29,889,028	\$ 27,436,034
Unfunded actuarial liability as a percent of annual covered payroll	12.23%	19.80%	18.61%

Actuarial and Benefit Changes

Changes in benefit provisions for the Union Pension Plan during the fiscal years 2005, 2006, and 2007 were as follows:

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

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

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

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

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
 SUPPLEMENTAL SCHEDULE OF REVENUES AND EXPENSES
 BUDGET VS ACTUAL
 YEAR ENDED SEPTEMBER 30, 2008

	Budget	Actual	Variance Favorable/ (Unfavorable)
OPERATING REVENUES			
Customer fares	\$ 20,997,590	\$ 21,661,100	\$ 663,510
Contract services:			
Local financial assistance	9,632,790	9,614,754	(18,036)
Other contractual services	7,399,935	8,018,770	618,835
Advertising -On Buses	1,500,000	1,744,141	244,141
Advertising -In Kind	950,000	197,887	(752,113)
Other income	<u>697,319</u>	<u>603,452</u>	<u>(93,867)</u>
Total operating revenues	<u>41,177,634</u>	<u>41,840,104</u>	<u>662,470</u>
OPERATING EXPENSES:			
Transportation	39,759,856	39,125,690	634,166
Maintenance and Operations	55,887,274	56,781,850	(894,576)
General and Administrative	<u>17,894,624</u>	<u>14,753,998</u>	<u>3,140,626</u>
Total operating expenses before depreciation	<u>113,541,754</u>	<u>110,661,538</u>	<u>2,880,216</u>
OPERATING GAIN/(LOSS)	(72,364,120)	(68,821,434)	3,542,686
NONOPERATING REVENUES/(EXPENSES):			
Federal	13,852,302	12,077,378	(1,774,924)
State of Florida	11,477,217	10,583,746	(893,471)
Local	43,936,169	41,413,114	(2,523,055)
Interest Income	800,000	644,159	(155,841)
Interest Expense	<u>(265,952)</u>	<u>(521,519)</u>	<u>(255,567)</u>
Total nonoperating revenues/(expenses), net	<u>69,799,736</u>	<u>64,196,878</u>	<u>(5,602,858)</u>
Increase/(Decrease) in Net Assets	\$ <u>(2,564,384)</u>	(4,624,556)	\$ <u>(2,060,172)</u>
BASIS DIFFERENCES:			
Depreciation		(15,285,620)	
Other income (expenses)		(41,057)	
Capital Contribution		<u>27,964,248</u>	
Increase in Net Assets - GAAP Basis		\$ <u>8,013,015</u>	

STATISTICAL INFORMATION

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

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

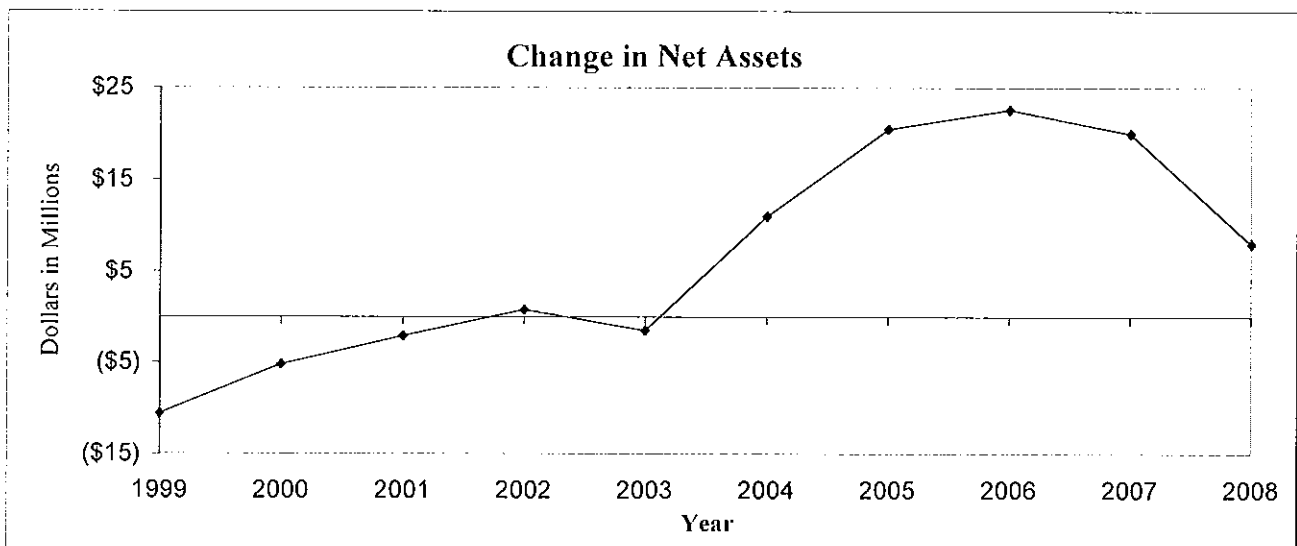
**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX
Miscellaneous Statistics
Year End September 30, 2008
(Unaudited)**

Form of Government	Local Government (Independent Special District)
Number of Directors	Five (5) Voting
Area Population	1,811,366
Counties Served	Orange, Seminole and Osceola
Number of Service Routes	69
Peak Vehicle Requirement	238
Hours of Operation	4:00 a.m. to 3:10 a.m.
Average Weekday Passengers	82,634
Vehicle Miles Operated	16,671,710
Vehicle Hours Operated	1,156,798

Population figure from Florida EDR 04/08 estimate publ. 11/08

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Revenue:										
Customer Fares	\$ 11.3	\$ 13.1	\$ 13.7	\$ 12.3	\$ 13.9	\$ 14.8	\$ 17.2	\$ 18.9	\$ 19.1	\$ 21.7
Other	10.8	12.9	14.4	15.0	17.1	16.6	18.0	17.1	21.0	20.1
Total Operating Revenue	22.1	26.0	28.1	27.3	31.0	31.4	35.2	36.0	40.1	41.8
Operating Expenses:										
Administration, Transportation, and Maintenance	51.9	61.0	64.5	77.9	82.3	78.8	86.1	89.1	97.8	110.7
Depreciation	8.0	8.5	8.9	8.9	9.0	7.7	8.7	9.2	10.1	15.2
Write-off of Assets (Note 1)	41.8	6.0	-	-	-	-	-	-	-	-
Total Operating Expenses	101.7	75.5	73.4	86.8	91.3	86.5	94.8	98.3	107.9	125.9
Operating Loss	(79.6)	(49.5)	(45.3)	(59.5)	(60.3)	(55.1)	(59.6)	(62.3)	(67.8)	(84.1)
Non-Operating Revenue (Expenses):										
Operating Assistance	21.8	24.7	26.5	30.7	33.7	35.1	37.6	38.9	53.1	50.1
Planning and Other Income (Expenses)	7.9	10.3	9.9	16.5	17.2	13.0	13.3	16.0	14.1	14.0
Capital Contributions	39.3	9.3	6.8	13.1	7.9	18.0	29.2	30.0	20.4	28.0
Total Non-Operating Revenue (Expenses)	69.0	44.3	43.2	60.3	58.8	66.1	80.1	84.9	87.6	92.1
Change in Net Assets	\$ (10.6)	\$ (5.2)	\$ (2.1)	\$ 0.8	\$ (1.5)	\$ 11.0	\$ 20.5	\$ 22.6	\$ 19.8	\$ 8.0



This chart shows change in the financial Net Asset position; in Net Asset Invested in Capital Assets, Net of Related Debt and Unrestricted. Comparing the past 10 years, beginning with a deficit in 1999 at \$10 million, net asset value rose, decreased in fiscal year 2003 then rose again from fiscal year 2004 peaking in fiscal year 2006. Design, development and construction of the new LYNX Central Station (LCS), LYNX Operations Center (LOC) and related buildings, as well as the acquisition of new capital assets and rolling stock, caused a steep rise from fiscal year 2003, continuing through fiscal year 2006, with a decline in fiscal year 2007 with the completion of construction at the LOC. Since that time, net revenue and expense asset value has decreased, with the completion of the remaining buildings at the LOC, to arrive at Net Asset Value at the end of fiscal year 2008 of approximately \$8 million.

Source: Financial Statements

Note 1: In FY1999 and FY2000, the Authority wrote-off assets pertaining to the Light Rail capital project.

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

Condensed Summary of Net Assets

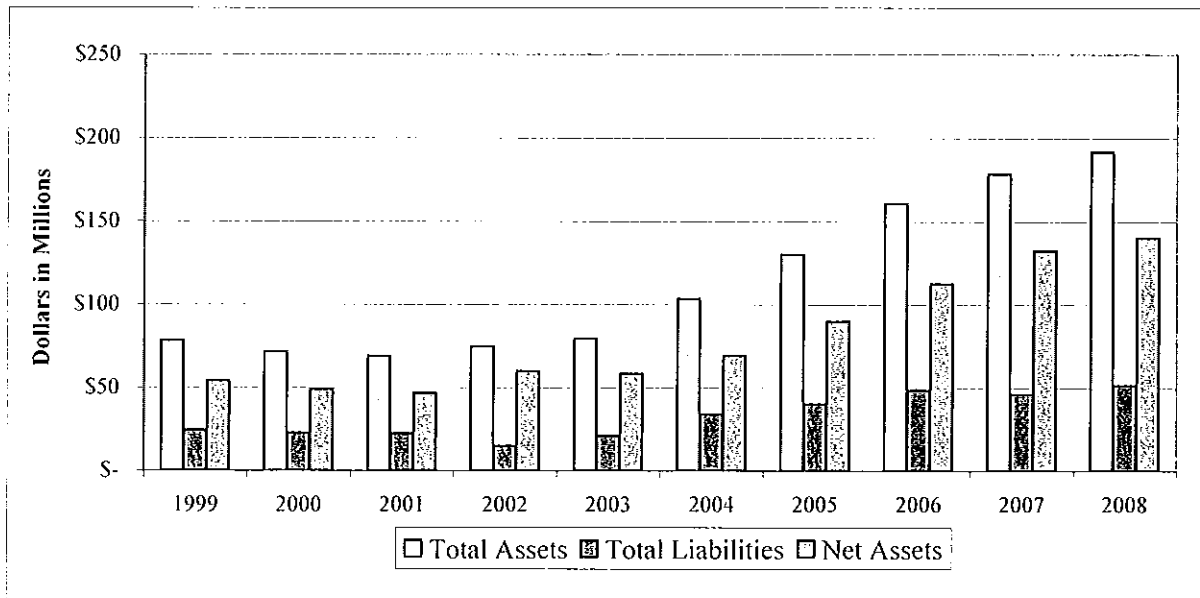
Last Ten Years

Dollars in Millions

(Unaudited)

Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Assets	\$78.4	\$71.6	\$68.9	\$74.6	\$79.4	\$103.4	\$130.1	\$160.9	\$178.5	\$191.8
Total Liabilities	\$24.3	\$22.7	\$22.2	\$14.7	\$21.0	\$34.0	\$40.2	\$48.3	\$46.1	\$51.4
Ending Net Assets	\$54.1	\$48.9	\$46.7	\$59.9	\$58.4	\$69.4	\$89.9	\$112.6	\$132.4	\$140.4

Invested in capital assets	\$53.9	\$48.7	\$46.0	\$50.6	\$49.6	\$59.8	\$80.2	\$98.0	\$110.2	\$123.7
Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.1	\$1.3	\$0.5
Unrestricted	\$0.2	\$0.2	\$0.7	\$9.3	\$8.8	\$9.6	\$9.7	\$11.5	\$20.9	\$16.2
	\$54.1	\$48.9	\$46.7	\$59.9	\$58.4	\$69.4	\$89.9	\$112.6	\$132.4	\$140.4

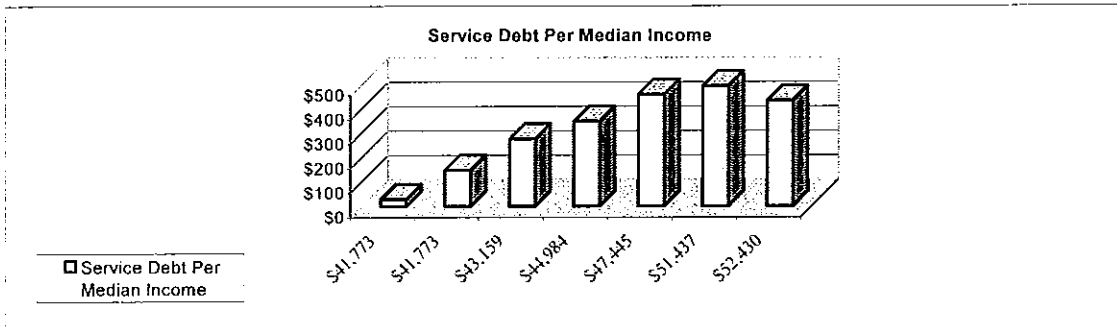
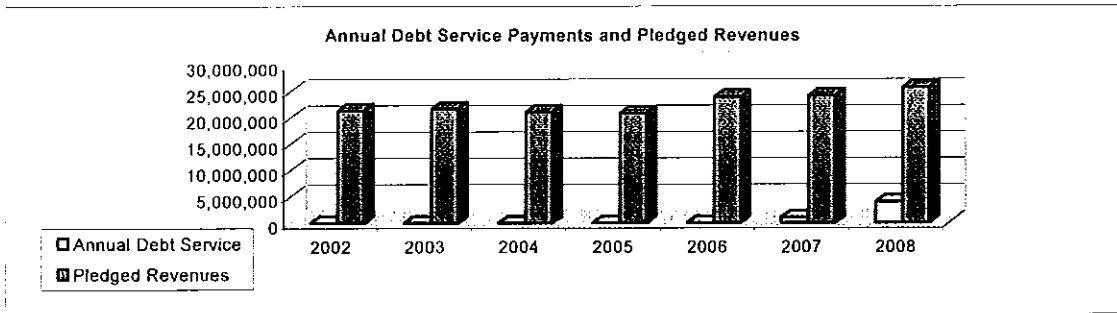


This chart compares Total Assets, Total Liabilities, and Net Assets values over a period of 10 years. Total Assets increased 145% in the last decade of growth as the Authority expanded service, acquired new rolling stock, developed land, and constructed the LYNX Central Station and LYNX Operations Center. The diagram shows Total Liabilities increased 27% since fiscal year 2003, due to additional State Infrastructure Bank loans taken in fiscal years 2004 and 2006, new lease agreements, claims, and depreciation on capital assets. Net Assets have increased 160% since fiscal year 1999, rising throughout fiscal years 2004 through 2008. Net Assets increased during this period to the current end of year value of \$140.4 million.

ORLANDO ECONOMIC DEVELOPMENT COMMISSION
 FINANCIAL STATEMENTS
 2008

Total Debt
Last Ten Years
 (Unaudited)

Year	Total Debt	Annual Debt Service Payments	Pledged Revenue	Debt Service Coverage	Median Income	Debt per Median Income
1999	\$0	\$0	\$0			
2000	\$0	\$0	\$0			
2001	\$0	\$0	\$0			
2002	\$168,323	\$1,773	\$1,773	1.00	\$1,773	\$1,773
2003	\$183,767	\$1,773	\$1,773,982	1.00	\$1,773	\$177,398
2004	\$80,899	\$752	\$752,772	1.00	\$1,159	\$27,335
2005	\$97,526	\$451	\$451,345	1.00	\$1,984	\$34,064
2006	\$7,632,976	\$7,437	\$7,437,333	1.00	\$1,437	\$15,798
2007	\$6,666,527	\$6,666	\$1,138,937	0.17	\$8,437	\$67,321
2008	\$2,968,897	\$1,773,977	\$2,707,373	0.15	\$2,430	\$1,212.9



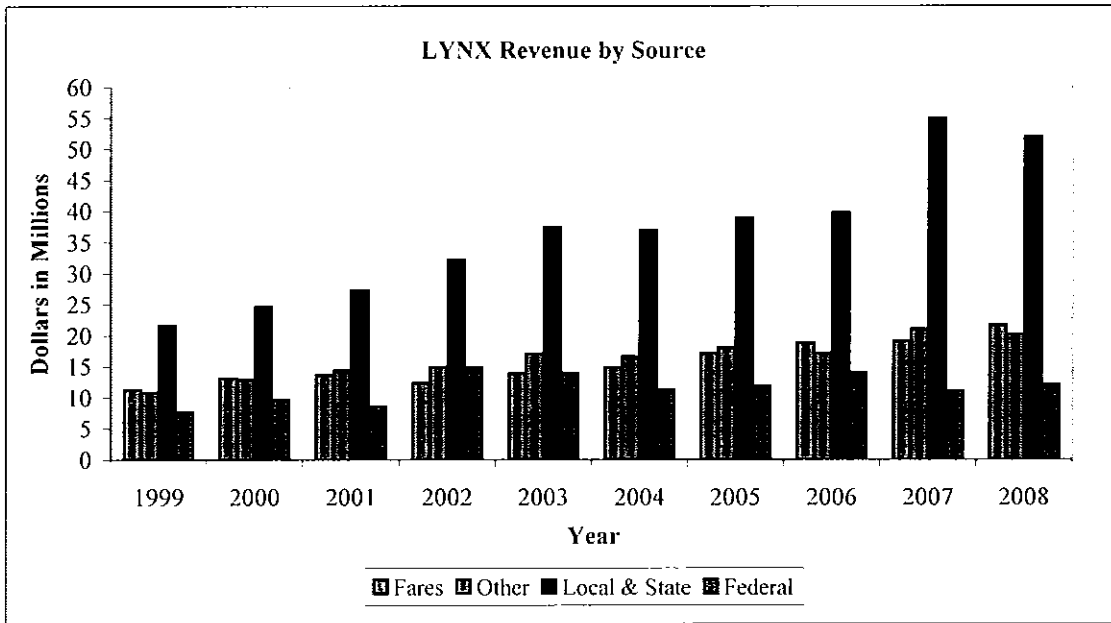
Source: Financial Statements, NTD Report, and Orlando Economic Development Commission.

Note: Total debt consists of State Infrastructure Bank loans and capital lease obligations. The portion related to capital lease obligations was \$168,323, \$183,767, \$80,899, \$97,526, \$45,012, \$7,632,976, and \$6,666,527 for 2002, 2003, 2004, 2005, 2006, 2007, and 2008, respectively. Available pledged revenues are for capital expenditures and debt service payments.

