

LYNX Board Agenda

Board Date: 6/28/2007

Time: 10:30 AM or immediately following Audit Committee

[View The Summary Report](#)

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LYNX Offices
455 N. Garland Ave.
Orlando, FL 32801

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

1. Call to Order & Pledge of Allegiance

2. Approval of Minutes

-  Approval of the May 24, 2007 Board Minutes (pg. 4-14)


3. 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.




4. Chief Executive Officer's Report

5. Consent Agenda







A. Authorization to Release Requests for Proposal (RFP)

-  Authorization to release invitation for bid (IFB) # 07-046 for the remanufacture of bus transmissions (pg. 15)








B. Authorization to Award Contracts

-  Authorization to Award contract to PRIDE Enterprises for the printing of individual public timetables (pg. 16-17)
-  Authorization to Award Contract to PRIDE Enterprises for the printing of schedule books (pg. 18-19)
-  Request for Authorization to Award Contract # 07-019 to Spencer Fabricators, Inc. for Manufacture of LYNX Passenger Shelters and Amenities (pg. 20-24)





C. Authorization to Extend Contracts

- i.  Authorization to execute the second year contract option for Allied Security Services, Inc. (pg.25-26)
- ii.  Authorization to extend the Bennett Lease (pg. 27-30)
 - Attachment 
- iii.  Authorization to extend the Lease Agreement with Lonnie H. Lacy for employee parking at the Old Winter Garden leased operations base (pg. 31-34)
 - Attachment 
- iv.  Authorization to extend Banking Services contract (pg. 35)

D. Miscellaneous




- i.  Adoption of the 2008-2017 Transit Development Plan (TDP) Major Update (pg. 36-37)
- ii.  Authorization to execute Joint Participation Agreement (JPA) #422427-84-01 with the Florida Department of Transportation District 5 for Link 30 (pg. 38-41)
 - Attachment 
- iii.  Authorization to donate a retired vanpool vehicle to the Harbor House Women's Center42
- iv.  Authorization to transfer twenty-five or more retired computers to the Engaging in Excellence Book Club Program (pg. 43-44)
- v.  Authorization to release an RFP for a general contractor to design and build the tenant improvements for the leasing of the second floor of the LYNX Central Station (LCS) to the Orange County Clerk of Courts (pg. 45-46)
- vi.  Authorization to dispose of cell phones accumulated through the Lost and Found Process (pg. 47)

6. Action Agenda

- A.  Authorization to submit a request to the Florida Department of Transportation (FDOT) for Transportation Regional Incentive Program (TRIP) funding for Fiscal Years 2010 and 2011
- B.  Authorization for LYNX to participation in the APTA Emergency Response and Preparedness Program (pg. 50-55)
 - Attachment  

7. Information Items



(For Review Purposes Only - No action required)

- A.  Status report on the Transit Components with Developments of Regional Impact (DRIs)
- B.  Change orders for the LOC (pg. 60-79) (pg. 56-59)
- Attachment 

8. Other Business

9. Monthly Reports

(For Review Purposes Only - No action required)

- A.  Monthly Financial Reports - April 2007 (pg. 80-87)
- Attachment 
- B.  Monthly Employee Travel Report (pg. 88-89)
- C.  Planning Report (pg. 90-93)
- D.  Ridership Report (pg. 94-99)
- E.  Marketing Report (pg. 100-104)
- F.  Legislative Report (pg. 105-108)

10. Executive Session

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

In accordance with the Americans With Disabilities Act of 1990, persons needing a special accommodation at this meeting because of a disability or physical impairment should contact Sarah Tirado at 455 N. Garland Ave, Orlando, FL 32801 (407) 841-2279, extension 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

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

DATE: **May 24, 2007**

TIME: **10:00 a.m.**

Members in Attendance:

Seminole County Chair, Carlton Henley, Chair
Orange County Commissioner, Mildred Fernandez, Vice Chair
FDOT District 5 Secretary, Noranne Downs
Osceola County Commissioner, Bill Lane

Absent:

City of Orlando, Mayor Buddy Dyer, Secretary

1. Call to Order and Pledge of Allegiance

LYNX Chairman Carlton Henley called the meeting to order at 10:00 a.m.
Commissioner Lane led the Pledge of Allegiance.

2. Work Session

A. Transit Development Plan (TDP) major update for 2008-2017

Jennifer Stults, Deputy Chief of Planning, introduced Tim May who gave an update on the Transit Development Plan major update for 2008-2017.

Mr. May explained that there was a rule change this year. It went from a five-year plan to a ten-year plan with major updates every five years. This year is a major update. This is a needs-based strategic plan. Only what is funded will be implemented.

Mr. May stated that the TDP is done because of the State block grant. It also helps fulfill an FTA requirement. The plan helps to refocus on the community and the employees. It includes demographic information of who the passengers are, what the community is made up of. It serves as an important historical reference document tracking whether planned initiatives came to fruition and changes in the needs of the community.

Highlights of LYNX' key accomplishments for 2006-2007 include:

- Ridership record of 25.3 million trips
- Decreased paratransit ridership by 8% by moving passengers to fixed route service

- Partnered with Orange County to improve on-time performance – 40% increased funding
- Secured funding for Job Access Reverse Commute/New Freedom Program (JARC/NFP)
- Five new Links were added: Link 58, Shingle Creek; Link 204, Clermont Express; Link 209, UCF/Downtown, just to name a few. LYNX is recognized nationwide because Linda Watson was named Chair of the Transportation Research Board and Lisa Darnall, Chief Operating Officer, was invited to participate in the International Transit Studies Program in Asia.
- LYNX Maintenance Team took 1st place in 2006 at the international roadeo.
- LYNX was recognized nationwide as the “Ride to Remember” bus was invited to Washington D.C. as the anchor float for the Memorial Day Parade.