LYNX
 LOCAL YOUTH NETWORK EXPRESS
 FINANCIAL STATEMENTS
 2008

Revenue by Source
Last Ten Years
 Dollars in Millions
 (Unaudited)

Fiscal Year	OPERATING AND OTHER						Total Revenue
	MISCELLANEOUS REVENUE			OPERATING ASSISTANCE			
	Fares	Other	Total	Local & State	Federal	Total	
1999	\$11.1	\$10.8	\$21.9	\$21.8	\$21.9	\$43.7	\$65.6
2000	\$12.8	\$12.8	\$25.6	\$25.5	\$25.6	\$51.1	\$76.7
2001	\$13.7	\$13.7	\$27.4	\$27.3	\$27.4	\$54.7	\$82.1
2002	\$12.2	\$14.7	\$26.9	\$26.8	\$26.9	\$53.7	\$79.6
2003	\$13.7	\$16.7	\$30.4	\$30.3	\$30.4	\$60.7	\$91.1
2004	\$14.7	\$16.7	\$31.4	\$31.3	\$31.4	\$62.7	\$94.1
2005	\$17.2	\$17.2	\$34.4	\$34.3	\$34.4	\$68.7	\$103.1
2006	\$18.7	\$18.7	\$37.4	\$37.3	\$37.4	\$74.7	\$112.1
2007	\$19.2	\$21.7	\$40.9	\$40.8	\$40.9	\$81.7	\$122.6
2008	\$22.2	\$20.7	\$42.9	\$42.8	\$42.9	\$85.7	\$130.6



The table and graph show the primary sources of revenues, the amount received from each source over the last ten years and, consequently, the Authority's relative dependency on each of the revenue sources. Local and state governments have consistently been the biggest providers of operating funds. Generally, the amount of revenue from each source has steadily increased over the last ten years. Especially noteworthy is the increase in fares in 2008 due to greater ridership and a rate increase. 2008 is the first year in the last ten years that local and state governments decreased the level of operating assistance in response to the downturn in the economy.

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

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

FISCAL YEAR	OPERATING AND OTHER MISCELLANEOUS REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE
	FARES	OTHER	TOTAL	LOCAL & STATE	FEDERAL	TOTAL	
INDUSTRY							
1999	37.3%	16.4%	53.7%	42.4%	3.9%	46.3%	100.0%
2000	36.1%	17.4%	53.5%	42.4%	4.1%	46.5%	100.0%
2001	35.2%	14.1%	49.3%	46.2%	4.5%	50.7%	100.0%
2002	32.5%	17.3%	49.8%	45.3%	4.9%	50.2%	100.0%
2003	32.6%	18.1%	50.7%	43.6%	5.7%	49.3%	100.0%
2004	32.9%	16.7%	49.6%	43.4%	7.0%	50.4%	100.0%
2005	*	*	0.0%	*	*	0.0%	0.0%
2006	*	*	0.0%	*	*	0.0%	0.0%
2007	*	*	0.0%	*	*	0.0%	0.0%
2008	*	*	0.0%	*	*	0.0%	0.0%
LYNX							
1999	21.9%	21.1%	43.0%	42.1%	14.9%	57.0%	100.0%
2000	21.8%	21.3%	43.1%	40.8%	16.1%	56.9%	100.0%
2001	21.4%	22.5%	43.9%	42.7%	13.4%	56.1%	100.0%
2002	16.6%	20.1%	36.7%	43.3%	20.0%	63.3%	100.0%
2003	16.9%	20.8%	37.6%	45.4%	17.0%	62.4%	100.0%
2004	18.6%	20.9%	39.5%	46.4%	14.1%	60.5%	100.0%
2005	20.0%	21.0%	40.9%	45.2%	13.8%	59.1%	100.0%
2006	21.0%	19.1%	40.1%	47.8%	12.1%	59.9%	100.0%
2007	18.0%	19.8%	37.8%	51.7%	10.5%	62.2%	100.0%
2008	20.5%	19.1%	39.5%	49.1%	11.4%	60.5%	100.0%

Source: Financial Statements

APTA 2006 Transportation Fact Book

* Not available

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX
Fare Structure
Year Ended September 30, 2008
(Unaudited)

Cash Fare/Single Ride	\$ 1.75
Transfer	Free
Elderly and Disabled/Single Ride	\$ 0.85
Students	\$ 0.85
Daily Pass	\$ 4.00
Elderly and Disabled Daily Pass	\$ 2.00
Student Daily Pass	\$ 2.00
Children (6 years and under with an adult)	Free
TICKETS	
Xpress Link Single Ride	\$ 3.50
Xpress Link Seniors/Students	\$ 1.75
Votran	\$ 2.00
Votran Discount	\$ 1.00
PASSPORTS	
7 Day Pass	\$ 14.00
AdvantAge Pass 7 Day (Elderly and Disabled)	\$ 7.00
Youth Pass 7 Day	\$ 7.00
30 Day	\$ 44.00
AdvantAge Pass 30 Day (Elderly and Disabled)	\$ 22.00
Youth Pass 30 Day	\$ 22.00

SOURCE: LYNX Fare Structure Policy

2008 Annual Report of the Metropolitan Atlanta Rapid Transit Authority
 Financial Statements

**Fare Trends
 Last Ten Years**
 (Unaudited)

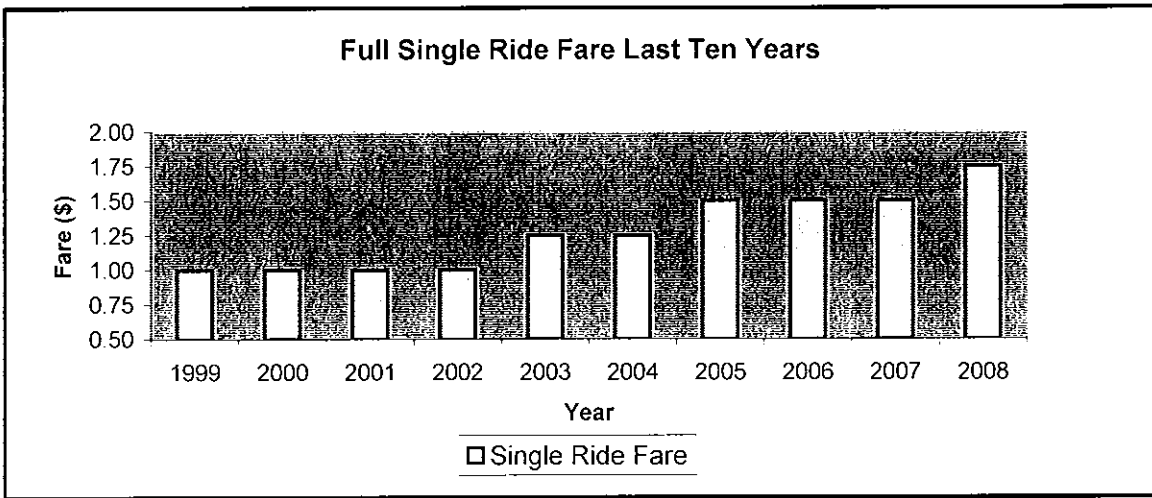
CASH FARES					PASSES			
Year	Transit	Commuter	Other	Subtotal	Transit	Commuter	Other	Subtotal
1999	\$1.00	\$1.00	\$1.00	\$3.00	\$1.00	\$1.00	\$1.00	\$3.00
2000	1.00	1.00	1.00	3.00	1.00	1.00	1.00	3.00
2001	1.00	1.00	1.00	3.00	1.00	1.00	1.00	3.00
2002	1.00	1.00	1.00	3.00	1.00	1.00	1.00	3.00
2003	1.25	1.25	1.25	3.75	1.25	1.25	1.25	3.75
2004	1.25	1.25	1.25	3.75	1.25	1.25	1.25	3.75
2005	1.50	1.50	1.50	4.50	1.50	1.50	1.50	4.50
2006	1.50	1.50	1.50	4.50	1.50	1.50	1.50	4.50
2007	1.50	1.50	1.50	4.50	1.50	1.50	1.50	4.50
2008	1.75	1.75	1.75	5.25	1.75	1.75	1.75	5.25

Discounted Fares Include:

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

Discounted Passes Include:

- Youth
- Advantage
- IQ

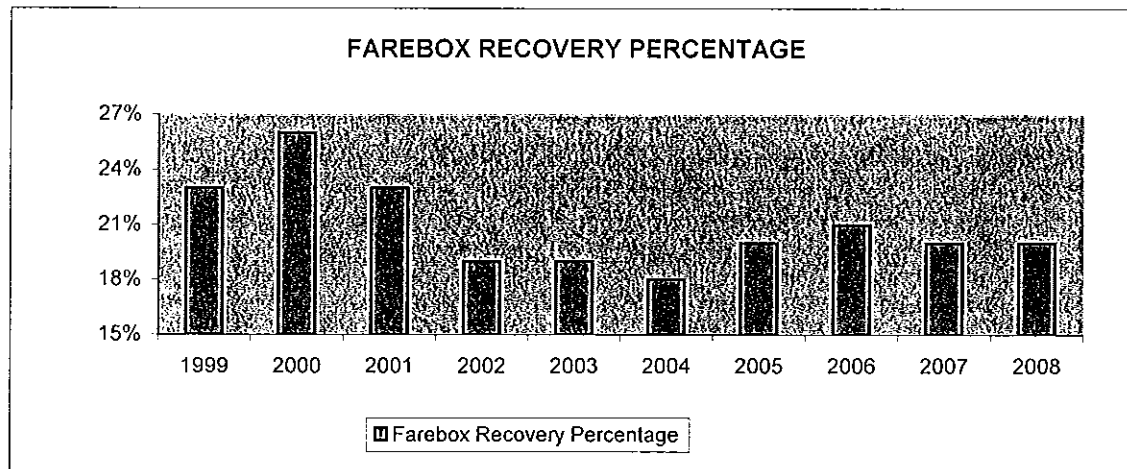


The table and graph show the amount of each fare type by year. In keeping with the Authority's commitment to increase rates only if absolutely necessary, for several years rates did not increase compared to the immediately preceding year. Customer fares are approximately 50% of operating revenues and 18% of total revenues. The increase in 2008 was implemented to partially offset higher operating costs and the decrease in operating assistance from local and state governments.

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

**Farebox Recovery Percentage
Last Ten Years
(Unaudited)**

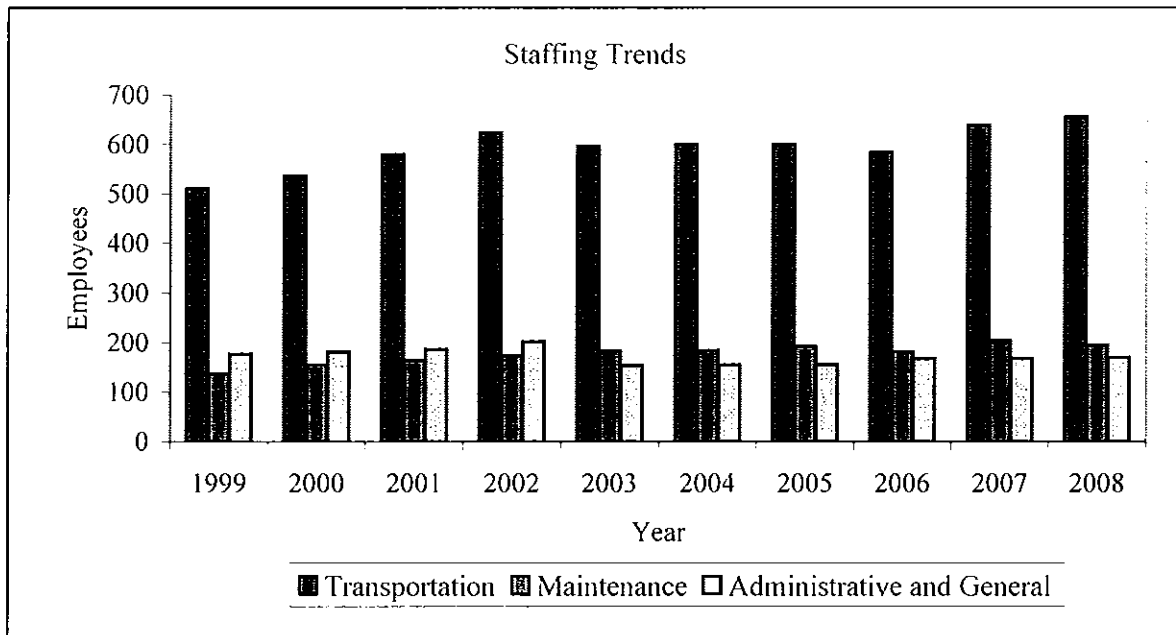
Fiscal Year	Percentage
1999	23%
2000	26%
2001	23%
2002	19%
2003	19%
2004	18%
2005	20%
2006	21%
2007	20%
2008	20%



Farebox Recovery Percentage is the percentage of the total operating cost that is funded by customer fares. It is calculated by dividing total customer fares by total operating cost before depreciation. Although there have been some increases in the percentage from year to year over the last ten years, the overall trend reflects a decrease in the recovery percentage after 2000 with 2008 being 6 percentage points below the recovery rate in 2000. In FY2008, the significant increase in fuel prices had a negative impact on the farebox recovery percentage.

**Budgeted Staffing Trends
Last Ten Years
(Unaudited)**

Year	Transportation	Maintenance	Administrative and General	Total
1999	507	133	177	817
2000	535	155	180	870
2001	580	165	185	930
2002	625	180	195	1,000
2003	595	185	185	965
2004	595	185	185	965
2005	595	190	185	970
2006	585	185	180	950
2007	635	200	170	1,005
2008	655	195	170	1,020



Over a period of 10 years, LYNX staffing requirements, as a whole, have increased 16% to meet expanded service and human resource demands. The greatest growth has been in the area of maintenance to the LYNX offices, Operations Center, Vehicle Maintenance Facilities, and an expanding fleet of motorbuses, vans, and Road Ranger vehicles. Maintenance staffing grew by 37% from fiscal years 1999 to 2008. Transportation staffing resources grew by 24% since 1999 and Administrative and General staffing needs have declined by 24%, due to reclassification of staff positions and changes in service demand.

Source: Annual Budgets

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

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

Company	2008			1999		
	Number of Full Time Employees	Rank	Percentage of Total Employment	Number of Full Time Employees	Rank	Percentage of Total Employment
Walt Disney World Company	62,000	1	5.86%	55,000	1	6.14%
Orange County Public Schools	22,176	2	2.10%	19,767	2	2.20%
Florida Hospital Adventist System	16,002	3	1.51%	11,210	5	1.25%
Publix Super Markets	15,606	4	1.47%	15,141	4	1.69%
Universal Orlando	13,000	5	1.23%	7,000	11	0.78%
University of Central Florida	10,198	6	0.96%	3,207	23	0.36%
Orlando Regional Healthcare	10,000	7	0.95%	8,200	8	0.92%
Orange County Government	8,374	8	0.79%	6,057	13	0.68%
Seminole County Schools	7,978	9	0.75%	6,681	12	0.75%
Lockheed Martin Corporation	7,200	10	0.68%	3,800	20	0.42%
Other Employers	886,179		83.70%	759,625		84.81%
Region Total	1,058,713		100.00%	895,688		100.00%

Source: Metro Orlando Economic Development Commission
U.S. Dept. of Labor Bureau of Labor Statistics.
Orlando Business Journal Book of Lists 1999
Service Area Includes Orange, Seminole and Osceola Counties

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

Employment Percentage by Industry

Service Region

Last Ten Years

(Unaudited)

Year	Manufacturing	Construction	Transportation	Finance	Government	Retail	Service	Total
1999	5.9%	6.1%	5.2%	6.1%	10.2%	25.2%	41.3%	100.0%
2000	5.6%	6.1%	5.5%	6.0%	10.1%	24.5%	42.2%	100.0%
2001	5.3%	6.1%	5.6%	5.9%	10.5%	23.6%	43.0%	100.0%
2002	4.9%	6.3%	5.3%	6.0%	11.1%	23.4%	43.0%	100.0%
2003	4.5%	6.6%	5.1%	6.2%	11.2%	23.8%	42.6%	100.0%
2004	4.4%	7.0%	4.9%	6.0%	11.0%	24.3%	42.4%	100.0%
2005	4.3%	7.6%	4.3%	6.0%	10.8%	22.8%	44.2%	100.0%
2006	4.1%	8.1%	4.9%	6.2%	10.6%	20.3%	45.9%	100.0%
2007	4.0%	7.8%	4.9%	5.9%	11.0%	20.6%	45.8%	100.0%
2008	3.8%	6.6%	3.9%	6.2%	11.0%	15.2%	53.2%	100.0%

Central Florida Region MSA

Source: Florida Research and Economic Database

Metro Orlando Economic Development Commission

Florida Agency for Workforce Innovation

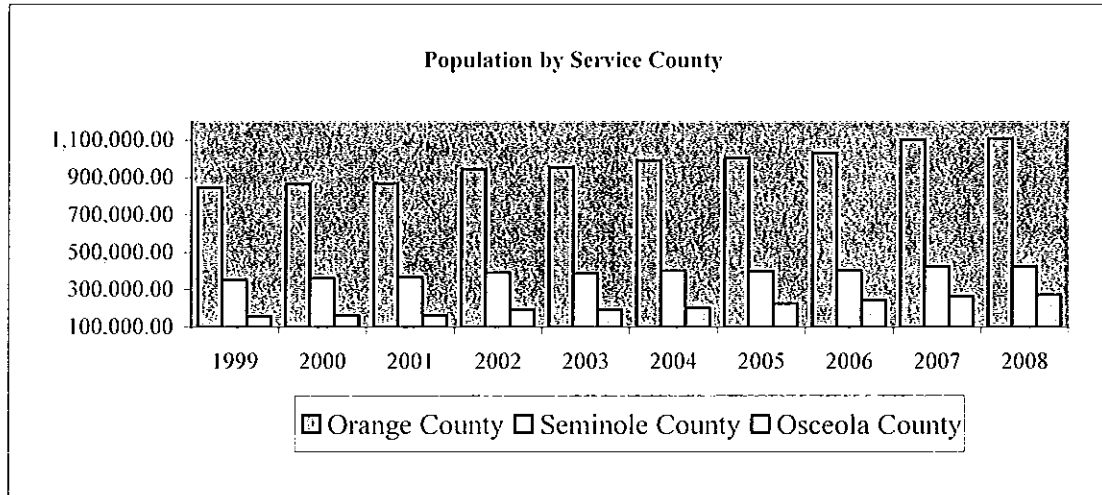
**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX**

Population by Service County

Last Ten Years

(Unaudited)

Year	Orange County	Seminole County	Osceola County	Region Total
1999	846,328	354,148	157,376	1,357,852
2000	866,145	362,073	162,268	1,390,486
2001	869,483	366,866	160,846	1,397,195
2002	945,747	391,096	193,665	1,530,508
2003	955,865	387,626	193,355	1,536,846
2004	992,400	401,680	202,580	1,596,660
2005	1,006,134	398,569	226,787	1,631,490
2006	1,033,047	403,335	243,967	1,680,349
2007	1,105,603	425,698	266,123	1,797,424
2008	1,111,658	426,239	273,469	1,811,366



The tri-county area population as a whole grew by 33% in the last decade, with the greatest growth in the County of Osceola, where population increased 74% during that period. The population of Seminole County increased by 20%, and Orange County's population increased by 31% in that period.

Sources: Metro Orlando Economic Development Commission
Florida Dept. of Economic Resources,
Florida Population Estimates for Counties & Municipalities 4.1.08

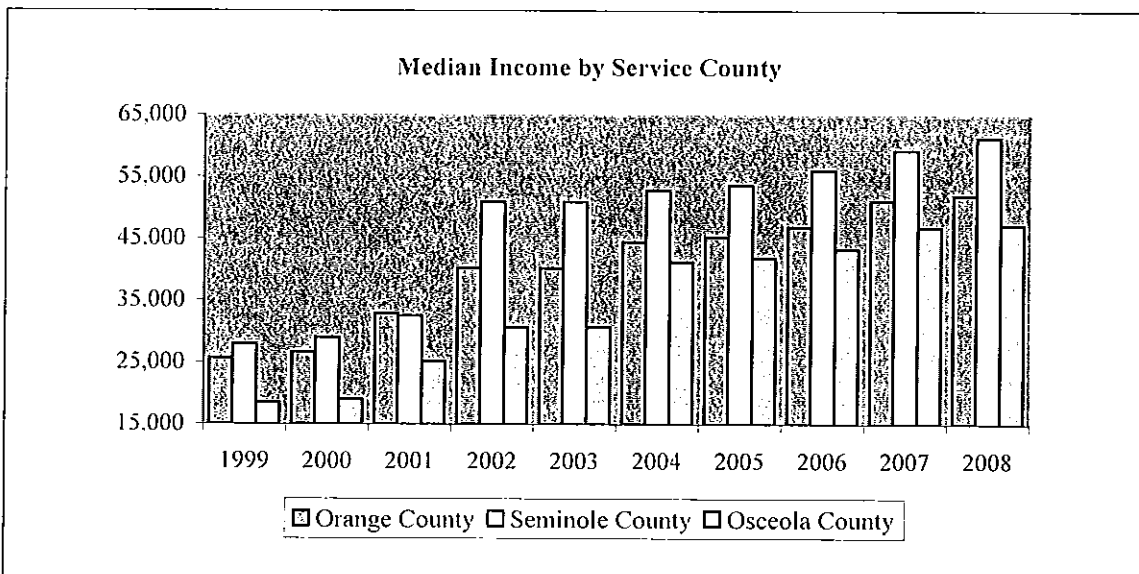
**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX**

Median Household Income by Service County

Last Ten Years

(Unaudited)

Year	Orange County	Seminole County	Osceola County	Region Total
1999	25,699	27,978	18,468	25,455
2000	26,650	28,985	18,985	27,530
2001	32,864	32,500	25,168	31,882
2002	40,241	50,960	30,699	41,773
2003	40,241	50,960	30,699	41,773
2004	44,456	52,881	41,250	43,159
2005	45,330	53,675	41,872	44,984
2006	46,963	56,072	43,336	47,445
2007	51,188	59,354	46,890	51,437
2008	52,062	61,378	47,228	52,430

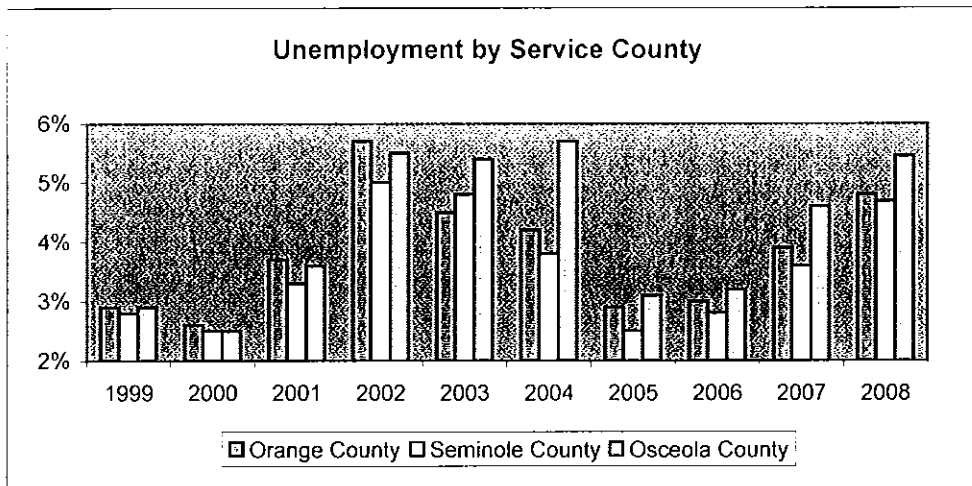


Median household income is useful in public transportation planning because it is one determinant of the need for, and probability of use, of public transportation. The lower the median income the greater, in most cases, will be the need for, and use of, public transportation. Each county in the tri-county area has shown steady year-over-year increases since 1999.

Source: Metro Orlando Economic Development Commission

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

Year	Orange County	Seminole County	Osceola County	Region Total
1999	2.8%	2.8%	2.8%	2.8%
2000	2.5%	2.5%	2.5%	2.5%
2001	3.7%	3.3%	3.6%	3.5%
2002	5.7%	5.5%	5.5%	5.6%
2003	4.5%	4.8%	5.4%	4.9%
2004	4.2%	3.8%	5.7%	4.6%
2005	2.9%	2.5%	3.1%	2.8%
2006	3.0%	2.8%	3.2%	3.0%
2007	3.9%	3.6%	4.6%	4.0%
2008	4.8%	4.7%	5.5%	5.0%



Employment and Unemployment trends are useful to include in this report as they contribute to the analysis of the economic vitality of a local economy. The availability of public transportation removes transportation barriers to employment, a factor which contributes to the continued need for public transportation. The yearly percentages by county are annual averages, non-seasonal based. The tri-county average for fiscal year 2008 was 5% with the greatest unemployment level of 5.5% in Osceola County.

Source: Metro Orlando Economic Development Commission

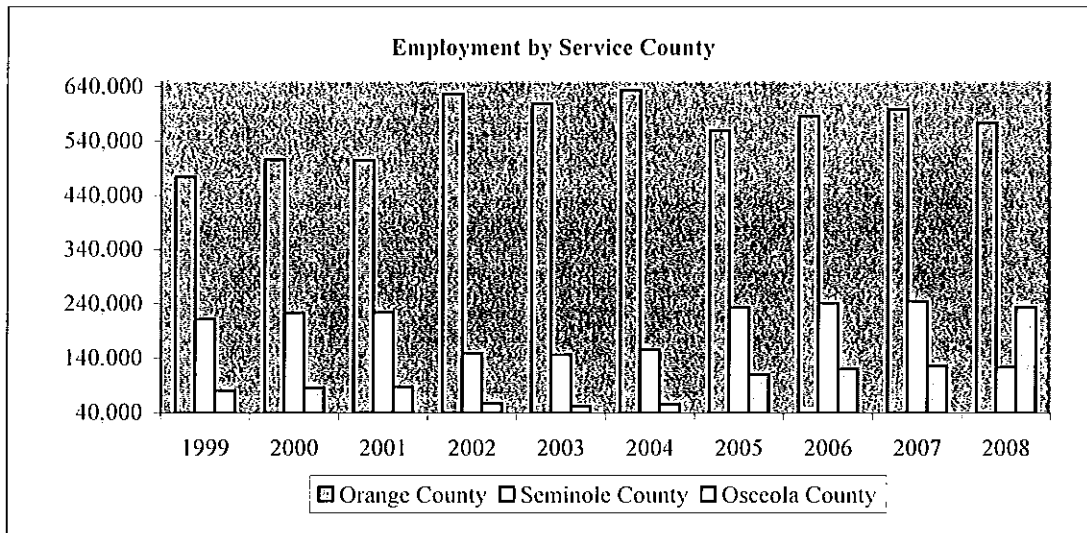
**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX**

Employment by Service County

Last Ten Years

(Unaudited)

Year	Orange County	Seminole County	Osceola County	Region Total
1999	473,767	211,731	80,734	766,232
2000	505,491	223,689	85,889	815,069
2001	504,650	224,308	87,414	816,372
2002	627,291	149,671	57,134	834,096
2003	609,330	146,296	51,819	807,445
2004	633,500	155,845	55,856	845,201
2005	559,852	233,747	110,867	904,466
2006	586,102	242,061	120,684	948,847
2007	599,487	245,764	126,783	972,034
2008	574,090	124,406	234,275	932,771



Employment for the tri-county area improved 22% over the past decade. The greatest percentage employment growth occurred in Osceola County with a 190% increase. Seminole County employment growth dropped 41% in the period fiscal years 1999 – 2008, with a modest rise in employment growth for Orange County at 21%.

Source: Metro Orlando Economic Development Commission

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

FISCAL YEAR	RIDERSHIP	NUMBER OF PEAK VEHICLES	ACTUAL VEHICLE MILES	ACTUAL VEHICLE HOURS
1999	19,833,211	219	11,361,921	778,407
2000	20,735,614	218	11,932,931	834,856
2001	21,289,997	236	12,595,793	884,178
2002	20,546,821	244	13,625,743	957,688
2003	21,894,985	236	14,083,287	985,669
2004	22,677,846	230	14,081,562	987,450
2005	24,030,234	237	14,478,451	1,013,865
2006	24,570,957	240	14,726,834	1,033,796
2007	26,078,255	240	15,475,289	1,058,929
2008	26,427,067	238	16,739,475	1,162,852

SOURCES: NTD report (MotorBus)

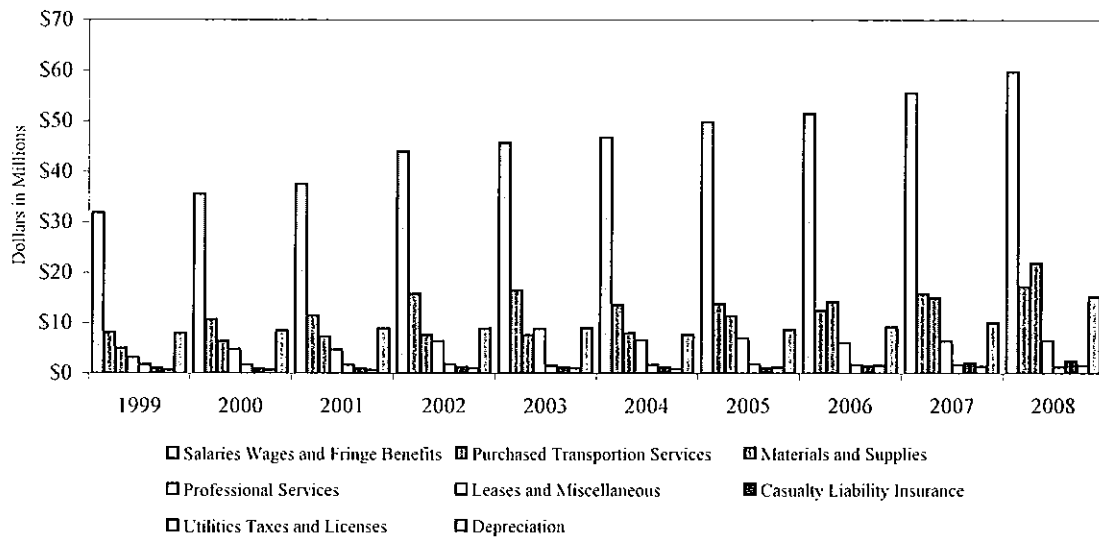
Number of vehicles exclude vehicles not in service at the end of the fiscal year.

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

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

Fiscal Year	Salaries Wages and Benefits	Purchased Transportation Services	Materials and Supplies	Professional Services	Leases and Miscellaneous	Casualty Liability Insurance	Utilities Taxes Licenses	Depr	Total Expenses
1999	31.9	8.2	5.0	3.2	1.8	1.1	0.7	8.0	59.9
2000	35.6	10.7	6.4	4.8	1.7	1.0	0.7	8.5	69.4
2001	37.6	11.5	7.3	4.7	1.7	1.0	0.7	8.9	73.4
2002	44.0	15.8	7.6	6.4	1.8	1.3	1.0	8.9	86.8
2003	45.7	16.5	7.6	8.8	1.5	1.2	1.0	9.0	91.3
2004	46.8	13.6	8.0	6.6	1.7	1.2	0.9	7.7	86.5
2005	49.8	13.8	11.4	7.0	1.9	1.0	1.2	8.7	94.8
2006	51.5	12.5	14.2	6.1	1.7	1.5	1.6	9.2	98.3
2007	55.5	15.8	15.0	6.4	1.7	2.1	1.4	10.0	107.9
2008	59.7	17.2	21.9	6.5	1.3	2.5	1.6	15.3	126.0

Total Operating Expenses by Object



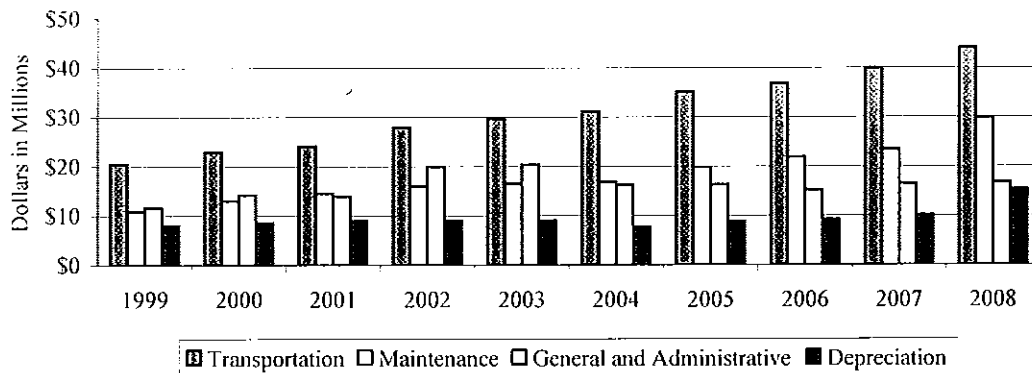
The graph represents the change over a ten year period, beginning with fiscal year 1999, in total costs for 8 primary object classifications of operating expenses. Total operating expenses for this period increased by 110%, with the greatest percentage increase in expense being for Utilities, Taxes and Licenses. The greatest operating expense in dollars was Salaries, Wages and Benefits, which increased 87% over that period, from \$31.9 million in 1999 to \$59.7 million in 2008.

Source: Financial Statements

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

Fiscal Year	Transportation	Maintenance	Paratransit	General and Administrative	Depreciation	Total Operating Expenses
1999	\$20.5	\$10.9	\$8.9	\$11.6	\$8.0	\$59.9
2000	\$22.9	\$13.0	\$10.8	\$14.2	\$8.5	\$69.4
2001	\$24.1	\$14.5	\$12.0	\$13.9	\$8.9	\$73.4
2002	\$27.9	\$16.0	\$14.1	\$19.9	\$8.9	\$86.8
2003	\$29.7	\$16.5	\$15.8	\$20.3	\$9.0	\$91.3
2004	\$31.1	\$16.8	\$14.7	\$16.2	\$7.7	\$86.5
2005	\$35.1	\$19.8	\$14.9	\$16.3	\$8.7	\$94.8
2006	\$36.8	\$21.9	\$15.2	\$15.2	\$9.2	\$98.3
2007	\$39.9	\$23.4	\$18.0	\$16.5	\$10.1	\$107.9
2008	\$44.0	\$29.8	\$20.2	\$16.7	\$15.3	\$126.0

Total Operating Expenses by Function



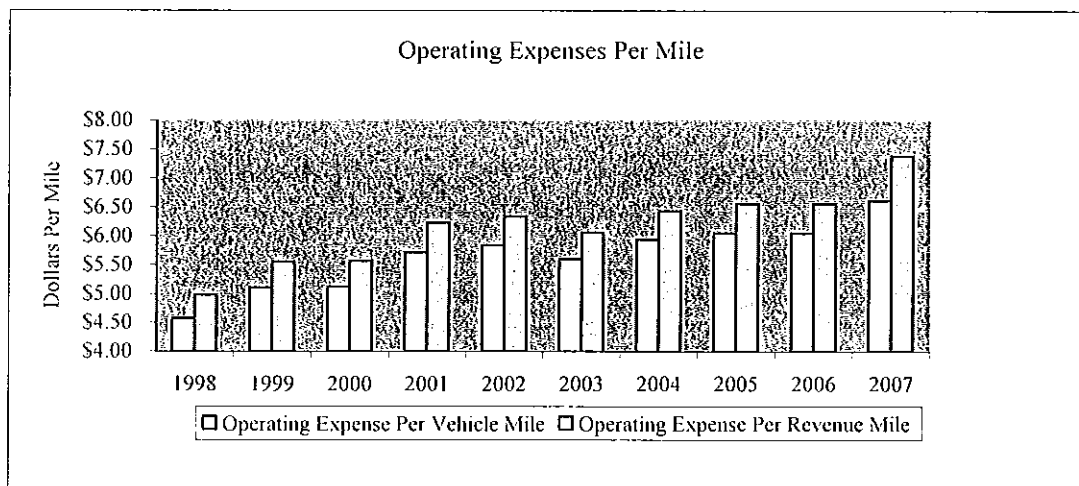
This graph compares operating expenses by function over a nine year period. Operating expenses have increased 84% over that time period. Maintenance expenses have increased 129% over that period to support the growth of the Authority. Completion of construction on the LCS, LOC and continued operation of the South Street maintenance facility resulted in increased maintenance costs to support the maintenance work demand in addition to maintaining equipment and rolling stock. Depreciation costs rose 80% over the same period due to acquisition of new vehicles, development of real estate, and completion of new office and maintenance buildings at the LOC in 2007 and 2008. Transportation expenses have increased due to the increased cost of raw materials, inventory and stock, and expanded service routes. General and Administrative costs have increased by 80% over that time period due to increased purchased transportation, labor, and fringe benefit costs.

Source: Financial Statements
NTD Report FY 2008

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

**Operating Expenses Per Mile
Last Ten Years
(Unaudited)**

Fiscal Year	Vehicle Miles	Revenue Miles	Operating Expense Per Vehicle Mile	Operating Expense Per Revenue Mile
1999	11,361,921	10,431,623	4.57	4.98
2000	11,932,931	10,967,378	5.10	5.55
2001	12,595,793	11,576,926	5.12	5.57
2002	13,625,743	12,504,319	5.72	6.23
2003	14,083,287	12,986,576	5.84	6.34
2004	14,081,298	13,006,713	5.60	6.06
2005	14,488,566	13,398,280	5.94	6.43
2006	14,726,834	13,593,266	6.05	6.56
2007	15,475,289	14,072,186	6.32	6.95
2008	16,739,475	14,985,672	6.61	7.39



The table and graph show total miles and operating expenses per mile by year for the past ten years. These provide, directly and indirectly, some key operational indicators. The steady increase in Revenue Miles and Vehicles Miles are in keeping with the steady increase in service levels. The increase in Operating Expense Per Mile indicates that expenses were also rising each year including significant increases in fuel prices for FY2008. The ratio of Revenue Miles versus Vehicle Miles represents the level of service miles delivered to patrons versus the total level of service miles required to perform. The mileage figures are also utilized as an efficiency measure.