Mr. May explained that last year staff completed a Comprehensive Operations Analysis (COA) that included evaluating existing bus service, identifying unmet needs, developing a 15-year vision and restructured service. The TDP incorporates the first 10 years of the COA to help identify service and facilities improvements.

The public comment period begins May 30 and runs through June 20. Because it is a major update staff will go to all three counties and have public workshops on the TDP. The Board received the TDP draft on a CD and also a binder.

Mr. May explained that staff is not asking for any action at this time. Staff will bring the TDP back to the Board in June for adoption.

Secretary Downs asked why the paratransit numbers are down. Mr. May explained that it is because of the State Medicaid funding changing what they would and would not pay for. Ms. Watson explained that the HMO’s are doing their own transportation.

Commissioner Fernandez asked how the HMO’s provide that service. Ms. Watson explained that they use private providers.

Ms. Watson thanked Mr. May for the presentation. She also explained that Mr. May was promoted from within and has been in job well under a year. He is doing a great job.

B. Roads 101

Frank Hickson, Florida Department of Transportation (FDOT), distributed a number of maps outlining the potential growth for the Orlando MetroPlan area.

Mr. Hickson explained that FDOT has an outreach program and Secretary Downs has been at the forefront of getting FDOT out not only to the public but the officials as

well to explain not only what FDOT does but also to give them guidance on what the future looks like, what the goals of the department are and where FDOT is heading.

The FDOT staff explained to elected officials the impact on transportation in the future. The population is going to double which means twice as many lanes on the highways, twice as many parking lots, just to maintain what is currently on the roads today.

FDOT, with the help of HDR, created maps which could help everyday people understand the impact the growing population in Central Florida will have on the roads.

Mr. Hickson reviewed the various maps. He explained that 30 percent of roads and bridges, nationwide, are substandard and 27 percent of the bridges are structurally deficient nationwide.

Mr. Hickson explained that the best case cost, based on today's dollars, would cost \$2.76 billion dollars to get the roads and bridges where they need to be. That number is a best case scenario and will most likely cost much more.

Ms. Watson asked if FDOT had \$2.76 billion dollars how long would it take to build the new infrastructure. Mr. Hickson explained that it would take several years much man power to put this together. Secretary Downs also explained that FDOT, statewide, spends \$3 billion per year. There are not enough contractors to complete the project.

Mr. Hickson showed a map that outlined the deficiencies in the year 2025. This is where the major concern is and has had the most impact when presented to local officials. Central Florida needs to start looking now at transportation otherwise there will be major problems in the next ten to fifteen years.

Mr. Hickson then showed a map that incorporated the How Shall We Grow data for the year 2050. It would cost upward of \$15 billion to put a suitable infrastructure in place.

Secretary Downs asked if FDOT is planning to prepare a constrained map between FDOT and the Expressway Authority. Mr. Hickson explained that they are going through that process now. HDR is working on two projects. They are adding Polk County to the maps to tie it into the How Shall We Grow effort and FDOT is also working with the local governments.

Mr. Neiswender pointed out that these are the lanes necessary to satisfy demand but this in no way implies that the City and/or the local jurisdictions have decided that this is the way to go. Mr. Neiswender the presentation was great from a demand perspective. Mr. Hickson explained that these maps are just a planning tool and they

are in no way saying that this is exactly what will happen in the future. It is meant to show that now is the time to start thinking about better ways to move the traffic.

Chairman Henley mentioned that Mr. Hickson makes a good point. It is vitally important to emphasize the point that if Central Florida and its local governments continue the way they are, this is the result. Chairman Henley indicated that FDOT should also mention other alternatives such as commuter rail, buses, etc. Chairman Henley hopes that FDOT has in mind a very comprehensive and concentrated public information program to present this to the various counties and cities. Mr. Hickson explained that FDOT is happy to take this presentation to any local government. They are trying to get this out to as many people as possible.

Mr. McLawhorn asked if the numbers change when commuter rail is factored in. Mr. Hickson explained that FDOT did not analyze the impact of commuter rail.

3. Approval of Minutes

Commissioner Lane moved to approve the minutes of the April 26, 2007 Board meeting. Commissioner Fernandez seconded the motion. The motion passed unanimously.

4. Recognition

Peggy Gies introduced Mr. Joel Haas, Chief Executive Officer, Ms. Jada Smith, Chief Operations Officer, and Maria Yabrudy, Communications Manager of the American Red Cross of Central Florida will present five (5) Automated External Defibrillator units for installation in the LCS Administrative Offices.

Lisa Darnall introduced Mr. Charles Price, CEO and General Manager, Central Florida Fairgrounds is recognized for his generosity to use his property for storage trailers and extra buses after moving out of the Princeton facility.

Ms. Patricia Ward, LYNX Bus Operator, was recognized for her heroic and selfless actions saving a woman from potential harm.

Hemo Harnanan, Pat D'Amico and Harry Mootoo for Maintenance and Moises Reina for Transportation was recognized for competing in the National Bus Roadeo.

4. Public Comments

None

5. Chief Executive Officer's Report

Linda Watson, CEO of LYNX, reported on the following items:

1. The Riders Forum last month was a great success. The Forum was the brainchild of Commissioner Mildred Fernandez and organized by Sheryl Stone of the MPO, Ed Griffin of MV and Bill Hearndon of LYNX. The event, held at the Taft Community Center, had more than 147 in attendance. The attendees now better understand why certain policies and practices are in place. Also, staff learned more about the needs of the customers and the commuting challenges they face on a daily basis.

Questions and observation from the attendees ranged from why vehicles cannot wait any more than five minutes at pick-up points to why does LYNX have requirements for functional assessments.

2. The Safety & Security Division supported Orange/Seminole/Osceola/Lake Counties' HELPS (Hurricane Education and Learning Program) conference. This was a public education conference about disaster preparedness at the Orange County Convention Center. LYNX had a display booth which was provided free of charge by the Orange County Emergency Management Office to give out information about LYNX. The safety and security staff manned the booth both days passing out information about the LYNX system. This also turned into a chance to talk with citizens about LYNX in general. Many citizens were unaware of LYNX' role in disasters and how LYNX would provide support to the community.
3. Since September 11, 2001, the Federal government has taken a very proactive role in making funds available to assist transportation agencies throughout the country to improve its vigilance in protecting customers, equipment and employees from terrorist acts. Typically, funding has gone to airlines and agencies operating some form of rail. Now, more focus is being placed on intercity bus services.

A few weeks ago LYNX was notified that the Transportation Security Administration (TSA) will be awarding LYNX a \$908,000 grant to provide homeland security training to its front-line staff. This award is part of \$14.2 million in grants provided to transit agencies across the nation.

A comprehensive staff training program will provide front-line staff with counter-terrorism training. LYNX currently conducts extensive public awareness and public involvement campaigns associated with transit related topics. It will be an ideal fit to incorporate Emergency Management Preparedness and Terrorism Awareness as part of on-going outreach efforts.

LYNX will be able to provide hands-on training for all transportation employees, front-line personnel, security officers, law enforcement and emergency management personnel. This will provide basic familiarity with bus operations and security tools. Trained employees will be able to identify security issues at transit centers and bus stops.

4. LYNX has been awarded a \$65,000 grant from the Shirley Conroy Rural Area Capital Equipment Grant Program for Equipment and/or Vehicles. LYNX will use the 100% grant as partial funding for an interactive voice recording (IVR) system. This system will allow LYNX paratransit customers to schedule and cancel trips telephonically without talking to a human, as well as check on the arrival of the vehicle. In addition, the system will call the customer to let them know the vehicle is at least five minutes away.

5. LYNX is excited to announce the implementation of the first feeder service route in the South Poinciana community, beginning on Monday, June 4th. With a two-hour advanced reservation, the Pick Up Line will allow customers to travel to any destination within the five square mile service area or to a fixed route transfer point on Link 26 to travel to destinations beyond the Poinciana area. During an introduction period, customers can ride the Pick Up Line feeder service for free.

This is an exciting new project for LYNX, as it will allow customers to transition from ACCESS LYNX paratransit service to less costly fixed route service. It will offer increased mobility options for residents of the Poinciana and Solivita communities. The feeder service will increase ridership on Link 26 and allow for the potential realignment of Link 26 to serve even more residents of Southwest Osceola County.

This initial feeder service phase is a result of a Rural ITS grant and the New Freedom Program funding. Future phases funded through the New Freedom Program, including the North Poinciana community and phases serving the Osceola Square Mall and Park Promenade Super Stops, are tentatively planned for implementation in August 2007.

These Pick Up Line feeder services will be operated by MV Transportation under the current paratransit services contract.

6. Every three years, every transit system gets audited by FTA. This is called the triennial audit. They audit 23 different areas to ensure compliance with federal regulations. The auditor the FTA sent to LYNX has been doing these types of audits for 16 years. The auditor told staff that this is the first time he had found a transit system in complete compliance and given them a perfect audit. The FTA's regional administrator who oversees the triennial audit process for this region said he is only aware of one perfect audit in his career, as well.
7. When the service changes were implemented there was a small portion of a route that was eliminated in the Apopka area. Unbeknownst to LYNX, the small portion of this route that was eliminated serves Harbor House which is a home for battered women. LYNX staff worked with Commissioner Fernandez to donate a van using private funds for the Harbor House. Because the women at the Harbor House are considered disadvantaged, LYNX is able to use TD funds as a stop-gap until the van can be made ready for them. There are approximately 8 passenger trips per day costing \$40 per trip.
8. There will be a kick-off meeting on May 21 for the MORE/TMCC grant. The twelve human service agencies and other government agencies that are working on this will be included.
9. Ms. Watson reported on two staff departures which will be large voids in the organization to fill. Bill Hearndon, Manager of Paratransit Services, is going to

Tampa to run a trolley shuttle service. Ryan Houck, Community Relations Liaison, has been offered a huge position to run a state-wide campaign. Ryan has been in front of many groups within Central Florida. In the past few months, he alone has made over 50 presentations out in the community.

10. Lena Juarez, LYNX' Lobbyist, gave a briefing of the Legislative Session. Ms. Juarez explained that the Legislative Session officially ended May 6. This year there is a new Governor, Charlie Crist; a new Senate President, Ken Pruitt; and a new House Speaker, Marco Rubio. For the first time in 8 years there is a new Transportation committee chair in the Senate, Senator Carey Baker and in the House, Representative Mike Davis was nominated transportation chairman.

This year, there were only 2,538 bills filed but only 345 passed both chambers. This is an unusually low number.

LYNX had a very strong presence this year. The top priority this year was the XU Funding. This had been an issue last year that was not part of the transportation package but was successfully included this year. Throughout the session, she and J Marsh McLawhorn, Chief Government Affairs officer, worked hard to include language in transportation legislation that would enable transit agencies to use federal XU funds as the local match for state funding. This was successfully included in the final transportation package (HB 985) sponsored by Representative Rich Glorioso.

As part of this bill, transit agencies will be required by January 31 of each year to address potential production and performance enhancements that could increase farebox recovery.

There have been several editorials urging the Governor to veto this bill. The Governor has not received this bill but will have 15 days to make a decision once he does. Ms. Juarez strongly urged the Board members to write a letter urging the Governor to sign this bill. Ms. Watson provided the letter to the Board members for their signature.