Source: Financial Statements
National Transportation Database

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

**Risk Management
Insurance Policies - Fiscal Year 2008**

(Unaudited)

Agent & Ins Co	Policy	Premium	Limits	Per Occurrence	Deductible/SIR	% Comm.
Public Risk Insurance Agency						
Preferred Government Insurance Trust	Property					
	Buildings & Contents	\$418,525.00	\$64,435,000.00		\$5,000	
	Equipment Breakdown		\$50,000,000.00		\$5,000	
	Flood Sublimit		\$2,000,000.00		\$5,000	
	Earthquake		\$1,000,000.00		\$5,000	
	Windstorm				25,000 or 5%	
	Accounts Receivable		\$250,000.00		\$5,000	
	Additional Expense		\$100,000.00		\$5,000	
	Business Income		\$1,000,000.00		\$5,000	
	E & O		\$15,000.00		\$5,000	
	Demolition & ICC		\$1,000,000.00		\$5,000	
	Communications Equipment	\$58,960.00	\$892,381.00		\$1,000	
	Mobile Equipment		\$829,649.00		\$1,000	
	EDP		\$4,424,982.00		\$1,000	
	Emergency Services Portable Equipment		\$250,000.00		\$1,000	
	Fine Arts		\$100,000.00		\$1,000	
	Other Inland Marine		\$348,000.00		\$1,000	
	Rented Borrowed Leased Equipment		\$100,000.00		\$1,000	
	Valuable Papers		\$425,000.00		\$1,000	
		Sub-total	\$477,485.00			
	Total Crime Premium	\$1,165.00				
	Employee Dishonesty		\$250,000.00	\$250,000.00	\$1,000	
	TDD Inside		\$50,000.00		\$1,000	
	TDD Outside		\$50,000.00		\$1,000	
	Forgery or Alteration		\$100,000.00		\$1,000	
	Computer Fraud		\$250,000.00		\$1,000	
	Sub-total	\$1,165.00				10%
	General Liability					
	GL	\$24,779.00	\$1,000,000 / 2,000,000		\$200,000 SIR	
	Employee Benefits		\$1,000,000 / 2,000,000		\$200,000 SIR	
	Sub-total	\$24,779.00				10%
	Directors & Officers/Employment Practices & Terrorism					
	POL/ELL	\$16,910.00	\$2,000,000.00		\$100,000 SIR	
	EPLI	\$7,247.00	\$2,000,000.00		\$100,000 SIR	
	Sub-total	\$24,157.00				10%
	Automobile:	\$129,365.00				
	Auto Liability					
	UM		Rejected			
	Physical Damage	\$129,365.00	Symbol 10 - 10,000 buses/1,000 other			
	Hired Physical Damage		\$75,000.00			
	Medical Payments					
	Other - Please Specify		\$45,286,000 in total value			
	Sub-total	\$129,365.00				10%
	Total P.G.I.T. Premium	\$656,951.00				

**CENTRAL FLORIDA REGIONAL TRANSPORTATION d/b/a
LYNX
Risk Management
Insurance Policies - Fiscal Year 2008**

(Unaudited)

Agent & Ins Co	Policy	Premium	Limits	Per Occurrence	Deductible/SIR	% Comm.
Public Risk Insurance Agency						
	Workers Compensation		Statutory			
	Automobile - Leased Buses					
	Auto Liability (21 leased buses)	\$80,390.00	Actual Cash Value	\$3,000,000.00	\$1,000,000 SIR	
	Road Rangers/Wages	\$28,459.00				
	BI/PD		\$300,000.00			
	PJP		\$10,000.00			
	Comprehensive				\$250.00	
U.S. Specialty	Fiduciary	\$4,890.00	\$2,000,000.00			
AIG - Commerce & Industry Ins Co.	Storage Tank TP Liability & Corrective Action	\$6,269.00				
	1200 W South Street		\$1,000,000.00	\$25,000.00	\$20,000.00	
	2500 LYNX Lane		\$1,000,000.00	\$25,000.00	\$5,000.00	
	Total All Other Premiums	<u>\$120,008.00</u>				
Total Premiums		<u>\$776,959.00</u>				

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED SEPTEMBER 30, 2008

FEDERAL GRANTOR/PROGRAM TITLE	Federal CFDA Number	Project Number	Program or Award Amount	September 30, 2007 Receivable	Receipts	Expenditures	September 30, 2008 Receivable
U.S. Department of Transportation			\$ 26,270	\$ -	\$ -	\$ -	\$ -
DEPARTMENT OF INTERIOR - USGS	15-808	08-2800-0399					
DHS	97-075	08-DS-66-13-00-20-202	908,186	880	(37,986)	384,615	347,509
DHS	97-075	08-DS-83-13-00-00-20-344	51,104	-	-	-	-
			<u>959,290</u>	<u>880</u>	<u>(37,986)</u>	<u>384,615</u>	<u>347,509</u>
Federal Transit - Section 3:							
Capital assistance	20-500	FL03-0165	16,263,713	147,945	(1,488,614)	1,340,669	-
Capital assistance	20-500	FL03-0220-P	3,120,930	8,976	(19,016)	16,040	-
Passed through the City of Orlando	20-500	FL03-0126	11,144,100	20,265	-	-	20,265
Capital assistance	20-500	FL04-0301	3,429,530	715,628	(2,841,732)	2,126,104	-
			<u>33,958,273</u>	<u>892,814</u>	<u>(4,349,362)</u>	<u>3,476,813</u>	<u>20,265</u>
Federal Transit - Section 9:							
Capital assistance	20-507	FL90-X411	17,870,785	407,992	(1,235,675)	880,026	52,343
Capital assistance	20-507	FL90-X469	21,675,665	335,135	(759,148)	582,021	158,008
Capital assistance	20-507	FL90-X454	21,329,471	2,333,861	(2,641,190)	613,300	305,971
Capital assistance	20-507	FL90-X501	21,062,972	140,565	(251,837)	271,810	160,538
Capital assistance	20-507	FL90-X530	20,736,622	164,336	(710,776)	856,770	310,330
Capital assistance	20-507	FL90-X552	18,146,704	839,215	(1,264,723)	682,241	256,733
Capital assistance	20-507	FL90-X567	5,754,610	783	(783)	-	-
Capital assistance	20-507	FL90-X604	19,380,012	4,941,139	(11,325,821)	7,855,838	1,471,156
Capital assistance	20-507	FL90-X653	21,038,123	-	(4,326,372)	15,638,136	11,311,764
Capital assistance	20-507	FL95-X009	4,699,350	-	(4,169,450)	4,169,450	-
Capital assistance	20-507	FL95-X001	4,758,525	2,691,901	(4,655,496)	1,980,193	16,598
			<u>176,452,839</u>	<u>11,854,927</u>	<u>(31,341,271)</u>	<u>33,529,785</u>	<u>14,043,441</u>
Federal Transit - Section 8:							
Passed through the Metroplan Orlando	20-505	FL80-X016	259,092	32,746	(32,746)	-	-
	20-505	FL80-X017	242,000	-	(195,827)	282,727	86,900
			<u>501,092</u>	<u>32,746</u>	<u>(228,573)</u>	<u>282,727</u>	<u>86,900</u>

(Continued)

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED SEPTEMBER 30, 2008

FEDERAL GRANTOR/PROGRAM TITLE	Federal CFDA Number	Project Number	Program or Award Amount	September 30, 2007 Receivable	Receipts	Expenditures	September 30, 2008 Receivable
Federal Transit: Section 18:							
Passed through Florida Department of Transportation-Planning assistance							
20.509	AM731		420,229	420,229	(420,229)		-
20.509	AOV68		393,376			393,376	393,376
			813,605	420,229	(420,229)	393,376	393,376
Federal Transit: Section 26							
Planning assistance							
20.514	FL26-1001		140,000	35,810	(114,765)	79,118	163
20.514	FL26-7024		50,000	15,474			15,474
20.514	FL26-7035		197,000	39,748	(11,939)	45,574	73,383
20.514	FL26-7107		400,000	104,335	(106,459)	108,241	106,417
			787,000	195,367	(233,163)	222,933	195,137
20.516	FL57-X001		314,866	17,225	(30,054)	88,040	75,211
20.516	FL37-X024		549,368	93,741	(247,271)	326,817	173,287
			864,234	110,966	(277,325)	414,857	248,498
20.205	AO176		7,140,000	-	(199,632)	199,632	-
State Infrastructure Bank loan Passed through FDOT							
TOTAL EXPENDITURES OF FEDERAL AWARDS				\$ 221,502,603	\$ (37,087,541)	\$ 38,914,738	\$ 15,335,126
NONOPERATING REVENUE PORTION						12,077,378	
SIB loan						199,632	
CONTRIBUTED CAPITAL							\$ 26,637,728

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

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
 SCHEDULE OF LOCAL FINANCIAL ASSISTANCE
 YEAR ENDED SEPTEMBER 30, 2008

GRANT NUMBER/ SOURCE	Program or Award Amount	September 30, 2007 Deferral (Receivable)	Transfers/ Receipts	Expenditures	September 30, 2008 Deferral (Receivable)
LOCAL MATCHING GRANTS:					
N/A, AOU11	\$ 2,872,521	\$ -	\$ 291,643	\$ 291,643	\$ -
N/A, AM009	1,250,000	-	24,406	24,406	-
N/A, ANM39	147,954	-	-	-	-
N/A, AON61	365,980	-	156,726	156,726	-
N/A, AON64	229,770	-	45,081	45,081	-
N/A, AON65	252,488	-	115,881	115,881	-
N/A, AOR55	473,522	-	253,699	253,699	-
N/A, AOU99	1,137,020	-	486,521	486,521	-
N/A, ANM29	210,100	-	-	-	-
N/A, AO209	2,697,830	-	-	-	-
N/A, AJ973	2,000,000	-	-	-	-
N/A, AO170	7,140,000	-	199,632	199,632	-
N/A, FL26-7035	197,000	-	17,177	17,177	-
N/A, FL26-1001	205,000	-	7,338	7,338	-
N/A, FL26-7107	400,000	-	21,861	21,861	-
N/A, FL57-X001	314,866	-	-	-	-
Orange County (LYNX Operating Center)	-	984 *	-	-	984 *
Orange County (Bus Lease)	-	790,865 *	547,693	1,248,266	90,292 *
Orange County (Clerk of Courts)	-	-	-	94,221	(94,221)
Osceola and Seminole County (S2 Local Match)	-	-	369,181	369,181	-
Private Partners (Shelters and Vans)	-	5,500	226,697	108,316	123,881
City of Altamonte Springs (FlexBus Project)	-	469,880 *	-	24,406	445,474 *
Other Local Capital	-	118,717	-	114,592	-4,125
Total matching grants	\$ 19,894,051	\$ 1,385,946	\$ 2,763,536	3,578,947	\$ 570,535
Nonoperating revenue portion (Bus Lease Interest)				281,817	
Reserves				24,406	
Customer fares and operating assistance				1,395,927	
Contributed capital portion				<u>\$ 1,876,797</u>	
LOCAL GRANTS AND CONTRACT SERVICES:					
Operating assistance:					
Orange County operating		\$ -	\$ 34,408,670	\$ 34,408,670	\$ -
City of Orlando		-	4,524,658	4,524,658	-
Seminole County		-	1,218,482	1,218,482	-
Osceola County		-	832,905	832,905	-
City of Kissimmee		-	-	66,358	(66,358)
City of St. Cloud		-	80,224	80,224	-
Total non-operating revenue portion		\$ -	\$ 41,064,939	\$ 41,131,297	\$ (66,358)
Contract services:					
Seminole County		\$ -	\$ 2,994,881	\$ 2,994,881	\$ -
Osceola County		-	3,699,895	3,699,895	-
City of Orlando (LYMIMO)		(102,170)	1,225,566	1,230,354	(106,958)
City of Kissimmee		-	-	153,642	(153,642)
City of Altamonte Springs		-	130,000	130,000	-
City of St. Cloud		-	93,968	93,968	-
City of Sanford		-	100,000	100,000	-
Disney		-	5,326,925	470,000	4,856,925
Winter Garden Village		-	75,000	87,500	(12,500)
Universal Studios		-	50,000	12,424	37,576
Shingle Creek		(20,450)	228,568	249,738	(41,620)
Votran		(42,955)	182,500	177,649	(38,104)
Lake County		(24,766)	221,577	214,703	(17,892)
Total Local Financial Assistance		(190,341)	14,328,880	9,614,754	4,523,785
Other Contractual Services					
Local		-	146,162	146,162	-
State - Transportation Disadvantage		(1,438,102)	3,178,842	2,624,538	(883,798)
State - Medicaid		(1,504,132)	5,249,388	5,248,070	(1,502,814)
Total Other Contractual Services		(2,942,234)	8,574,392	8,018,770	(2,386,612)
Total contract services		\$ (3,132,575)	\$ 22,903,272	\$ 17,633,524	\$ 2,137,173

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

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX
SCHEDULE OF STATE FINANCIAL ASSISTANCE
YEAR ENDED SEPTEMBER 30, 2008

STATE GRANTOR PROGRAM TITLE, CONTRACT NO., WPI NO., JOB NO.	CSFA Number	Program or Award Amount	September 30, 2007 Receivable	Receipts/ Adjustments	Expenditures	September 30, 2008 Receivable
Florida Department of Transportation						
N/A, ANK61	55.020	\$ 7,600,000	\$ -	\$ -	\$ -	\$ -
N/A, AA252, 5817939, 77000-3882	55.014	7,124,000	(1,664)	1,664	(139,930)	(139,930)
N/A, AM009	55.014	1,250,000	-	(22,529)	22,529	-
N/A AOE57	55.026	2,640,000	-	-	-	-
N/A AOA59	55.012	200,000	56,795	(52,000)	(160)	4,635
N/A, AOY43	55.010	8,024,440	-	(8,024,440)	8,024,440	-
N/A, AON61	55.007	251,906	61,706	(147,679)	156,726	70,753
N/A, AON64	55.012	229,770	36,070	(59,686)	45,081	21,465
N/A, AON65	55.012	252,488	28,858	(89,315)	115,881	55,424
N/A, AOR55	55.012	473,522	123,421	(240,248)	253,699	136,872
N/A, AOU99	55.012	1,137,020	52,894	(289,790)	486,521	249,625
N/A, AJ973	N/A	2,000,000	-	(199,632)	199,632	-
		<u>31,183,146</u>	<u>358,080</u>	<u>(9,123,655)</u>	<u>9,164,419</u>	<u>398,844</u>
STATE OF FLORIDA RENEWABLE ENERGY TECHNOLOGIES /BIODIESEL	50385	<u>2,500,000</u>	-	-	-	-
Florida Transportation Disadvantaged Commission						
N/A, AOG37	55.001	2,818,928	813,981	(813,981)	-	-
N/A, AOU11	55.001	2,872,521	624,121	(2,364,861)	1,961,107	220,367
N/A, AP686	55.001	2,976,527	-	-	663,431	663,431
		<u>8,667,976</u>	<u>1,438,102</u>	<u>(3,178,842)</u>	<u>2,624,538</u>	<u>883,798</u>
TOTAL STATE FINANCIAL ASSISTANCE		\$ 42,351,122	\$ 1,796,182	\$ (12,302,497)	\$ 11,788,957	\$ 1,282,642
Other State Contracts						
N/A, BD999	N/A	3,124,000	882,580	(1,752,520)	1,606,477	736,537
N/A, BD96	N/A	717,721	-	-	71,721	71,721
		<u>3,841,721</u>	<u>882,580</u>	<u>(1,752,520)</u>	<u>1,678,198</u>	<u>808,258</u>
TOTAL STATE FINANCIAL ASSISTANCE AND OTHER STATE CONTRACTS		<u>\$ 46,192,843</u>	<u>2,678,762</u>	<u>(14,055,017)</u>	<u>13,467,155</u>	<u>\$ 2,090,900</u>
ADJUSTMENTS: WAGES PASSES			-	-	-	-
ADJUSTED TOTAL STATE FINANCIAL ASSISTANCE AND OTHER STATE CONTRACTS			<u>\$ 2,678,762</u>	<u>\$ (14,055,017)</u>	<u>13,467,155</u>	<u>\$ 2,090,900</u>
CONTRACT SERVICES PORTION					2,624,538	
NONOPERATING REVENUE PORTION					10,583,746	
SIB Loan					-	
CONTRIBUTED CAPITAL PORTION					<u>\$ 258,871</u>	

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
NOTES TO SCHEDULES OF EXPENDITURES OF FEDERAL AWARDS AND
LOCAL AND STATE FINANCIAL ASSISTANCE
YEAR ENDED SEPTEMBER 30, 2008

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

<u>Grant</u>	<u>Award Amount</u>	<u>Toll Revenue Credits Applied during Fiscal 2008</u>
FL-03-0165	\$ 16,263,713	\$ 335,167
FL-04-0301	3,429,530	531,526
FL-90-X411	17,870,785	220,007
FL-90-X469	21,675,665	145,505
FL-90-X454	21,329,471	152,537
FL-90-X501	21,062,972	67,953
FL-90-X530	20,736,622	214,193
FL-90-X552	18,146,704	170,560
FL-90-X604	19,380,012	1,963,960
FL-90-X653	21,038,123	3,909,534
FL-95-X001	4,758,525	495,048
Total	<u><u>\$ 185,692,122</u></u>	<u><u>\$ 8,205,990</u></u>

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

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

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

We have audited the financial statements of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority"), as of and for the year ended September 30, 2008 and 2007, and have issued our report thereon dated March 18, 2009. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States of America.

Internal Control over Financial Reporting

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

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

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

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

Compliance and Other Matters

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

We noted certain other matters that we have reported to management of the Authority in the Schedule of Findings and Questioned Costs and in a separate management letter dated May 18, 2009.

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

Orlando, Florida
May 18, 2009

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

To the Board of Directors
Central Florida Regional Transportation Authority:

Compliance

We have audited the compliance of Central Florida Regional Transportation Authority d/b/a LYNX (the "Authority") with the types of compliance requirements described in the *U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement*, and the requirements described in the State of Florida Department of Financial Services' State Projects Compliance Supplement, that are applicable to each of its major federal awards programs and state financial assistance projects for the year ended September 30, 2008. The Authority's major federal awards programs and state financial assistance projects are identified in the summary of auditors' results section of the accompanying Schedule of Findings and Questioned Costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal awards programs and state financial assistance projects is the responsibility of the Authority's management. Our responsibility is to express an opinion on the Authority's compliance based on our audit.

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

In our opinion, the Authority complied, in all material respects, with the requirements referred to above that are applicable to each of its major federal awards programs and state financial assistance projects for the year ended September 30, 2008. However, the results of our auditing procedures disclosed instances of noncompliance with those requirements, which are required to be reported in accordance with OMB Circular A-133 and which are described in the accompanying schedule of findings and questioned costs as item 2008-01.

Internal Control over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses as defined below. However, as discussed below, we identified a certain deficiency in internal control over compliance that we consider to be a significant deficiency.

A *control deficiency* in an entity's internal control over compliance exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect noncompliance with a type of compliance requirement of a federal awards program or state financial assistance project on a timely basis. A *significant deficiency* is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to administer a federal awards program or state financial assistance project such that there is more than a remote likelihood that noncompliance with a type of compliance requirement of a federal awards program or state financial assistance project that is more than inconsequential will not be prevented or detected by the entity's internal control. We consider item 2008-01 described in the accompanying schedule of findings and questioned costs a significant deficiency in internal control over compliance.