Senator Paula Dockery and Representative John Quinones submitted a Community Member Budget Request on behalf of LYNX for \$400,000 for the Central Florida Transfer Station. This was successfully included in the appropriations bill during the intense budget negotiations over the budget conference weekend. Representative Dean Cannon was instrumental with our efforts on the House side. Commissioner Fernandez mentioned that she placed a call to the Governor's office this morning urging him to sign this request.

LYNX supported MetroPlan Orlando on the Red Light Running Enforcement. This was only heard in one House committee and did not have any further movement.

Charter County Transit Surtax was a bill filed by Senator JD Alexander. LYNX worked extensively with Polk County to make sure this was an item considered. It

did pass the Senate, went through all the committees unanimously and then in the final days of the session, it was caught up in the property tax reform debate. The House felt that because the Senate would not yield to their interest in the sales tax revenue that there should not be any opportunities for a fee mechanism on the part of the Senate. Ms. Juarez reported that Linda Watson and J Marsh will be meeting with legislators next week to see if there is a possibility of including this item as part of the call for the special session which begins on June 12.

Property Tax Reform is the top item for the entire Legislative Session. There is a concern that the potential cuts will affect the ability of counties and cities to offer services to citizens. Articles in some publications in the state have mentioned concern for paratransit services. Members of the joint committee of the Senate and House met May 21 and will meet again on June 4. The special session will start on June 12.

Several proposals are on the table now and address the homestead tax exemption. There are three plans that are up for consideration that are on the table right now. One includes a flat percentage, another is a tiered approach and the third is a county specific approach.

The House had proposed a \$100 million raid of the Transportation Trust Fund recurring dollars. This was avoided. There is still the outstanding issue of \$500 million of non-recurring dollars that the Senate would like to move into infrastructure costs.

The \$2 local option rental car surcharge was never part of any bill.

The bill relating to a rest period for transit workers by Representative Geraldine Thompson and Senator Tony Hill was never heard in any committee.

The transit dollars breakdown is as follows:

- \$40,395,709 for transportation disadvantaged
- \$73,422,505 for TD Medicaid Services
- \$387,510,448 for public transit grants

The Commission on the Transportation Disadvantaged is meeting in early June. They are potentially facing some further cuts. This will put a burden on local governments and on LYNX. This is due to the Medicaid Reform Act that was passed in 2005.

Commissioner Fernandez asked if the HMO's have a strong lobbyist presence. Ms. Juarez answered yes. She then asked why no one pushed for the \$2 surcharge. Ms. Juarez indicated that there were so many items being considered for the transit package that it was perceived as another fee.

6. Consent Agenda

A. Authorization to Release Requests for Proposal (RFP)

- i. Request for authorization to release Invitation For Bid (IFB) # 07-043 regarding lawn maintenance services**

B. Authorization to Award Contracts

- i. Authorization to Award Contract for RFP # 07-028 LYNX Central Station Owner Improvements to T & G Constructors, Inc.**

C. Authorization to Extend Contracts

- i. Authorization to extend a contract with FDOT for the Road Ranger assistance program.**
- ii. Authorization to extend the Lease Agreement with Lonnie H. Lacy for employee parking at the Old Winter Garden leased operations base**

D. Miscellaneous

- i. Authorization to amend the October 2006 purchase order with the Gillig Corporation and add an additional five new Gillig buses**
- ii. Authorizing Resolution to execute the Fiscal Year 2008 Transportation Disadvantaged Trip and Capital Grants**

Add on: Amendment of Joint Participation Agreement (JPA) for the Flex Bus project between LYNX and FDOT and extension of JPA through May 2008

Motion: Commissioner Lane moved to approve all Consent items. Commissioner Fernandez seconded the motion. The motion passed unanimously.

7. Action Agenda Items

A. Authorization to amend Contract #99-005C1 with Earth Tech Architect and Engineers for general consulting services for the LYNX Operations Center (LOC)

Bert Francis, Chief Financial Officer, explained that the contract with Earth Tech had a “not to exceed” amount. Staff is asking the Board to add this amount to the contract. This amount has been allocated in the LOC budget and is for continued construction management services until completion. Mr. Francis indicated that Chairman Henley expressed concerns about the rate. Mr. Francis stated that this is the same rate as was in the contract previous and has not increased. There are six full time people that this contract is occupying; four on the site and two here at LYNX. During the phase-out, the bulk of the work should be field work/construction management. LYNX will work with Earth Tech to make sure this is a not to exceed amount and will work on a phase-out of their staff as soon as possible.

Chairman Henley explained that most of the work that needs to be done now is owner/representative and not engineering and he is hoping that the “not to exceed” item is a budget item that does not need to be spent. Chairman Henley also stated that he tasked Mr. Francis to make sure there are not any more people on the payroll as necessary to get this job done.

Commissioner Fernandez asked what specific period this amount covers. Mr. Francis explained that it covers January through June. Commissioner Fernandez would like to know what the total contract cost is with this amendment added in. Mr. Francis does not recall the original contract's dollar amount.

Secretary Downs asked if Mr. Francis is the responsible party from LYNX that oversees the number of hours Earth Tech spends on the job site. Mr. Francis answered that Rick Wilson and Dave Gordon are responsible.

Motion: Commissioner Fernandez moved to approve Action Agenda Item 7.A. Commissioner Lane seconded the motion. The motion passed unanimously.

B. Authorization for the Chief Executive Officer or designee to initiate the public information process for consideration of a fare adjustment related to new fare media options

Bert Francis, Chief Financial Officer, explained that staff is asking the Board for authorization to go through the public information process to establish a new fare media for the express service in Lake County. This would establish a \$6 single day pass, a weekly amount and a monthly amount. Currently, customers have to put money into a farebox. This would be easier for the customer.

Motion: Commissioner Lane moved to approve Action Agenda Item 7.B. Commissioner Fernandez seconded the motion. The motion passed unanimously.

C. Authorization to submit Service Development Grant applications

Jennifer Stults, Deputy Chief of Planning, is asking the Board for authorization to submit Service Development Grant applications.

There are two items that staff will be making application on. The first is the technology project which is eligible for 100% state funding. This was something staff requested in 2006 but was not approved. This is the marketing and consumer information project for regional intelligent transportation systems travel center. This would be the state piece of the MORE/TMCC federal grant that was just awarded.

The Disney service will not move forward. Staff investigated both local and private match opportunities but given the property tax reform in the legislature this was not the year for this project.

The 434 Crosstown is moving forward. Seminole County approved a Board resolution for the State Road 434 Crosstown. There is a local match. Ms. Stults thanked the Seminole County staff for pushing this through their process.

Motion: Commissioner Lane moved to approve Action Agenda Item 7.B. Commissioner Fernandez seconded the motion. The motion passed unanimously.

8. Information Items

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

9. Other Business

None.

11. Monthly Reports

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

Meeting adjourned at 11:25 a.m.

Consent Agenda Item #5.A. i

To: LYNX Board of Directors

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

Phone: (407) 254-6216

Item Name: Authorization to release invitation for Bid (IFB) # 07-046 for the purchased remanufacture of bus transmissions

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release an Invitation for Bid (IFB) for the purchase of Allison B-400R remanufactured bus transmissions.

BACKGROUND:

Invitation for Bid (IFB) # 06-30 was issued January 2006. A bid was accepted and a contract awarded for remanufactured transmissions, offered by Transdiesel of Central Florida. Operations has exhausted the quantity allowed for under the contract, and a new contract must be put in place for future needs.

The average number of miles an Allison B-400R transmission will travel before it requires remanufacturing is 250,000. There are 40 buses in the LYNX fleet equipped with the Allison B-400R transmissions. It is estimated that up to 18 Allison B-400R transmissions may need to be remanufactured over the next two years prior to these buses being retired.

FISCAL IMPACT:

Grant funding for the purchase of remanufactured bus transmissions in the amount of \$108,000 will be amended accordingly in the FY2007 Capital budget.

Consent Agenda Item #5.B. i

To: LYNX Board of Directors

From: Peggy Gies
CHIEF MARKETING OFFICER
Raul Balda
(Technical Contact)

Phone: (407) 254-6204

Item Name: Authorization to Award contract to PRIDE Enterprises for the printing of individual public timetables

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or her designee to execute a three year contract, with two one-year options, in the approximate amount of \$221,376 to Prison Rehabilitative Industries and Diversified Enterprises, Inc. d/b/a PRIDE Enterprises, for the printing of the LYNX Public Timetables for use by the LYNX ridership.

BACKGROUND:

LYNX currently has approximately sixty-three (63) single fixed routes, operating daily. To keep the public informed of the times the buses stop, schedules (timetables) are required.

Sixty two timetables are printed black and PMS 233. The specific colors may change, but all schedules will be two-color except Link 3D which is 4 colors. Schedule production may change two to four times per year due to service changes.

PRIDE (Prison Rehabilitative Industries and Diversified Enterprises) is an internationally recognized general manufacturing and services company. PRIDE, a private, not-for-profit corporation, operates fifty-five (55) diverse industries in twenty (20) correctional institutions throughout Florida.

In 1981, through a Florida legislative enactment, PRIDE was established to provide training for the state's incarcerated population. The program relieves some of the tax burden of maintaining correctional facilities, while contributing to victims' restitution. PRIDE has created a "win-win" situation for the incarcerated, society and corrections community.

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PRIDE commodities and services are available for purchase by state agencies without competitive bids, but purchase of these commodities and services is not mandatory (Florida Statutes 946.515). PRIDE can only sell to government and non-profits. Specifically Chapter 946.515(1) states that PRIDE can only sell to any legislative, executive, or judicial agency of the state, any political subdivision, any other state, any entity, and any agency of the Federal Government.

Since 1998, PRIDE Enterprises has been printing our LYNX public timetables and performed satisfactorily.

FISCAL IMPACT:

LYNX orders approximately 231,500 public timetables in one (1) year at an approximate cost of \$62,144 a year. The estimated usage amount for a three (3) year period is 17,152,250 timetables, at an approximate cost of \$221,376. LYNX has two (2) one year (1) renewal options.

Consent Agenda Item #5.B. ii

To: LYNX Board of Directors

From: Peggy Gies
CHIEF MARKETING OFFICER
Raul Balda
(Technical Contact)

Phone: (407) 254-6204

Item Name: Authorization to award contract to PRIDE Enterprises for the Printing of Schedule Books

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or her designee to execute a three-year contract with two one-year options in the amount of approximately \$73,489 to Prison Rehabilitative Industries and Diversified Enterprises, Inc. d/b/a PRIDE Enterprises, for the printing of the LYNX Schedule Books for use by the LYNX ridership.

BACKGROUND:

LYNX currently has approximately sixty-three (63) routes, which transport the public on a daily basis, all of which are combined into one Schedule Book. The schedule book is designed to give passengers an overview of both the bus system and peripheral transportation services, so they can see at a glance which areas LYNX serves and which Links (routes) will get our customers where they need to go. LYNX produces an updated schedule book approximately one to three times per year. The print quantity for each job is dependent upon the number of runs throughout the year.

The Schedule Books may consist of up to 165 pages in addition to a four page cover. The quantity of the Schedule Books ordered ranges between 5,000 to 15,000.

PRIDE (Prison Rehabilitative Industries and Diversified Enterprises) is an internationally recognized general manufacturing and services company. PRIDE, a private, not-for-profit corporation, operates fifty-five (55) diverse industries in twenty (20) correctional institutions throughout Florida.