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

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

Orlando, Florida
May 18, 2009

Schedule of Findings and Questioned Costs –
Federal Awards Programs and State Financial Assistance Projects
for the year ended September 30, 2008

PART I - SUMMARY OF AUDITORS' RESULTS

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

Federal Programs	Federal CFDA No.
Federal Transit Cluster	20.500/507
State Projects	State CSFA No.
Public Transit Block Grant	55.010
Public Transit Service Development Program	55.012

9. The threshold for distinguishing Type A and Type B programs/projects was \$1,167,442 for major federal awards programs and \$353,669 for major state financial assistance projects.
10. The Authority qualified as a low-risk auditee for federal Single Audit purposes, as that term is defined in OMB Circular A-133.

**Schedule of Findings and Questioned Costs –
Federal Awards Programs and State Financial Assistance Projects
for the year ended September 30, 2008****PART II - FINDINGS – FINANCIAL STATEMENTS**

There are no findings or questioned costs reported.

**PART III - FINDINGS AND QUESTIONED COSTS – MAJOR FEDERAL AWARDS
PROGRAMS****Federal Transit Cluster – CFDA #20.500/20.507**

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

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

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

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

Recommendation: We recognize that LYNX is coordinating with the Federal Transit Administration to provide passenger miles traveled data for fiscal year 2008. We recommend continued follow up to this issue for fiscal year 2008 and to the extent it exists in fiscal year 2009. In addition, we recommend that LYNX review its statistical sampling plan requirements and implement procedures to more effectively monitor the collection of samples by staff for compliance purposes.

**Schedule of Findings and Questioned Costs –
Federal Awards Programs and State Financial Assistance Projects
for the year ended September 30, 2008**

Management's Response: Management's views and corrective action plan are provided in the Schedule of Prior Audit Findings and Corrective Action Plan.

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

There are no findings or questioned costs reported.

DRAFT

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a
LYNX

Schedule of Prior Audit Findings and Corrective Action Plan
Federal Awards Programs and State Financial Assistance Projects
for the year ended September 30, 2008

Prior Year Audit Findings:

The Authority had no prior year findings related to the testing of its federal awards programs or state financial assistance projects.

Corrective Action Plan for Current Year Finding:

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

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

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

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

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

Currently, in 2009, calibration samples of the APCs are performed in order to determine the accuracy of the APC data. LYNX is required to perform a minimum of 100 such checks each year and is on target to do so this year.

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

Action Agenda Item #7.B

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Approval of Revisions to Administrative Rule #4 - Procurement and Contract Administration, Section 4.4.9, Fuel Contracts

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' approval of the revisions to Administrative Rule #4 - Procurement and Contract Administration, Section 4.4.9, Fuel Contracts.

BACKGROUND:

The proposed change includes language that allows the Chairman of the Board of Directors to authorize the Chief Executive Officer (CEO) to purchase diesel fuel futures contracts for fuel to be delivered in the future at a fixed price as long as the cost per gallon is within the fuel cost for the budgeted year in which the fuel will be delivered. The CEO will report to the Board of Directors the cost of the fuel after the futures contracts have been executed. The proposed change was presented to the Audit Committee on April 22, 2009.

FISCAL IMPACT:

There is no fiscal impact for this activity.

4.4.9 Fuel Contracts.

- A. The Governing Board finds that the procurement of fuel by the Authority is both an absolute necessity for the Authority to fulfill and meet its public purpose and also that the procurement of fuel is a widely varying process that is subject to the market risks and shifts from time to time. Therefore, the Authority must be prepared in acquiring fuel to be able to adjust to and meet market conditions from time to time.
- B. The Governing Board will generally on a two year basis establish the guidelines or process by which the Authority may seek to acquire fuel for the Authority's operations. Generally speaking, the Governing Board may authorize the process by which fuel will be acquired for each two year period which will generally authorize the Chief Executive Officer to establish the terms and conditions of the competitive bidding process and for the Chief Executive Officer to award and execute the contract.
- C. Recognizing that fuel contracts will vary from time to time, if an opportunity is presented to the Authority that would provide for a savings in fuel costs of 5% or more, the CEO is authorized subject to permitted contract requirements to purchase and enter into contracts to acquire such other fuel. Fuel contracts purchased pursuant to the foregoing authority shall be reported to the Governing Board at its next scheduled meeting as a discussion item.

Revised Language

- D. If the Governing Board has first approved a Contract for the purchase of fuel, then CEO may purchase fuel and/or fuel futures under that Contract without further authorization from the Governing Board.
 - 1. The authorization contained in this subparagraph (D) is limited to the total amount budgeted for fuel by the Governing Board for the period to which the purchase relates (taking into account the cost of all fuel and/or fuel futures purchased for such period).
 - 2. If the CEO purchases fuel futures in the current fiscal year and the fuel to which the fuel futures relates is delivered in the next fiscal year, then cost of the fuel futures will be credited against the amount budgeted for fuel by the Governing Board for the next fiscal year because that is the year to which the fuel futures purchase relates.

{O1403748;2}

Action Agenda Item #7.C

To: LYNX Board of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
Joe Cheney
(Technical Contact)
Bert Francis
(Technical Contact)
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Authorization to Purchase Two 60-Foot Articulated Buses from North American Bus Industries, Inc. (NABI)

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue a purchase order to North American Bus Industries, Inc. (NABI) for the procurement of two (2) 60-foot heavy duty, articulated, hybrid, low-floor diesel fueled transit buses at a not-to-exceed amount of \$1.8M.

BACKGROUND:

In September 2007, the LYNX Board authorized the purchase of two (2) 60-foot heavy duty, articulated transit buses from New Flyer of America Corporation at a not-to-exceed amount of \$1.3M.

Since that time, staff has been unable to successfully work with New Flyer for this purchase and, therefore, will cancel the purchase order with New Flyer in its entirety at no cost to LYNX.

Recent discussions with NABI has resulted in an opportunity for LYNX to "piggyback" on an existing contract from MTA in Nashville, TN for the purchase of articulated buses. LYNX would be assigned two (2) of the options under this contract.

Articulated buses can be accommodated at the LYNX Operations Center (LOC) for storage and maintenance. These vehicles have an accordion-style bend in the middle to allow for turning movements. Articulated buses can seat 56 passengers and have a "crush load" of 90 passengers. A low floor 40' bus seats 40 passengers with a "crush load" of 76 passengers. When possible, if

a route experiences a crush load, LYNX attempts to provide a “plug bus” to accommodate the overflow should full buses not be able to take on additional waiting passengers. An articulated bus would assist by providing additional capacity while still using only one vehicle and one operator, thereby reducing additional operating costs.

LYNX is currently experiencing crush loads on some of its major workforce routes. Additionally, routes which operate along Interstate-4 have a preferred capacity equal to that of the seats available, though this is often not the case and could present safety issues. At present, Links 50, 302 and 304, all of which operate along Interstate-4, would be candidates for an articulated bus because of almost daily crush loads (including Sundays). Additionally, Link 4 which operates along US 441/Orange Blossom Trail, routinely experiences crush loads in both directions despite recent improvements to Link 8 headways, portions of which also operate along US 441. While other routes may also be candidates, non-LYNX controlled facilities such as Orlando International Airport may not be able to accommodate articulated buses.

The articulated bus will have an FTA service life of twelve (12) years or 500,000 miles. At this point, the only known operations and maintenance cost savings is in the increased capacity without adding an additional operator. Although actual maintenance costs are unknown, based on information from other transit properties, the cost will most likely be equal to 1.5 buses.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

The DBE requirement for the purchasing of rolling stock is monitored by the Federal Transit Administration (FTA). LYNX’ DBE program states that the transit vehicle manufacturer must provide certification of manufacturer compliance in accordance with 49 CFR,26.49. The Transit Vehicle Manufacturer (TVM) is required to submit separate annual percentage goals for the utilization of DBEs to the Federal Transit Administrator (FTA).

FISCAL IMPACT:

The total amount of \$1.8M represents an estimated \$1,787,976 for the buses and is funded 100% from Federal discretionary funds. The 2009 Capital budget will be amended accordingly.

Work Session Item #8.A

To: LYNX Board of Directors

From: Edward Johnson
CHIEF ADMINISTRATIVE OFFICER
Tony Walter
(Technical Contact)
Belinda Balleras
(Technical Contact)
Sue Masselink
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Fiscal Years 2010-2019 Transit Development Plan (TDP) and Fiscal Years 2008-2013 Transportation Disadvantaged Service Plan (TDSP) Minor Updates

Date: 5/28/2009

ACTION REQUESTED:

Staff is requesting the Board of Directors' approval of the 2008-2013 Transportation Disadvantaged Service Plan (TDSP) and FY 2010-2019 Transit Development Plan (TDP) minor updates which is necessary for submittal to Florida Department of Transportation (FDOT) by July 1, 2009. A brief presentation will be provided on TDP the TDSP minor updates.

BACKGROUND:

Transportation Disadvantaged Service Plan (TDSP)

The Transportation Disadvantaged Service Plan (TDSP) is a five year plan developed by LYNX under the guidance and approval of the Joint Transportation Disadvantaged (TD) Local Coordinating Board (LCB) of Orange, Osceola, and Seminole Counties. It is an annually updated tactical plan with development and service plans; quality assurance; cost/revenue allocation justifications; and rate structure justification components. Through the LCB's involvement in the review and approval of the TDSP the LCB is able to guide and support LYNX in implementing coordination efforts and locally developed service standards that are consistent with the needs and resources of our community.

Annual updates are required of the service plan component addressing the "Goals, Objectives and Strategies" section, as well as the "Implementation Plan" section. Service changes, organizational changes, and policy changes must also be identified in the annual update of the TDSP.

LYNX has gone above the requirements of the TDSP by incorporating our locally developed and coordinated human services transportation plan into the TDSP. Those sections of the TDSP have been updated based on Job Access/Reverse Commute and New Freedom Funding grant workshops held in September 2008.

Staff held public workshops regarding LYNX' TDSP's 2009 annual minor update at LYNX Central Station on April 28, 2009, with appropriate public comments incorporated into the final version of the update.

The 2009 minor annual update of the 2008/2013 Transportation Disadvantaged Service Plan was approved by the Joint Transportation Disadvantaged Local Coordinating Board at their May 14, 2009, quarterly meeting.

Transit Development Plan

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

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

The draft TDP will be presented to METROPLAN ORLANDO's Committees and Board, and LYNX' Committees as an information item for comment and review. Staff held a public workshop regarding the TDP at the LYNX Central Station on April 28, 2009, and the draft document is available at www.golynx.com.

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN**

2008-2013

Minor Update

And

2010-2019

TRANSIT DEVELOPMENT PLAN

Minor Update

TRANSPORTATION DISADVANTAGED SERVICE PLAN PURPOSE

- Tactical plan to maintain/improve transportation services for the transportation disadvantaged, framework for performance evaluation
- 3 Federal Transit Administration Programs must be derived from “A locally developed public transit/human services transportation plan”
 - Job Access and Reverse Commute (JARC) Program
 - New Freedom Program (NFP)
 - Elderly and Individuals with Disabilities Program
- Minor updates annually, major update last year

Service Plan Component Updates

- Sponsor Operating Policies – reflect changes in fare structures
 - \$4.00 for ADA trip w/in $\frac{3}{4}$ mile of fixed route (was \$3.50)
 - \$7.00 for premium service trips outside $\frac{3}{4}$ miles of fixed route (was \$6.00)
- Provider Information - Inventory of transportation service providers in area (public, private, nonprofit)
 - reflects a total of 43 Coordination Agencies, up from 37 last year
- Vehicle Inventory – provides current fleet information, including:
 - Vehicle manufacturer, type, model, and year
 - Fuel type
 - Seating capacity, wheelchair capacity, lift-equipped status
- System Safety Program Plan – annual safety certification of compliance w/all safety requirements

Quality Assurance Component Updates

- Service Standards – reflect addition of a fare collection standard, i.e., customers must pay fare at time of service (replaces “no-strand” policy)
 - Allows 3 instances of non-payment in any 90-day period
 - Services then suspended for 30 days
 - Letters to customers every time fare not paid, includes date of non-payment, fare collection/suspension policy

TRANSIT DEVELOPMENT PLAN PURPOSE

- Basis for defining public transit need, as required for FDOT funding
- Provides planning, development, and operational guidance
- LYNX Strategic Plan
- Satisfies Federal Transit Administration requirements for a Program of Projects
- Focus is on near & mid-term needs of community

Ridership - All Modes

Source: LYNX Service Planning for National Transit Database

Mode	FY 04	FY05	FY 06	FY 07	FY 08	% Change over FY 07
Fixed Route	22,677,846	24,059,369	24,624,906	25,322,312	26,427,067	4.4
ACCESS	569,392	581,198	524,524	550,578	608,621	10.5
VanPlan	185,680	167,080	176,887	205,365	199,509	-3
Total	23,432,918	24,807,647	25,326,317	26,078,255	27,235,197	4.4

Population Growth Projection

Source: 2008 Florida Statistical Abstract

County	2007	2010	2015	2020	2025	2030
Orange	1,105,603	1,154,200	1,282,200	1,401,200	1,517,100	1,626,200
Osceola	266,123	287,500	343,200	395,500	446,800	495,700
Seminole	425,698	439,200	475,400	508,700	540,900	570,900
Total	1,797,424	1,882,910	2,102,815	2,307,420	2,506,825	2,694,830

Service Plan – Future System

- Summarizes LYNX system structure and service plan for FY 2010-2019
- Future transit system includes
 - fixed route bus
 - flex routes
 - rideshare programs
 - ADA paratransit
 - commuter rail transit (CRT)
- A new five year service plan will soon be developed
 - help LYNX plan feasible service changes for near-term
 - provide a foundation for planning further into the future
 - Results reflected in next year's TDP

Accomplishments

- Just a few.....
 - LYNX increased ridership by 4.4% - total ridership for fiscal year 2008 was 27,235,197
 - Initiated Flex Service (PickUpLines) in North/ South Poinciana, Ocoee, Bithlo, & Buena Ventura Lakes
 - Review of entire bus system identified opportunities for greater service efficiency
 - Created “high-frequency” corridor along Orange Ave./US 17-92 between Downtown Orlando/Fern Park

TDSP/TDP Schedule

- TDSP
 - Approved by Transportation Disadvantaged Local Coordinating Board (TDLCB) on May 15, 2009
 - To Florida Commission for the Transportation Disadvantaged by July 1, 2009
- TDP
 - Regional Working Group – June presentation
 - METROPLAN ORLANDO - Committees and Board – May/June
 - LYNX Board Ratification - July
 - Public comment period – June 12
 - Transmit to FDOT – by July 1, 2009

Availability/Contact Info

- Online-www.golynx.com
- LYNX Central Station Reception Area
- CD
- Alternate Format Upon Request

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: Monthly Financial Reports – March 31, 2009

Date: 5/28/2009

Please find attached the monthly financial report for the six months ending March 31, 2009. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the six months ending March 31, 2009 reflect total revenue earned in the amount of \$55,155,772 and total expenses incurred in the amount of \$52,242,235 resulting in a net operating profit of \$2,913,537.

- Fixed route and Vanpool services resulted in an operating profit of \$3,235,242 for the first six months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(321,705) for the first six months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are slightly lower than the budget at 91%. Customer fares are at 90% of the budgeted amount year-to-date resulting in 10% below the budget amount for the month of March which is typically due to fewer weekends and weekdays. Also, we implemented additional service reductions on December 7th, which contributes to the decrease in customer fares and has also resulted in a 7.9% decreased ridership.

In addition, we are experiencing significant declines in the advertising market, 42%, resulting from the state of the economy. Current advertising clients are either not renewing or renewing for reduced amounts. 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, we have experienced decreases in the price of fuel; which is under budget by approximately 13% for the first six months of the fiscal year. Also, fixed route operating expenses for salaries, wages, and fringe benefits are under budget due to various vacancies and service changes implemented in August and December 2008. In addition, expenses related to

utilities are less than budgeted. Casualty and liability insurance expenses are significantly 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 a result of higher than anticipated purchased transportation costs year-to-date. This is directly related to the increase in paratransit trip levels. Also, the anticipated revenues from Medicaid and Transportation Disadvantage (TD) are less than budgeted. However, we are indicating positive results; the price of unleaded fuel continues to decline and is averaging \$2.12 per gallon. This fuel is budgeted at a net price of \$3.45 per gallon in the FY2009 budget. We are currently paying \$2.833 per gallon.

Although, purchased transportation costs year-to-date are slightly above the amounts budgeted, our provider, MV Transportation, is currently providing 1.359 trips per hour; the budget in FY2009 reflects 1.127 trips per hour. This alleviates the impact of the increase in trips.