In 1981, through a Florida legislative enactment, PRIDE was established to provide training for the state's incarcerated population. The program relieves some of the tax burden of maintaining

correctional facilities, while contributing to victims' restitution. PRIDE has created a "win-win" situation for the incarcerated, society and corrections community.

PRIDE commodities and services are available for purchase by state agencies without competitive bids, but purchase of these commodities and services is not mandatory (Florida Statutes 946.515). PRIDE can only sell to government and non-profits, specifically Chapter 946.515(1) states that PRIDE can only sell to any legislative, executive, or judicial agency of the state, any political subdivision, any other state, any entity, and any agency of the Federal Government.

PRIDE has performed satisfactorily for LYNX since 1998 concerning this service.

FISCAL IMPACT:

LYNX uses approximately 17,400 Schedule Books a year at an approximate cost of \$24,496 per year. The estimated amount for a three (3) year period is \$73,488. LYNX has two (2) one-year options.

Consent Agenda Item #5.B. iii

To: LYNX Board of Directors

From: Lisa Darnall
 CHIEF OPERATING OFFICER
 Doug Jamison
 (Technical Contact)
 Jennifer Stults
 (Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Request for Authorization to Award Contract # 07-019 to *Spencer Fabrications, Inc.* Regarding Manufacture of LYNX Passenger Shelters and Amenities

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO), or designee to execute a contract with an initial term of one-year, including four additional option-years, in the amount of \$502,900 to Spencer Fabrications, Inc. for the purchase of fabricated passenger shelters throughout the service area.

BACKGROUND:

Contract # 02-008 with Spencer Fabrications, Inc. expired May 2007, after completion of the initial one year term in addition to four option-years being exercised.

Invitation for Bid (IFB) 07-019 for the manufacture of twenty -10' X 10', twenty - 6' X 9' and two - 15' X 15' LYNX passenger shelters, 40 solar lighting units, 5 shelter lights, 5 spare ring seats, 5 spare poles, 10 wave benches, 5 leaning rails and 6 display kiosks was issued on March 30, 2007.

The solicitation was placed on DemandStar and the Winter Park Blue website, whose services were utilized to provide solicitation packages to potential bidders. The solicitation was also placed in the Orlando Sentinel and the Orlando Times on March 30, 2007.

Bids were received from five companies. The bids were opened and read aloud at the formal, public bid opening at 2:00 p.m. on April 30, 2007. Attendees of the bid opening were invited to inspect the bids. Mr. Greg Leonard, Spencer Fabrications, Inc., was the only bidder who elected to do so. Key information was read and recorded on the bid tabulation sheet below:

Bidder	Signed	Bid Security	Acknowledge	DBE%	Bid
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			Amendments		
True Form, LLC New York, New York	YES	YES	YES	3.79%	\$448,980.00
LNI Custom Manufacturing Hawthorne, CA	YES	YES	YES, one amendment	8.24%	\$885,238.86
Duo-Gard Industries Canton, MI	YES	YES	YES	5.76%	\$564,775.00
T & G Construction Orlando, FL	YES	YES	YES	NO forms	\$644,840.00
Spencer Fabrications, Inc. Taveres, FL	YES	YES	YES	0.00	\$502,900.00

FTA and LYNX procurement policies described in C.4220(1)(e) and Administrative Rule 4.0 respectively require competitive awards of contracts to the low, responsive, responsible bidder. The bid by True Form, LLC was the apparent low bidder with a bid of \$448,980. An examination of their bid documents indicated they failed to conform to applicable bid specifications and did not meet the responsiveness requirements of the bid.

Based on EarthTech Consulting, Inc.’s pre-award examination the following deficiencies were found: True Form, LLC had substituted an inferior solar light system that included a LED light fixture that is a non-vandal resistant fixture, a non-GEL battery and did not include a light test switch. The lighting coverage throughout the 10’ X 10’ shelter footprint does not meet the specifications presented in the IFB. In addition, it was found that they intended to bolt the 15’ X 15’ roof trusses rather than provide a complete shop-welded unit. The specification required shop welding and painting of the complete truss unit. Finally, there were indications that there is a shipping problem in sending the completed unit from the manufacturing plant in New Jersey.

Analysis

Spencer Fabrications, Inc. is the apparent low responsive and responsible bidder at \$502,900. This bid was 19% lower than the average of the next two bidders. Spencer Fabrications, Inc. was asked to review and confirm their bid. As the current manufacturer, they have a comprehensive understanding of the specifications and requirements.

Responsibility Survey:

Procurement practices dictate that purchases shall be made from, and contracts shall be awarded to, responsible prospective contractors only. The award of a contract to a supplier based on lowest evaluated price alone can be false economy if there is subsequent default, untimely service, or unsatisfactory performance, which could cause additional contractual or administrative costs. It is, therefore, necessary for a prospective contractor to affirmatively demonstrate its responsibility. This can be achieved through a "pre-award survey," which evaluates a prospective contractor's capability to perform a proposed contract. Generally, to be determined responsible, a prospective contractor must demonstrate the following:

- A. Adequate financial resources to perform
- B. Comply with the required performance schedule
- C. Satisfactory performance history
- D. Satisfactory record of integrity and business ethics

LYNX Board Agenda

- E. Necessary administrative and technical skills
- F. Necessary equipment, facilities, and subcontractor support
- G. Achieve contract DBE participation goals
- H. Be otherwise qualified and eligible to receive an award under applicable laws and regulations.

Survey Results:

A copy of the Bidders Questionnaire was completed by Spencer Fabrications, Inc. and returned to Earth Tech Consulting, Inc. on June 8, 2007. A pre-award survey was conducted June 8 - 12, 2007, with the following results, and conclusions:

- A. **Financial Resources** Spencer Fabrications, Inc. has a satisfactory status on their account with Florida Choice Bank.
- B. **Performance Schedule** Spencer Fabrications, Inc. has a good understanding of the critical activity milestones and duration of the manufacturing process. They have completed 109 shelters for LYNX since 2001. They have met the individual LYNX work order schedules and have a good understanding of how to accomplish the work.

Performance History:

Spencer Fabrications, Inc. has been in business for over fourteen years. They have performed numerous projects ranging in size from \$138,000 to over \$1.1 million. Over time, their average project size and annual volumes have varied. They have performed projects for both public and private clients. Since 2001 they have completed over \$1.1 million in shelter and passenger amenity work for LYNX. They recently completed a \$1.1 million metal and canvas canopy project for Collier County, Florida through a contract with Kraft Construction. Also, they recently were awarded a contract with the Polk County Transit Authority for passenger shelters in the amount of \$75,000.

Spencer Fabrications, Inc. has completed numerous projects for private companies such as Callaway Contracting, Kraft Construction, and Middlesex Construction Co. They recently completed the fabrication and installation of 5 large custom passenger waiting shelters, information kiosks, and custom handrails along the US 192 roadway reconstruction project in Kissimmee. The value of this work was approximately \$500,000.

They have supplied custom information and route directories for the Ybor City Trolley in Tampa. The contract value for this work was \$110,000.

References were checked with a variety of past clients for previous projects accomplished by Spencer Fabrications, Inc. and came back positive.

LYNX' experience with Spencer Fabrications, Inc. over the past 5 years has been that they have completed the work on-time and have been flexible with the delivery schedule of the shelters. They

are continuing to find ways to improve the shelters and reduce the cost while preserving the LYNX shelter design.

In summary, all available information on Spencer Fabrications, Inc. relative to their experience, capabilities, and performance is very positive, and indicates that they are well qualified and experienced to perform this project.

Integrity and Business Ethics:

Spencer Fabrications, Inc. has certified that it (nor any of its principals/officers) has never:

- failed to complete a contract,
- been debarred or suspended from award of a contract,
- been indicted or convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense,
- had a contract terminated for default, or entered into proceedings relating to bankruptcy, whether voluntary or involuntary.

Administrative and Technical Skills:

Mark Fogarty, Greg Leonard and Jay Persaud are the Directors of *Spencer Fabrications, Inc.* They have manufactured the LYNX LYMMO shelters for the construction contractor. Also, they manufactured the 15' X 15', 10' X 10' and 6' X 9' shelters for LYNX. During the current shelter manufacturing contract they submitted value engineering changes for the 10' X 10' shelter that reduced the cost. They provided a design for the new 6' X 9' shelter. Spencer Fabrications, Inc. has personnel that provide design, drafting, engineering, manufacturing and installation services. They have a full line of custom fabrication equipment, including a paint shop. They have several quality welding technicians, machine operators, and assembly personnel.

The firm is growing and the work performed has been of high quality. It appears that they are well equipped administratively and technically to perform this project.

Equipment and Facilities, Subcontractor Support:

This review indicates that Spencer Fabrications, Inc. has 20 employees and 17,540 square feet of inside plant space for fabricating various metal products. They have over 1,866 square feet of office space. They use outside suppliers as needed.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX procurement policies for service contracts require prime contractors make a good faith effort to subcontract a portion of the work to DBE firms. This contract has established a DBE goal of 12.25% participation.

Spencer Fabrications, Inc. has provided a good faith effort documentation since they indicated no DBE participation. They stated that they performed a thorough search of registered Florida DBE's

LYNX Board Agenda

for suppliers of steel, S-deck roofing material, solar lighting components, and paint. The cutting of materials, welding of assemblies, painting of the finished product is completed on site in their plant. This work cannot be subcontracted. They searched the State of Florida's Website in an effort to identify DBE's that could supply material for the items in the bid. However, no suppliers were found.

This bid has very limited opportunities for DBE participation. It appears that Spencer Fabrications, Inc. completed the good faith effort.

FISCAL IMPACT:

The award of a five year contract, not-to-exceed \$502,900 (minus any unexpected additive change orders), is well below the engineer's estimate of \$593,500 by EarthTech Consulting, Incorporated. LYNX will include funds to support the shelter program in the annual capital budget as planned.

Consent Agenda Item #5.C. i

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Authorization to Extend Contracts
~ Authorization to execute the second year contract option for Allied Security Services, Inc.

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to exercise the second-year option with Allied Security Services, Inc. to perform services outlined in LYNX Contract No. 03-013 in the amount of \$950,522 effective August 1, 2007.

BACKGROUND:

The RFP for security guard services was issued on January 2003. Forty firms requested and were mailed copies of the RFP. Eleven proposals were received with one proposal/bidder being non-responsive. After a thorough discussion of each proposal, the Source Evaluation Committee (SEC) unanimously selected two firms for oral presentations. The two firms were Alanis, Inc. and Allied Security. Following the oral presentations, the SEC unanimously ranked Allied Security as the selected provider for security services. The decision was based on several factors including overall costs, experience, local presence, lower turnover and better employee benefits. The cost for the first three years was estimated at \$1.3M.

The Board approved award of contract No. 03-013 to Allied Security on May 22, 2003 for a three year contract with two one-year renewal options. The contract provides security guard services for LYNX facilities located at 1200 W. South Street, 3652 Old Winter Garden Road and the LYNX Central Station (LCS), located at 445 N. Garland Avenue. During this contract period Allied will relocate Bennett security services to the new LYNX Operations Center (LOC).