An analysis follows:

ACCESS LYNX			
FY2009	Trips (Year-to-Date)	Trip Rate	Costs
Actual (with est.)	300,339	\$30.32	\$9,106,269
Budget (rounding)	284,046	\$31.43	\$8,926,482
Excess Trips/Costs	16,293	\$(1.11)	\$ (179,797)

Staff will monitor the trip levels in order to ensure consistency with planned operating expenses and make appropriate adjustments, as needed. In addition, staff continues to oversee the daily operation of this program to ensure that the provider is in compliance with the required service performance standards and other contractual obligations.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
MARCH 31, 2009 AND 2008
(UNAUDITED)

	2009	2008
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 14,404,806	15,174,520
Receivables:		
Local, trade and operating assistance	8,897,503	3,026,123
Federal grants	6,821,481	7,071,101
State grants	6,758,971	7,242,192
Inventory	2,186,728	2,269,357
Prepaid expenses and other assets	414,518	861,861
Restricted cash and cash equivalents	1,253,932	2,085,782
Total current assets	40,737,939	37,730,936
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	4,300,241	4,382,299
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	78,460,706	63,955,372
Revenue vehicles	109,925,251	101,887,188
Furniture, Fixtures & Equipment	22,318,654	20,679,187
Leasehold improvements	155,794	155,794
Total property and equipment	219,431,870	195,249,006
Less: accumulated depreciation	(90,157,132)	(76,482,907)
Construction in progress	4,713,796	18,519,000
Net property and equipment	133,988,534	137,285,099
Other assets	1,374,355	1,172,240
Total noncurrent assets	139,663,130	142,839,638
TOTAL ASSETS	\$ 180,401,069	\$ 180,570,574

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
MARCH 31, 2009 AND 2008
(UNAUDITED)

	2009	2008
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 2,718,206	\$ 4,208,697
Accrued salaries and related taxes	2,933,811	1,302,047
Accrued compensated absences	3,290,400	3,198,711
Accrued self-insurance liability, current	1,276,714	1,082,683
Leases payable, current	1,024,992	985,582
SIB loans payable, current	3,084,747	3,081,717
Deferred operating revenue	10,379,763	5,211,364
Deferred capital	717,183	824,053
	25,425,816	19,894,854
NONCURRENT LIABILITIES:		
Leases payable, long-term	5,143,914	6,168,906
Loans payable	9,829,891	12,914,638
Accrued self-insurance liability, long-term	2,247,335	2,106,897
	17,221,140	21,190,441
Total noncurrent liabilities	17,221,140	21,190,441
Total liabilities	42,646,956	41,085,295
NET ASSETS:		
Invested in capital assets, net of related debt	118,072,439	118,655,307
Restricted	536,749	1,261,729
Unrestricted	19,144,925	19,568,243
	137,754,113	139,485,279
Total net assets	137,754,113	139,485,279
TOTAL LIABILITIES AND NET ASSETS	\$ 180,401,069	\$ 180,570,574

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF MARCH 2009 AND THE SIX MONTHS ENDED MARCH 31, 2009
(UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 11,813,610	\$ 10,661,542	90%	\$ 1,968,935	\$ 1,721,381	87%
Contract Services:						
Local Financial Assistance	4,822,032	4,541,633	94%	803,672	661,880	82%
Other Contractual Services	5,147,526	4,925,090	96%	857,921	979,676	114%
Advertising	1,260,000	627,173	50%	210,000	42,349	20%
Other Operating Income	162,864	121,079	74%	27,144	17,998	66%
Total Operating Revenues	23,206,032	20,876,517	90%	3,867,672	3,423,284	89%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	375,000	375,000	100%	62,500	62,500	100%
State of Florida	3,868,434	3,868,434	100%	644,739	644,739	100%
Local	22,902,750	22,736,080	99%	3,817,125	3,844,902	101%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	9,054,496	6,454,149	71%	1,338,249	1,092,677	82%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,150,380	848,892	74%	191,730	132,421	69%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	N/A	-	-	N/A
Interest Income	199,998	42,503	21%	33,333	8,369	25%
Gain / (Loss) on Sale of Assets	-	(45,803)	N/A	-	(46,368)	N/A
Total Nonoperating Revenues	37,551,058	34,279,255	91%	6,087,676	5,739,240	94%
Total Revenues	60,757,090	55,155,772	91%	9,955,348	9,162,524	92%
OPERATING EXPENSES						
Salaries and Wages	20,836,752	19,638,685	94%	3,472,792	3,304,133	95%
Fringe Benefits	11,448,960	9,990,370	87%	1,908,160	1,469,806	77%
Purchased Transportation Services	9,636,812	9,328,355	97%	1,571,413	1,737,268	111%
Fuel	8,436,036	6,644,993	79%	1,406,006	1,053,435	75%
Other Materials and Supplies	3,018,318	2,170,851	72%	503,053	340,619	68%
Professional Services	3,112,058	659,310	21%	382,565	113,449	30%
Other Services	2,585,148	1,708,782	66%	430,858	386,579	90%
Lease and Miscellaneous Expenses	431,448	293,322	68%	71,908	53,870	75%
Casualty and Liability Insurance	988,902	773,390	78%	164,817	179,115	109%
Utilities	682,620	578,082	85%	113,770	100,032	88%
Taxes and Licenses	230,742	211,318	92%	38,457	35,309	92%
Interest Expense	239,826	244,777	102%	39,971	39,977	100%
Total Operating Expenses	61,647,622	52,242,235	85%	10,103,770	8,813,592	87%
OPERATING GAIN / (LOSS)	\$ (890,532)	\$ 2,913,537	-327%	\$ (148,422)	\$ 348,932	-235%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT
STATEMENT OF REVENUE AND EXPENSES
FOR THE MONTH OF MARCH 2009 AND THE SIX MONTHS ENDED MARCH 31, 2009
(UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 11,146,002	\$ 10,022,952	90%	\$ 1,857,667	\$ 1,662,836	90%
Contract Services:						
Local Financial Assistance	4,822,032	4,541,633	94%	803,672	661,880	82%
Other Contractual Services	57,798	704,057	1218%	9,633	285,589	2965%
Advertising	1,260,000	627,173	50%	210,000	42,349	20%
Other Income	162,864	121,079	74%	27,144	17,998	66%
Total Operating Revenues	<u>17,448,696</u>	<u>16,016,894</u>	<u>92%</u>	<u>2,908,116</u>	<u>2,670,652</u>	<u>92%</u>
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	375,000	375,000	100%	62,500	62,500	100%
State of Florida	3,868,434	3,868,434	100%	644,739	644,739	100%
Local	17,852,748	17,686,078	99%	2,975,458	3,003,235	101%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	9,054,496	6,454,149	71%	1,338,249	1,092,677	82%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,150,380	848,892	74%	191,730	132,421	69%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	N/A	-	-	N/A
Interest Income	199,998	42,503	21%	33,333	8,369	25%
Gain / (Loss) on the Sale of Assets	-	(45,803)	N/A	-	(46,368)	N/A
Total Nonoperating Revenues	<u>32,501,056</u>	<u>29,229,253</u>	<u>90%</u>	<u>5,246,009</u>	<u>4,897,573</u>	<u>93%</u>
Total Revenues	<u>49,949,752</u>	<u>45,246,147</u>	<u>91%</u>	<u>8,154,125</u>	<u>7,568,225</u>	<u>93%</u>
OPERATING EXPENSES						
Salaries and Wages	20,657,016	19,468,585	94%	3,442,836	3,274,359	95%
Fringe Benefits	11,342,502	9,879,333	87%	1,890,417	1,454,315	77%
Purchased Transportation Services	710,330	222,086	31%	83,666	65,747	79%
Fuel	7,000,974	6,058,665	87%	1,166,829	955,981	82%
Other Materials and Supplies	2,965,716	2,165,961	73%	494,286	335,729	68%
Professional Services	2,950,472	556,101	19%	355,634	97,399	27%
Other Services	2,514,750	1,604,881	64%	419,125	348,078	83%
Lease and Miscellaneous Expenses	422,694	291,789	69%	70,449	53,843	76%
Casualty and Liability Insurance	988,902	773,390	78%	164,817	179,115	109%
Utilities	652,128	559,471	86%	108,688	97,724	90%
Taxes and Licenses	204,072	185,866	91%	34,012	29,920	88%
Interest Expense	239,826	244,777	102%	39,971	39,977	100%
Total Operating Expenses	<u>50,649,382</u>	<u>42,010,905</u>	<u>83%</u>	<u>8,270,730</u>	<u>6,932,187</u>	<u>84%</u>
OPERATING GAIN / (LOSS)						
	<u>\$ (699,630)</u>	<u>\$ 3,235,242</u>	<u>-462%</u>	<u>\$ (116,605)</u>	<u>\$ 636,038</u>	<u>645%</u>

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 PARATRANSIT SEGMENT
 STATEMENT OF REVENUE AND EXPENSES
 FOR THE MONTH OF MARCH 2009 AND THE SIX MONTHS ENDED MARCH 31, 2009
 (UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	667,608	638,590	96%	\$ 111,268	\$ 58,545	53%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	5,089,728	4,221,033	83%	848,288	694,087	82%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	5,757,336	4,859,623	84%	959,556	752,632	78%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	5,050,002	5,050,002	100%	841,667	841,667	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	-	-	0%	-	-	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	5,050,002	5,050,002	100%	841,667	841,667	100%
Total Revenues	10,807,338	9,909,625	92%	1,801,223	1,594,299	89%
OPERATING EXPENSES						
Salaries and Wages	179,736	170,100	95%	29,956	29,774	99%
Fringe Benefits	106,458	111,037	104%	17,743	15,491	87%
Purchased Transportation Services	8,926,482	9,106,269	102%	1,487,747	1,671,521	112%
Fuel	1,435,062	586,328	41%	239,177	97,454	41%
Other Materials and Supplies	52,602	4,890	9%	8,767	4,890	56%
Professional Services	161,586	103,209	N/A	26,931	16,050	N/A
Other Services	70,398	103,901	N/A	11,733	38,501	N/A
Lease and Miscellaneous Expenses	8,754	1,533	18%	1,459	27	2%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	30,492	18,611		5,082	2,308	
Taxes and Licenses	26,670	25,452	95%	4,445	5,389	121%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	10,998,240	10,231,330	93%	1,833,040	1,881,405	103%
OPERATING GAIN / (LOSS)	\$ (190,902)	\$ (321,705)	169%	\$ (31,817)	\$ (287,106)	902%

Monthly Report B: Ridership Report

To: LYNX Board Of Directors

From: **Edward Johnson**
 CHIEF ADMINISTRATIVE OFFICER
Tony Walter
 (Technical Contact)
Jerry Bryan
 (Technical Contact)
William Hearndon
 (Technical Contact)

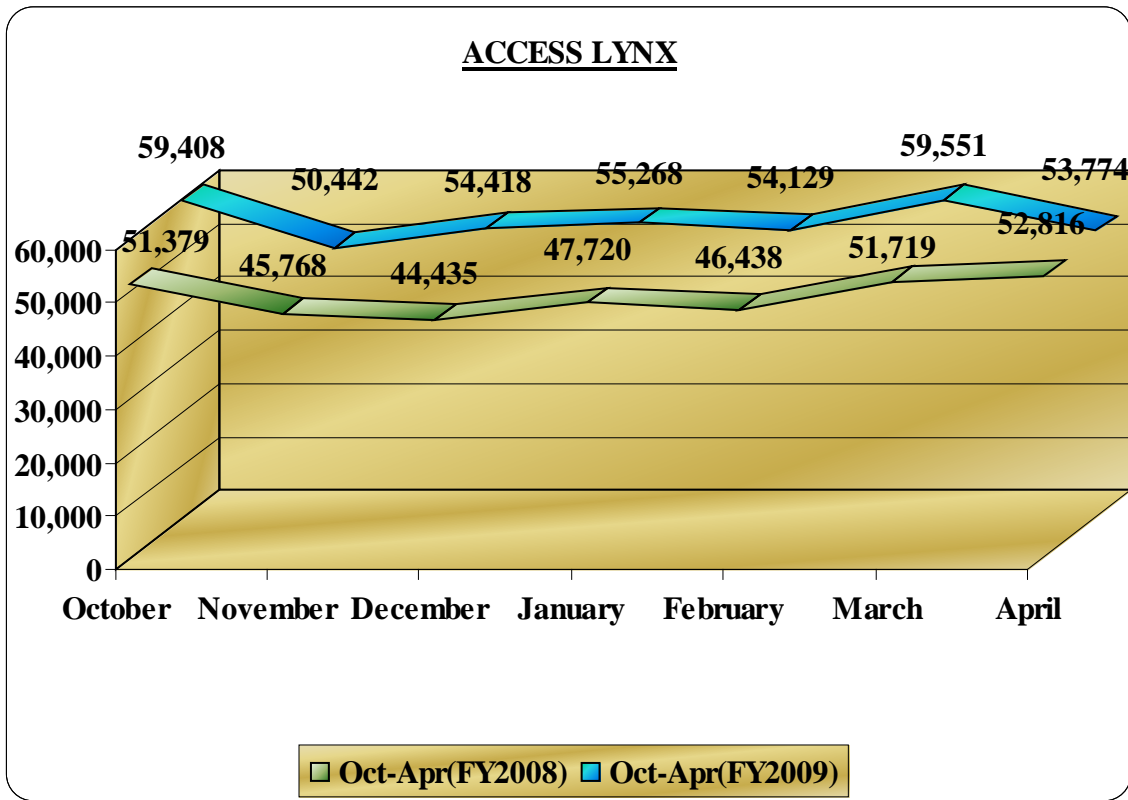
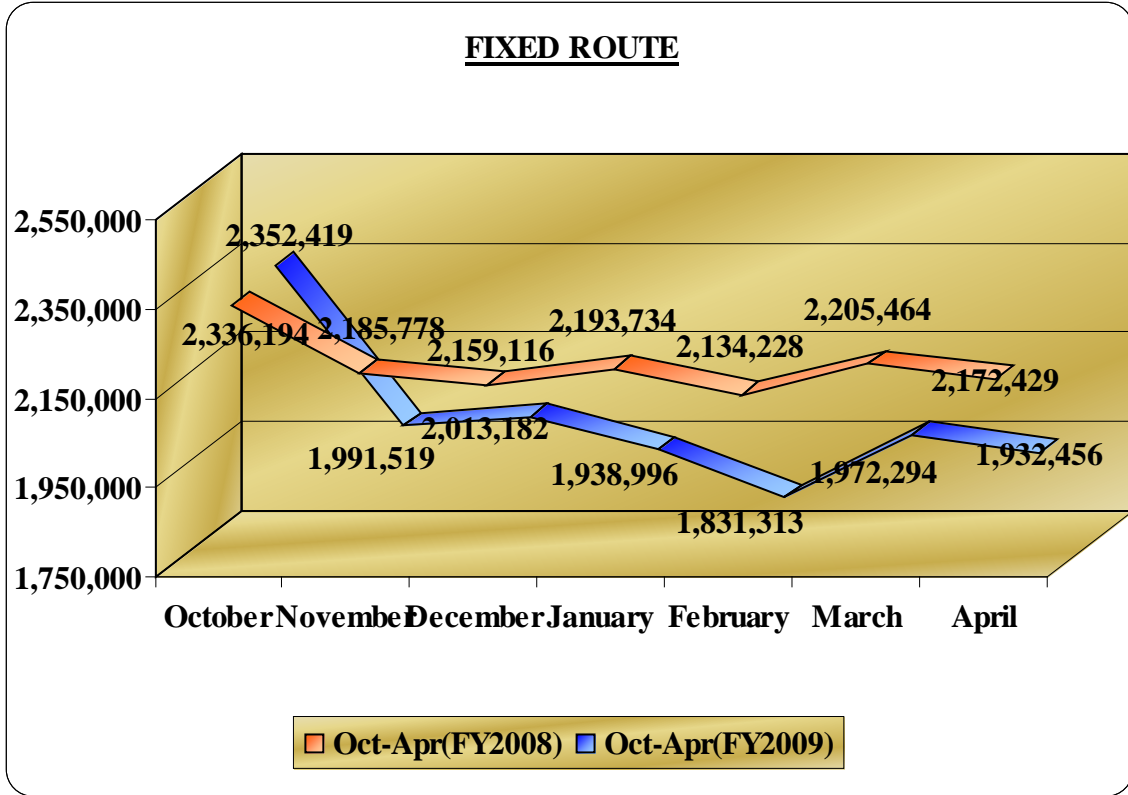
Phone: 407.841.2279 ext: 6058

Item Name: Ridership Report - April 2009

Date: 5/28/2009

Year to date (October – April) Draft

<i>Service Mode</i>	<i>Oct-Apr(FY2008)</i>	<i>Oct-Apr(FY2009)</i>	<i>% Change</i>
LYMMO	705,452	710,106	0.66%
Fixed Route	14,679,134	13,300,173	-9.39%
Pick Up Line	2,357	21,900	829.15%
SUBTOTAL - FIXED ROUTE	15,386,943	14,032,179	-8.80%
Special Shuttles	29,070	24,760	-14.83%
ACCESS LYNX	340,275	386,990	13.73%
VanPlan	113,907	105,934	-7.00%
SUBTOTAL - OTHER SERVICES	483,252	517,684	7.13%
TOTAL ALL SERVICES	15,870,195	14,549,863	-8.32%



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>April-08</i>	<i>April-09</i>	<i>% Change</i>
LYMMO	Wkday	4,251	4,869	14.53%
	Sat	1,267	1,219	-3.79%
	Sun	1,000	1,205	20.47%
All Other Links	Wkday	79,106	68,433	-13.49%
	Sat	52,730	48,682	-7.68%
	Sun	29,398	27,627	-6.02%
Total Fixed Route	Wkday	83,357	73,302	-12.06%
	Sat	53,997	49,901	-7.59%
	Sun	30,398	28,832	-5.15%
ACCESS LYNX	Wkday	2,161	2,189	1.30%
	Sat	908	1,032	13.68%
	Sun	410	373	-9.09%
Pick Up Line	Wkday	19	192	905.71%
	Sat	20	161	725.64%
VanPlan	Wkday	761	655	-13.88%
	Sat	142	76	-46.64%
	Sun	147	97	-34.01%
TOTAL LYNX SERVICES	Wkday	86,298	76,338	-11.54%
	Sat	55,066	51,170	-7.08%
	Sun	30,955	29,302	-5.34%

The following new links began service in December 2008:

- Link 111 - Orlando International Airport/Canadian Ct./Disney
- Link 313 - VA Clinic
- Link 319 - Richmond Heights (replaced Links 19 & 22)
- Link 426 - Poinciana
- Link 602 - North Poinciana Pick Up Line

The following new links began service in April 2009:

- Link 434 – SR 434 Crosstown
- Link 611 - Ocoee Pick Up Line
- Link 621 – Bithlo Pick Up Line

LYNX MONTHLY RIDERSHIP APRIL 2009 Draft

<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						710,106
Fixed Route	2,246,398	1,903,129	1,920,255	1,838,792	1,722,664	1,858,160	1,810,775						13,300,173
Pick Up Line	787	672	2,088	3,711	4,448	5,320	4,874						21,900
SUBTOTAL - FIXED ROUTE	2,352,419	1,991,519	2,013,182	1,938,996	1,831,313	1,972,294	1,932,456						14,032,179
Special Shuttles	40	34	479	23,954	246	0	7						24,760
ACCESS LYNX	59,408	50,442	54,418	55,268	54,129	59,551	53,774						386,990
VanPlan	17,436	13,898	14,089	15,763	14,102	15,728	14,918						105,934
SUBTOTAL - OTHER SERVICES	76,884	64,374	68,986	94,985	68,477	75,279	68,699						517,684
TOTAL ALL SERVICES	2,429,303	2,055,893	2,082,168	2,033,981	1,899,790	2,047,573	2,001,155						14,549,863

% Change From Fiscal Year 2008 To 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	-8.3%	-7.4%	-1.1%	-2.8%	6.0%	4.7%	13.9%						0.7%
Fixed Route	1.1%	-9.0%	-7.1%	-12.2%	-15.4%	-11.6%	-12.5%						-9.4%
Pick Up Line	261.0%	146.2%	690.9%	1197.6%	1046.4%	1137.2%	878.7%						829.1%
SUBTOTAL - FIXED ROUTE	0.7%	-8.9%	-6.8%	-11.6%	-14.2%	-10.6%	-11.0%						-8.8%
Special Shuttles	-38.5%	-96.5%	404.2%	15157.3%	-75.7%	-100.0%	-96.6%						-14.8%
ACCESS LYNX	15.6%	10.2%	22.5%	15.8%	16.6%	15.1%	1.8%						13.7%
VanPlan	-7.6%	-9.1%	5.5%	-1.7%	-13.5%	-2.7%	-16.6%						-7.0%
SUBTOTAL - OTHER SERVICES	9.4%	3.8%	19.2%	48.6%	7.4%	-20.3%	-3.1%						7.1%
TOTAL ALL SERVICES	0.9%	-8.5%	-6.1%	-9.9%	-13.6%	-11.0%	-10.8%						-8.3%

Fiscal Year 2008

<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	114,798	94,685	91,875	99,272	98,266	103,967	102,589	98,204	90,840	98,374	83,201	94,166	1,170,237
Fixed Route	2,221,178	2,090,820	2,066,977	2,094,176	2,035,574	2,101,067	2,069,342	2,159,087	2,061,672	2,154,279	2,045,891	2,126,341	25,226,404
Pick Up Line	218	273	264	286	388	430	498	611	544	685	715	698	5,610
SUBTOTAL - FIXED ROUTE	2,336,194	2,185,778	2,159,116	2,193,734	2,134,228	2,205,464	2,172,429	2,257,902	2,153,056	2,253,338	2,129,807	2,221,205	26,402,251
Special Shuttles	65	969	95	157	1,014	26,563	207	60	30	98	126	903	30,287
ACCESS LYNX	51,379	45,768	44,435	47,720	46,438	51,719	52,816	53,457	52,506	55,042	51,109	56,232	608,621
VanPlan	18,862	15,292	13,350	16,040	16,304	16,169	17,890	17,172	16,986	17,828	17,012	16,604	199,509
SUBTOTAL - OTHER SERVICES	70,306	62,029	57,880	63,917	63,756	94,451	70,913	70,689	69,522	72,968	68,247	73,739	838,417
TOTAL ALL SERVICES	2,406,500	2,247,807	2,216,996	2,257,651	2,197,984	2,299,915	2,243,342	2,328,591	2,222,578	2,326,306	2,198,054	2,294,944	27,240,668

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

Monthly Report C: Ridership Report

To: LYNX Board Of Directors

From: **Edward Johnson**
 CHIEF ADMINISTRATIVE OFFICER
Tony Walter
 (Technical Contact)
Jerry Bryan
 (Technical Contact)
William Hearndon
 (Technical Contact)

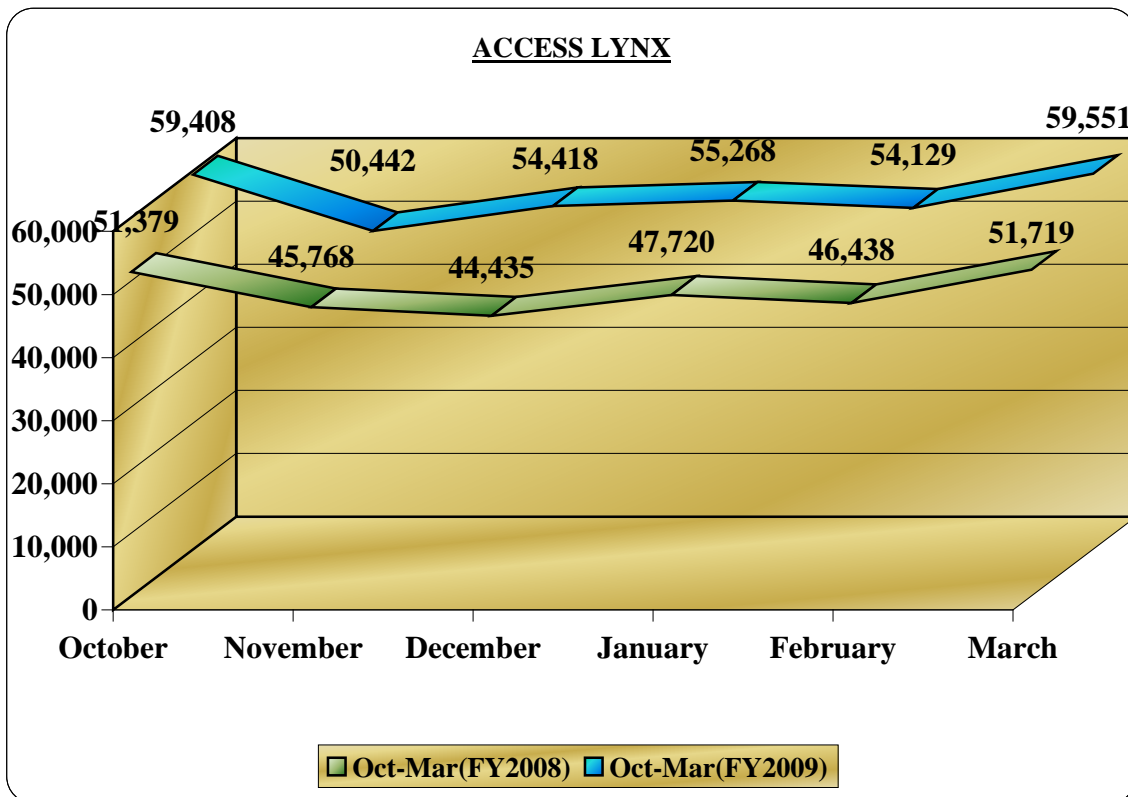
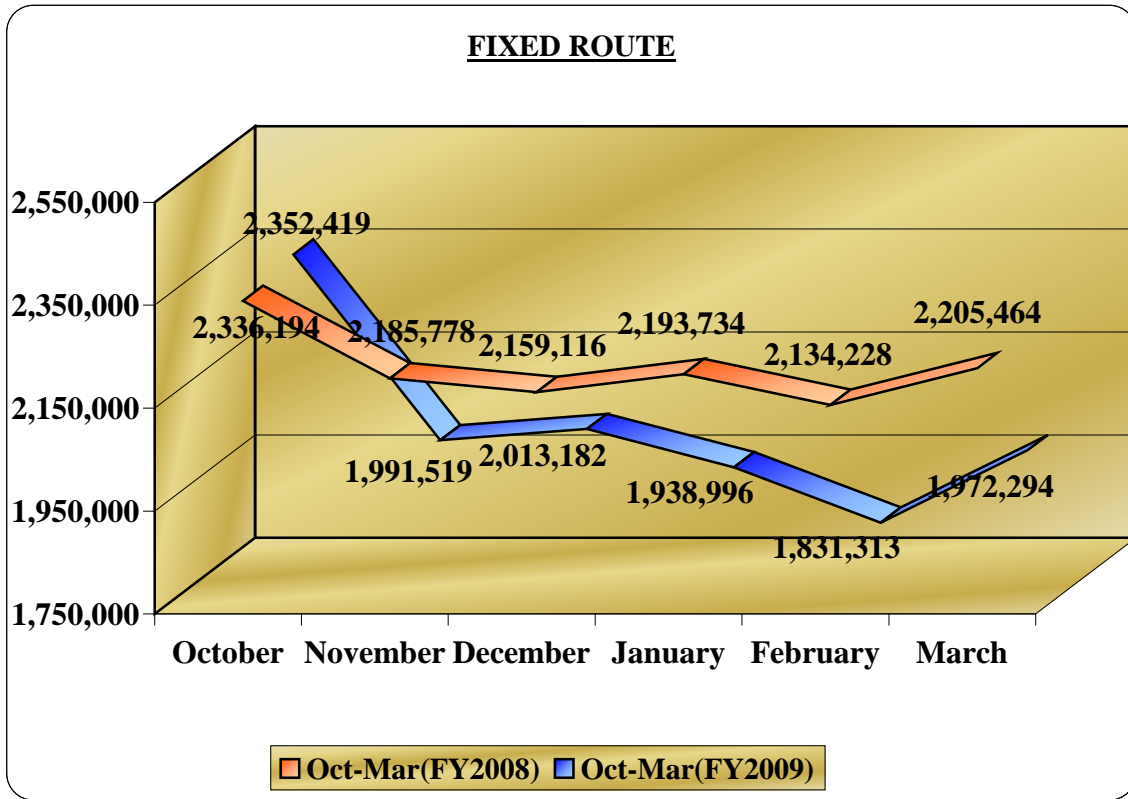
Phone: 407.841.2279 ext: 6058

Item Name: Ridership Report - March 2009

Date: 5/28/2009

Year to Date (Oct- March) Final

Service Mode	Oct-Mar(FY2008)	Oct-Mar(FY2009)	% Change
LYMMO	602,863	593,299	-1.59%
Fixed Route	12,609,792	11,489,398	-8.89%
Pick Up Line	1,859	17,026	815.87%
SUBTOTAL - FIXED ROUTE	13,214,514	12,099,723	-8.44%
Special Shuttles	28,863	24,753	-14.24%
ACCESS LYNX	287,459	333,216	15.92%
VanPlan	96,017	91,016	-5.21%
SUBTOTAL - OTHER SERVICES	412,339	448,985	8.89%
TOTAL ALL SERVICES	13,626,853	12,548,708	-7.91%



Average Daily Ridership by Mode

<i>Service Mode</i>	<i>Day</i>	<i>March-08</i>	<i>March-09</i>	<i>% Change</i>
LYMMO	Wkday	4,283	4,448	3.85%
	Sat	1,791	1,318	-26.42%
	Sun	1,015	1,139	12.18%
All Other Links	Wkday	79,816	69,684	-12.69%
	Sat	54,404	48,480	-10.89%
	Sun	30,580	26,210	-14.29%
Total Fixed Route	Wkday	84,099	74,132	-11.85%
	Sat	56,195	49,798	-11.38%
	Sun	31,595	27,349	-13.44%
ACCESS LYNX	Wkday	2,143	2,423	13.04%
	Sat	913	1,087	18.95%
	Sun	415	381	-8.33%
Pick Up Line	Wkday	16	212	1247.13%
	Sat	17	167	858.33%
VanPlan	Wkday	713	679	-4.73%
	Sat	127	98	-22.71%
	Sun	113	115	1.41%
TOTAL LYNX SERVICES	Wkday	86,971	77,445	-10.95%
	Sat	57,253	51,149	-10.66%
	Sun	32,123	27,844	-13.32%

The following new links began service in December 2008:

Link 111 - Orlando International Airport/Canadian Ct./Disney

Link 313 - VA Clinic

Link 319 - Richmond Heights (replaced Links 19 & 22)

Link 426 - Poinciana

Link 602 - North Poinciana Pick Up Line

The following new links began service in April 2009:

Link 434 – SR 434 Crosstown

Link 611 - Ocoee Pick Up Line

Link 621 – Bithlo Pick Up Line

LYNX MONTHLY RIDERSHIP MARCH 2009 FINAL

<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							593,299
All Other Links	2,246,398	1,903,129	1,920,255	1,838,792	1,722,664	1,858,160							11,489,398
Total Fixed Route	2,351,632	1,990,847	2,011,094	1,935,285	1,826,865	1,966,974							12,082,697
Special Shuttles	40	34	479	23,954	246	0							24,753
ACCESS LYNX	59,408	50,442	54,418	55,268	54,129	59,551							333,216
Pick Up Line	787	672	2,088	3,711	4,448	5,320							17,026
VanPlan	17,436	13,898	14,089	15,763	14,102	15,728							91,016
TOTAL	2,429,303	2,055,893	2,082,168	2,033,981	1,899,790	2,047,573							12,548,708

Final

% Change From Fiscal Year 2008 To 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	-8.3%	-7.4%	-1.1%	-2.8%	6.0%	4.7%							-1.6%
All Other Links	1.1%	-9.0%	-7.1%	-12.2%	-15.4%	-11.6%							-8.9%
Total Fixed Route	0.7%	-8.9%	-6.8%	-11.8%	-14.4%	-10.8%							-8.6%
Special Shuttles	-38.5%	-96.5%	404.2%	15157.3%	-75.7%	-100.0%							-14.2%
ACCESS LYNX	15.6%	10.2%	22.5%	15.8%	16.6%	15.1%							15.9%
Pick Up Line	261.0%	146.2%	690.9%	1197.6%	1046.4%	1137.2%							815.9%
VanPlan	-7.6%	-9.1%	5.5%	-1.7%	-13.5%	-2.7%							-5.2%
TOTAL	0.9%	-8.5%	-6.1%	-9.9%	-13.6%	-11.0%							-7.9%

Fiscal Year 2008

<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	114,798	94,685	91,875	99,272	98,266	103,967	102,589	98,204	90,840	98,374	83,201	94,166	1,170,237
All Other Links	2,221,396	2,090,820	2,066,977	2,094,176	2,035,574	2,101,067	2,069,342	2,159,087	2,061,672	2,154,279	2,045,891	2,126,341	25,226,622
Total Fixed Route	2,336,194	2,185,505	2,158,852	2,193,448	2,133,840	2,205,034	2,171,931	2,257,291	2,152,512	2,252,653	2,129,092	2,220,507	26,396,859
Special Shuttles	65	969	95	157	1,014	26,563	207	60	30	98	126	903	30,287
ACCESS LYNX	51,379	45,768	44,435	47,720	46,438	51,719	52,816	53,457	52,506	55,042	51,109	56,232	608,621
Pick Up Line	218	273	264	286	388	430	498	611	544	685	715	698	5,610
VanPlan	18,862	15,292	13,350	16,040	16,304	16,169	17,890	17,172	16,986	17,828	17,012	16,604	199,509
TOTAL	2,406,718	2,247,807	2,216,996	2,257,651	2,197,984	2,299,915	2,243,342	2,328,591	2,222,578	2,326,306	2,198,054	2,294,944	27,240,886

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

Monthly Report D: Planning and Development Report

To: LYNX Board Of Directors

From: **Edward Johnson**
CHIEF ADMINISTRATIVE OFFICER
Tony Walter
(Technical Contact)
Belinda Balleras
(Technical Contact)
Jerry Bryan
(Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Planning & Development Report - April/May 2009

Date: 5/28/2009

Coordination Activities

Orange County – Capital Planning continues to coordinate with Orange County staff regarding the permitting process for shelters. The time to approve permits and permit changes has dramatically decreased with respect to the original submittals. Additionally, staff continues to investigate site selections with various departments at Orange County for bus shelter installations that will be funded under the American Recovery and Reinvestment Act (ARRA).

LYNX staff is also coordinating with the Orange Blossom Trail Improvement Board for shelter, bench and other transit amenity improvements within their district along US 441. These improvements include additional shelters, new benches and refurbishment of the existing shelters.

Osceola County - LYNX staff is coordinating with Osceola County staff to identify potential bus shelter locations to be funded under the ARRA program.

In addition, LYNX staff is working with two stakeholder groups in Osceola County. The first group represents northeast Osceola County who are seeking to develop a transit-based community in the area east of Narcoossee Road to complement Medical City. The second group represents the Vine Street area which is seeking to improve the corridor of US 192 in Kissimmee from approximately Armstrong Road to SR 441.

LYNX staff is analyzing the feasibility of establishing a satellite operating facility near the airport in Kissimmee. The analysis compares the estimated cost savings of operating fixed-route

transit vehicles beginning or ending service in Osceola County, reducing the travel out of revenue service (“deadhead”), with the estimated increase in cost associated with operating the satellite facility. The analysis will be completed by the end of May.

Seminole County – LYNX is in the process of permitting approximately 26 shelters within the County, associated Community Redevelopment Agency (CRA) partner cities and the City of Longwood.

As part of Capital Planning’s relationship with the CRA, LYNX was able to attend an Earth Day Event to promote commuter services at no cost to the agency.

At the request of the CRA, LYNX staff attended a meeting with the State Road 7 CRA in the Lauderdale Lakes. The purpose of the visit was to give LYNX and the CRA staff a real world example of the successes and challenges with developing a transit-based CRA corridor.

LYNX staff is coordinating with Seminole County staff to identify bus shelter locations to be funded under the ARRA program.

Geography Network

The main page and the three web applications currently available on the LYNX Geography Network had been loaded on a desktop 793 times between April 1 and April 30, 2009.

GIS

GIS staff responded to 9 internal and external requests for GIS data, maps and information.

Under phase two of the Partners for Structures Layer Project, a multi county effort to identify and create a state and national standardized GIS layer of critical facilities such as police and fire stations, public transit facilities, etc. This project is funded under the USGS Assistantship program. The quarterly financial report was submitted and LYNX GIS staff made a poster presentation of the project to be displayed at South East Regional Users Group meeting at Jacksonville, April 27 – April 29, 2009

MORE TMCC

Staff discussed the Phase II partial deployment with the U S Department of Transportation and the Federal Transit Administration on April 28, 2009. The Federal team anticipates a July 1, 2009 kick-off date for each of the project sites. The Joint Participation Agreement for the service development grant was sent to LYNX by the Florida Department of Transportation the first week of May for execution. Staff has been requested by the Federal Transit Administration to use project grant funds to attend the ITS America annual meeting from June 1 through 3 to present the MORE TMCC as part of the project outreach program.

Shelters and Amenities

(*Please note the shelter installations have revised anticipated due dates from last month's Board item)

LYNX is currently in the process of reviewing the following shelter and amenity projects.

Orange County-Construction work was delayed slightly (due to permitting issues that have since been resolved) on Oakridge Road (15 sites/17 shelters) and at the Florida Mall (6 shelters). Florida Mall should be completed by the first week of May and Oakridge by mid to late May.

Construction of the 5 sites on Silver Star Road (7 shelters) and 2 shelters in Tangelo Park is anticipated to be started by the end of May or the beginning of June.

City of Orlando - Installation of 10 shelters along SR 436 at existing bus pullout bays is anticipated to start in late May based on current lead times for shelter manufacture. These shelters were originally permitted during the road improvements for the corridor a number of years ago.

LYNX also was successful in coordinating with the City of Orlando and the MetroWest Masters Association for approval to install two shelters at the MetroWest Wal-Mart.

Seminole County - Staff received final CRA approval for the shelters along the US 17-92 corridor on March 24, 2009. Four of the shelters have been ordered. The additional 22 are subject to board approval of an increase to the existing contract for shelter manufacturer. LYNX staff anticipates that installation of these shelters will start as soon as a purchase order is processed. Based on the current shelter delivery lead times, installation can begin in June.

LYNX is also installing a shelter at an existing bus pad near the Rinehart Road Wal-Mart.

Osceola County - LYNX is reviewing the bids received for the bus pullout bay at the Osceola Square Mall.

LYNX is working to install one 10 x 10 shelter at the Poinciana Wal-Mart to serve LINKS 26, 426 and the associated Pick-Up Line.

Disney - LYNX continues to coordinate with Disney for the installation of 9 shelters on public right-of-way.

City of Winter Park - LYNX received two of the three Transit License Agreements needed for shelter installations along the LINK 102 route in Winter Park. Shelters associated with this project could be installed in mid to late May.

Developments of Regional Impact (DRI's)/Roadway Projects

LYNX staff has reviewed and/or commented on the following projects, and attended meetings related to these projects.

The Grand Palisades Development Order

The project is located in Orange County west and north of the 192 Improvement Corridor near the Lake County line. The project property is located such that direct transit access would be difficult without a deviation of existing service. Currently, the project area does not have latent demand for transit service. The Development Order was issued at the April 15, 2009 East

Central Florida Regional Planning Council meeting. Transit related requirements that are part of the development order include:

- Transit improvements are considered appropriate mitigation if needed as part of the monitoring and modeling process.
- Shuttle Service to the nearest LYNX stop for visitors and employees upon request to encourage alternative modes of transportation.

Center of Commerce DRI

LYNX received comments from the legal team associated with this project with respect to the Monitoring and Modeling (M&M) for Phase 3. LYNX has previously offered increased headways and transit improvements as a means for traffic mitigation. The Planning Council noted these comments and would require significant improvements by the applicant. LYNX has communicated with the applicant that depending on the outcome of the M & M, LYNX is a willing participant in assisting with providing information needed to assess the proper mitigation.

Fashion Square Mall Monitoring and Modeling Phase 2 Third Sufficiency Response

As part of the planned redevelopment of the Fashion Square Mall, LYNX has worked with the City of Orlando and the developer to secure transit concessions. This is particularly noteworthy since the project has no new DRI impacts. The purpose of the concessions is to facilitate the goals of the City's Transportation Concurrency Exception Area (TCEA) and Growth Management Plan (GMP) for transit. The concessions include: coordinating rideshare and transit education, including an annual mobility fair and the refurbishment of an existing shelter and the construction and installation of an additional shelter at the same location.

Road Projects

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

Orange County - Widening and Reconstruction of SR 50 from Avalon Blvd to SR 429 - LYNX provided comments on maintaining accessibility of our stops and stop improvements.

Seminole County - Widening and reconstruction of SR 434 from the Orange/Seminole County line north 0.7 miles. LYNX staff provided comments on maintaining accessibility to our stops and including bus pullout bays.

Monthly Report E: Communications Report

To: LYNX Board Of Directors

From: Edward Johnson
 CHIEF ADMINISTRATIVE OFFICER
Bill Faye
 (Technical Contact)
Maria Colon
 (Technical Contact)
Matt Friedman
 (Technical Contact)

Phone: 407.841.2279 ext: 6058

Item Name: Communications Report – April 2009

Date: 5/28/2009

Advertising

ADVERTISING SALES	APRIL 2009	YTD FY09
Advertising Sales Revenue	\$43,600	\$627,682

Commuter Services

COMMUTER CHOICE TRANSPORTATION PROGRAM			
	APR 2009	APR 2008	(+/-)
CARPOOL/VANPOOL INQUIRIES	62	75	-17
	8	27	-70
	*19	*36	*-47
	70	102	-31

** Letters are generated from phone and internet inquiries*

VANPOOLS	APRIL 2009	APRIL 2009	(+/-)
Commuter Choice Vanpool Participants	551	664	-17
Total Revenue Miles YTD	563,002	524,683	7
New Vanpools	0	1	-100
Returned Vanpools	3	1	-50
Current Vans in Service	58	58	0
Pending Vanpool Interest			
No. of Employers Contacted	10	12	17
No. of Employees Contacted	1,454	1,045	28
Employer Program Presentations	<ul style="list-style-type: none"> • Hyatt Regency Grand Cypress • Marriott VC Orlando Call Center • St. Cloud Elementary PTO Meeting • Florida Hospital – Altamonte • Orange County Clerk of Courts 		
Employee Program Presentations	LOCATION		PARTICIPANTS
	Disney's Earth Day at Port Orleans Resort		250
	Orange Lake - Holiday Inn Benefits Fair		100
	Hewitt Associates Tranps. Of Earth Day		150
	Earthday at Disney Magic Kingdom Tunnel		110
	TOTAL PARTICIPANTS		610
Other Business	LOCATION		PARTICIPANTS

Presentations/Meetings	African American Chamber: Federal Grant Writing Workshop		165
	St. Cloud Elementary: Earth / Family Fun Day		200
	Total Participants		365

Program Implementation:

- Orange County Clerk of Courts – Employer Bus Pass Program, Carpool Program, Guaranteed Ride Home, Employer Transportation Coordinator

Consignment Program Implementation:

- Colenvia 2
- H & S Discount Beverage
- D-Servi Express

These are three new stores, now selling bus passes.

Events

African American Chamber of Commerce (Federal Grant Writing Workshop):

LYNX co-sponsored this informational session hosted by the African American Chamber of Commerce which was well attended by local business owners and business leaders. A LYNX representative was able to network and distribute information to some 165 attendees. The LYNX representative was also able to gain the audience’s ear by sharing the Commuter Assistance Programs with them for about 15 minutes.

St. Cloud Elementary (Earth / Family Fun Day):

LYNX representatives were asked to participate in this education and fun fair to benefit the St. Cloud community. Information promoting LYNX Family of Services was distributed during the Earth / Family Fun Day to more than 200 attendees.

Disney’s Earth Day at Port Orleans Resort:

LYNX representatives were invited to two events to promote elements of the Commuter Assistance Program to more than 250 Disney Cast Members at this event. Walt Disney World employees have had the Pre-Tax Employer Bus Pass Program available to them for a number of years and are gearing up to expand their participation in other Commuter Assistance Programs.

Hewitt Associates – Earth Day (Transportation):

As part of their Earth Day promotion, Hewitt Associates invited a LYNX representative out to promote transportation options to its employees. Hewitt’s Commuter Benefit Program is now a part of their associate’s YSA (Your Spending Account). Hewitt asked that the LYNX representative promote Ridesharing and help form new groups from Hewitt, with the incentive that if the group operates at least 3 days a week, they’ll provide them with preferential parking. This message was made available to about 150 of their associates.

Orange Lake - Holiday Inn Benefits Fair:

Orange Lake Employees have had a bus route available to them for a number of years. Employees are now starting to embrace the alternative transportation option. A LYNX representative was able to connect with over one hundred of the employees of Orange Lake Resort to promote the Pretax Bus Pass Program and Guaranteed Ride Home Program that Orange Lake is seeking to implement.

Earth Day at Disney Magic Kingdom Tunnel

Walt Disney World employees have had the Pre-Tax Employer Bus Pass Program available to them for a few years. A LYNX representative was invited to an event to promote more elements of the Commuter Assistance Program to over 110 Disney Cast Members.

LYNX participated in the 2nd Annual Summer Safety Community event sponsored by Commissioner Tiffany Moore Russell and the Pine Hills Safe Neighborhood Partnership. Staff distributed safety reflectors and route information to over 400 attendees in at the Barnett Park Community Center.

Additionally, LYNX is a sponsor of the Jazz Under the Stars with WLOQ radio. LYNX staff was able to network and distribute information to some of the 6,500 attendees at this event.

Orange County Public Schools and the Orange County Transition Interagency Council held a Transition Forum Open House at Wekiva High School. The purpose of the forum was to provide information to assist students with disabilities transition from high school to post-secondary activities. It provided LYNX a great opportunity to answer questions about Access LYNX as well as transitioning from that service to fixed route.

Website Usage

WEBSITE USAGE	APR 09	APR 08	(+/-)
Average Hits Per Day	77,485	72,246	7
Average Users Per Day	2,320	2,108	10
Average Hits per User	33.38	34.25	-2
Average Time Spent on Site	6:49	7:42	-11
Approximate Visits per User	1.84	1.86	-1
Total Page Hits	746,144	587,843	27
Total User Visits	69,595	63,265	10
Total Unique IP Addresses (visits)	37,702	36,006	5

Media Activities

On April 21 LYNX hosted the annual PSA Bus unveiling. Central Florida News 13 covered the event. The Orlando Sentinel and the Daily Commercial (Lake County) both wrote stories about the potential elimination/funding questions regarding the Lake County Xpress (Link 204). The Seminole Voice had a story on the new Link 434. The Daily Collegian (Penn State University) had a story on the LYMMO bus exchange.

The Sentinel had a Flip Side comment thanking LYNX employees for assistance in moving citizens away from a fire at West Oaks Mall...” It was gratifying to see the teamwork and public safety field coordination that took place. Your management of the evacuation of the businesses in the strip mall, especially the children from a day care center, was outstanding — a salute to you, too LYNX!”

Customer Service

CALL CENTER DATA	APR 09	APR 08	(+/-)
Number of Calls	34,566	31,896	8
Call-Wait Time in Seconds	:33	:32	-3

PRELIMINARY DATA THRU 4/24/09

SALES & INFORMATION DATA	APR 09	APR 08	(+/-)
Customers serviced through fixed route inquiries/sales	23,339	29,334	-20
LYNX fare media sales	\$187,438	\$207,813	-10

CUSTOMER SERVICE DATA	APR 09	APR 08	(+/-)
Internet Inquiries	264	372	-29
“How To Ride” presentations	1	5	-80
CUSTOMER RELATIONS DATA	APR 09	APR 08	(+/-)
Customers assisted by telephone, fax, one-on-one	3027	3281	-8
Concerns/suggestions for Transit Ops (LYNX)	115	329	-65
Compliments for Fixed Route/Road Rangers	15	55	-73
Concerns/suggestions for Paratransit (MV and LYNX)	308	119	150
Compliments for Paratransit	10	3	233
LOST & FOUND DATA	APR 09	APR 08	(+/-)
Number of Items Recovered	594	672	-12
% Items Returned To Owners	29.7	31.4	-2
Advantage IDs Issued	120	115	4
Kids In School & Senior IDs Issued	11	18	-39

Monthly Report F: Government Relations Report

To: LYNX Board Of Directors

From: James McLawhorn
CHIEF GOVT AFFAIRS OFFICER

Phone: 407.841.2279 ext: 6064

Item Name: Government Relations Report

Date: 5/28/2009

Charter County Parity

LYNX has worked for passage of this legislation which can provide a dedicated funding source for three years.

The current law only allows counties which have adopted its charter prior to 1984 to levy a discretionary sales surtax at a rate of up to 1% **if approved by a local public referendum.** The proceeds from a public referendum are restricted to expressway or transportation authorities for the finance, operation and maintenance of a bus system or to construct and maintain roads or service the debt on bonds issued for that purpose.

LYNX worked to simply remove the existing provision requiring that counties be chartered prior to January 1, 1984, before they can hold a voter referendum to finance the construction of new roads and the operation of transit systems. It would provide parity for the twelve counties chartered after 1984; with the seven chartered before 1984, (the seven counties chartered before 1984 are: Broward, Dade, Duval, Sarasota Volusia, Hillsborough and Pinellas).

Senator JD Alexander (R - Winter Haven) filed SB 2058 in February which allows for the implementation of the transit/transportation surtax for all charter counties as he had also done for the last three years.

In the House, Representative John Wood introduced similar legislation (HB 321) but included a cap of 1.5% for all discretionary sales surtaxes imposed by local governments. This language was not supported by LYNX because this cap could hinder the ability of counties to implement the full transit/transportation surtax.

In April, SB 2058 was placed on the Calendar on 2nd Reading and on April 29th the bill passed the Senate on a 39-0 vote and sent to the House in messages.

LYNX and Polk County worked to get an amendment on House Bill 1205 by Representative Oscar Braynon (D - Miami Gardens) that would include the LYNX language.

LYNX and Polk County were finally successful in passing the Charter County legislation. This bill will now will be sent to the Governor for his consideration.

Central Florida Commuter Rail Project

SunRail, failed in the Florida Senate.

The Senators that voted **for** the *SunRail* amendment included: Senators Alexander, Altman, Atwater, Baker, Bullard, Constantine, Diaz de la Portilla, Fasano, Gaetz, Garcia, Gardiner, Haridopolos, Pruitt, Richter, Ring, and Smith.

Senators that voted against the *SunRail* amendment are: Aronberg, Bennett, Crist, Dean, Detert, Deutch, Dockery, Gelber, Jones, Joyner, Justice, King, Lawson, Lynn, Oelrich, Peaden, Rich, Sobel, Siplin, Storms, Villalobos, Wilson, and Wise. Senator Hill did not vote

Soon after the SunRail amendment failed, several Senators from South Florida sent a letter to legislative leaders and Gov. Charlie Crist stating:

“State intervention is the only possible solution for Tri-Rail.” The South Florida Senators, Democrats Dave Aronberg, Ted Deutch, Dan Gelber, Nan Rich, Eleanor Sobel, and Frederica Wilson and Republican Alex Villalobos, said they intended to work together to find a dedicated funding source for Tri-Rail next year. "But to achieve that future, we must assure that Tri-Rail can sustain its operations into the next legislative session," they said. "We strongly urge you to adopt a temporary solution by redirecting for one year, \$30 million from the \$192,230,170 in the Rail Infrastructure Investment Reserve Box that was appropriated for expenditure for the benefit of CSX in the current fiscal year as part of the acquisition costs of the Central Florida Commuter Rail Corridor purchase, also known as SunRail. This money, already designated for commuter rail systems, is appropriate and available for the one-year redirection to Tri-Rail." The letter was also signed by a Central Florida Senator, Republican Paula Dockery of Lakeland, who helped kill the SunRail project, but has been a backer of other rail projects.

Orlando Mayor Buddy Dyer, Senator Lee Constantine, Florida Secretary of Transportation, Stephanie C. Kopelousos, District Secretary of Transportation, Noranne Downs and Congressmen John Mica and Congresswoman Corrine Brown all continue to work to find a way to successfully advance SunRail.

\$2 local option Rental Car Surtax

The Rental car surcharge failed as a result of being written into SB 1212 (the SunRail legislation) through a committee substitute approved by the Transportation & Economic Development Appropriations Committee. The addition would allow a county commission, through a super majority vote, to immediately implement the \$2 rental car surcharge subject to final approval by a voter referendum at the next scheduled election date. The proceeds of any such surcharge must

be used for transportation needs within the county. Should the electorate fail to approve the referendum, the surcharge would immediately be repealed.

\$1.50 increase in motor vehicle registrations to benefit the Transportation Disadvantaged Trust Fund

This effort failed this year. Representative Clay Ford (R – Pensacola) had filed HB 187 and Senator Arthenia Joyner filed SB 1048.

The House bill received five council references – not a promising start. It passed the Roads, Bridges & Ports Policy Committee on a 21-1 vote. The remaining references included the Economic Development & Community Affairs Policy Council; the Finance & Tax Council; the Transportation & Economic Development Appropriations; and the Full Appropriations Council on Education & Economic Development.

The Senate bill fared no better. The bill was referred to four committees and passed one hearing in the Transportation Committee on a 7-0 vote. Remaining committees include Finance and Tax; Transportation and Economic Development Appropriations; and Policy & Steering Committee on Ways and Means.

Creation of a Florida Transportation Revenue Study Commission

This bill, championed by MetroPlan Orlando failed.

SB 582, sponsored by Senator Carey Baker (R – Eustis), saw significant activity. After being filed, it successfully passed the Transportation Committee, the Community Affairs Committee, the Finance and Tax Committee, and finally the Transportation and Economic Development Appropriations Committee. The bill was read a third time and passed on a 37-1 vote with six amendments. It was subsequently sent to the House in messages.

However, the House version, HB 941 by Representative Lake Ray (R – Jacksonville) was referred to four councils and was heard and passed the Roads, Bridges & Ports Policy Committee on March 25th on a 9-0 vote. No other hearings were scheduled.

Miscellaneous

Changes to Florida's growth management process were introduced and passed this session since the original growth management legislation passed in 2005. Known as the Community Renewal Act, it included changes to the comprehensive plan amendment process allowing additional growth in densely populated areas, and revising the consequences when local governments have not met certain reporting requirements.

It creates Transportation Concurrency exception Areas (TCEAs) in all local government jurisdictions with an average of at least 1,000 people per square mile, and in counties, including the municipalities located therein, which have a population of at least one million. TCEAs are not created for designated transportation concurrency districts within a county that has a

population of at least 1.5 million that uses its transportation concurrency system to support alternative modes of transportation and does not levy transportation impact fees.

Mandatory restroom breaks for public transit drivers (HB 291) filed again by Representative Geraldine Thompson (D – Orlando) had no activity, had no companion bill filed in the Senate and died.

Federal

In April, the House Transportation & Infrastructure Committee announced plans to mark up the surface transportation re-authorization bill before the Memorial Day recess. The current law, known as SAFETEA-LU, expires on September 30, 2009. The Committee asked House Members to submit their "high priority project" requests by May 8, 2009 which is an unusually short turn around.

Government Affairs worked with LYNX staff to develop and submit a reauthorization bill requesting a Small Start for LYNX Rapid Transit Emphasis Corridors. LYNX has been in contact with Representative Brown's and Representative Grayson's offices about this request.

After all the last minute haste to provide this authorization request, due to problems with the committee's computer system, the House Transportation & Infrastructure Committee moved its deadline back to May 15. The Senate is further behind and has not yet announced any plans to start working on its version of the transportation reauthorization bill.

The Federal Transit Administration (FTA) announced its final year allocations for SAFETEA-LU and FY2009 earmarks, including the following projects for LYNX under Section 5309 Allocations:

Central Florida RTA - LYNX Bus Fleet Expansion Program – \$1,372,000;
LYNX Buses, Orange County – \$237,
Orlando, FL Bus Replacement – \$902,880
Orlando, FL - LYNX Bus Fleet Expansion Program – \$203,148
LYNX Buses, Orlando – \$2,850,000

As previously reported, there is also a Section 5309 New Start Allocation for the Downtown Orlando East-West Circulator System for \$7,920,000. This project was requested by the City of Orlando in FY2009 to expand LYMMO service.

Monthly Report G: Employee Travel Report

To: LYNX Board Of Directors

From: Linda Watson
 CHIEF EXECUTIVE OFFICER
 Blanche Sherman
 (Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Monthly Employee Travel Report - May 2009

Date: 5/28/2009

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED COST	AGENCY COST
Linda Watson Executive	Annapolis, MD	Attend meeting at Johns Hopkins University to review training classes	04/06/09 – 04/07/09	-0-	-0-
J. Marsh McLawhorn Government Affairs	Tallahassee, FL	Attend Legislative Session on Sun Rail and Charter County Bills	04/14/09 – 04/15/09	151	151
Linda Watson Executive	Tallahassee, FL	Attend Legislative Session on Sun Rail and Charter County Bills	04/14/09 – 04/15/09	239	239
Doug Jamison Operations	Alexandria, VA	Attend FTA's National Research Program Recipient Workshop by invitation of the FTA	4/20/09 - 04/21/09	716	-0-
Mira Bourova Operation	Jacksonville, FL	Attend ESRI Southeast Regional User Group (SERUG) Conference	04/27/09 - 04/29/09	591	-0-

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED COST	AGENCY COST
Janell Thomas Operations	Roanoke, VA	Attend the first of four 2009 Environmental Management Systems Implementation Institute Workshops	04/27/09 - 04/30/09	261	-0-
Steven Robinson Operations	Roanoke, VA	Attend the first 2009 Environmental Management Systems Implementation Institute Workshops	04/27/09 - 04/30/09	261	-0-
William Zielonka Operations	Roanoke, VA	Attend the first 2009 Environmental Management Systems Implementation Institute Workshops	04/27/09 - 04/30/09	261	-0-
Lisa Darnall Operations	Roanoke, VA	Attend the first of four 2009 Environmental Management Systems Implementation Institute Workshops	04/27/09 - 04/30/09	261	-0-
David Burnett Operations	St. Petersburg, FL	Attend a Florida Operations Network Session PSTA	04/28/09	-0-	-0-
Rich Bannon Procurement	St. Petersburg, FL	Attend meeting at PSTA to start Procurement Peer Group	04/28/09	-0-	-0-
Joe Cheney Operations	Tampa, FL	Florida Maintenance Training Consortium meeting	04/28/09	15	15
Lisa Darnall Operations	Seattle, WA	To attend 2009 APTA International Bus Roadeo and Conference	05/02/09 - 05/06/09	130	130
Tony Walter Operations	Lauderdale Lakes, FL	To visit Lauderdale Lakes Community Agency with Seminole County Commissioner	05/07/09	51	-0-
Jeff Reine Operations	Lauderdale Lakes, FL	To visit Lauderdale Lakes Community Agency with Seminole County Commissioner	05/07/09	51	-0-
Linda Watson Executive	Jacksonville, FL	Presentation before the Florida Transportation Commission at the request of FPTA	05/07/09 - 05/08/09	302	302

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED COST	AGENCY COST
Sally Yacoob Finance	St Petersburg, FL	To attend Ceridian Training	05/14/09	50	50
David Burnett Operations	Tampa, FL	FDOT Sponsor Training	05/19/09	-0-	-0-
Desna Hunte Executive	Ft Lauderdale, FL	Disadvantaged Business Enterprise Course	05/26/09 - 05/29/09	896	-0-
TOTAL ESTIMATED COSTS and AGENCY COSTS				4,236	887