Upon the opening of the LYNX Central Station (LCS) in October 2004, additional security was added to ensure that customers, the property and LYNX employees are safe and protected. This currently consists of one officer assigned Monday through Friday, 8:00 a.m. to 5:00 p.m. to monitor the property, contact LYNX when deliveries are made, and receive deliveries (if so

instructed), an armed officer to monitor the CCTV monitors and alarms 24 hours a day, 365 days a year, and a second unarmed security officer for the lobby of the administrative offices from 5:00 a.m. until 7:00 p.m., 365 days per year. The unarmed security officer signs in visitors, directs them to the receptionist, investigates and responds to any disturbance or alarm during the day. Allied Security also provides officers for special events affecting LYNX properties. On July 20, 2006, the Board approved the first year extension of this contract with a 3% increase. On February 19, 2007, the Board approved an increase in security at the South Street and the Bennett facilities. This also includes additional armed officers during evening hours along with armed security for the temporary vaulting area located at the South Street facility.

FISCAL IMPACT:

The original unit prices are the basis for the contract extension with a 3% increase. Funding for the last two months of the current fiscal year in the amount of \$158,420 is included in the LYNX FY 2006-2007 budget. The total cost for the second year option is \$950,522. This will be the second increase for the security contract since the approval in 2003.

Consent Agenda Item #5.C. ii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Authorization to Extend Contracts
~ Authorization to extend the Bennett Lease

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to enter into a one month lease extension agreement with Bennett Truck Equipment Incorporated in the amount of \$21,280 and to amend the FY2007 Operating Budget, accordingly.

BACKGROUND:

LYNX entered into a lease agreement with Dr. Phillips, Inc. in October 1995 for 6.48 acres of commercial property located at 1925 W. Princeton Street to maintain and dispatch fixed route buses. The term of the agreement was for five years and we executed an extension for an additional six years that terminated September 30, 2006.

Following discussions with Dr. Phillips to extend the lease, we were notified that an extension would not be granted and steps were taken to secure a temporary site. Approximately fifteen sites were visited to locate the most suitable property. Following the review and consultation with LYNX' consultants, Earth Tech, staff determined that the Bennett Truck Equipment, Inc. site proved to be the best property available. Additionally, the site is in close proximity to our existing facility on South Street that will need to support daily operational requirements such as fare collection retrieval, washing and fueling the Princeton Street vehicles.

The site is on 2.4 acres of land located at 3620 Old Winter Garden Road in Orlando. The term of the extended lease agreement is for a period of one month effective July 17, 2007 and terminating August 17, 2007. It is our intention to only occupy the facility for an additional one month. Under the Lease, LYNX has the right to terminate the lease on 5 days notice. It should be noted that the owner/landlord has entered into a contract to sell the land; so future extensions may be difficult if needed.

FISCAL IMPACT:

The cost for this activity is not to exceed \$21,280 at a rate of \$21,280 per 30-day period for one month. The additional \$21,280 will be grant funded and requires an amendment to the FY2007 budget.

THIRD AMENDMENT TO LEASE AGREEMENT

THIS THIRD AMENDMENT TO LEASE AGREEMENT (the **“Third Amendment”**) made and entered into this ___ day of July, 2007 by and between:

BENNETT TRUCK EQUIPMENT, LLC., a Florida limited liability company, P. O. Box 593865, Orlando, Florida 32859-3865 (hereinafter referred to as the **“Landlord”**)

And

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a **LYNX**, a body politic of the State of Florida, 455 North Garland Avenue, Orlando, Florida 32801 (hereinafter referred to as the **“Tenant”**)

WITNESSETH:

WHEREAS, on or about September 8, 2006, the Landlord and the Tenant executed that certain Lease Agreement (the **“Initial Lease”**) dated September 9, 2006 pursuant to which the Landlord leased to the Tenant certain premises located at 3620 Old Winter Garden Road, Orlando, Florida; and

WHEREAS, the term of the lease expires on July 16, 2007, and the Landlord and the Tenant wish to extend the Term as set forth in this Third Amendment.

NOW, THEREFORE, the parties do hereby agree as follows:

1. **DEFINITIONS.** Unless defined in this Third Amendment, capitalized terms contained herein shall have the meanings set forth in the Second Amendment.

2. **EXTENSION OF TERM.** The term of the lease is hereby extended from July 17, 2007 to August 17, 2007.

3. **RATIFICATION.** Except as modified by this Third Amendment the parties do hereby ratify and confirm the Lease. Hereafter, the term “lease” shall mean and include this Third Amendment

4. **HAZARDOUS WASTE:** The Landlord has the right to enter upon the Premises to undertake any environmental remediation of the soils issues that may inhibit the sale of the property.

IN WITNESS WHEREOF, the parties have executed this lease at Orlando, Florida, on the date first shown above.

Signed, sealed and delivered
In the presence of:

**BENNETT TRUCK EQUIPMENT,
LLC, A Florida limited liability
company**

(Signature of Witness)

By: _____

(Print Name of Witness)

Print Name: _____

Date: _____

(Signature of Witness)

(Print Name of Witness)

As to the "Landlord"

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

(Signature of Witness)

By: _____

(Print Name of Witness)

Print Name: _____

Date: _____

(Signature of Witness)

(Print Name of Witness)

As to the "Tenant"

Consent Agenda Item #5.C. iii

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Authorization to Extend Contracts
~ Authorization to extend the Lease Agreement with Lonnie H. Lacy for employee parking at the Old Winter Garden leased operations base

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to enter into a one month lease extension agreement with Lonnie H. Lacy in the amount of \$800 and to amend the FY2007 budget accordingly.

BACKGROUND:

LYNX entered into a lease agreement with Dr. Phillips, Inc. in October 1995 for 6.48 acres of commercial property located at 1925 W. Princeton Street to maintain and dispatch fixed route buses. The term of the original and extended lease agreement that terminated September 30, 2006. Staff discussed options with Dr. Phillips, Inc. beginning December 2005 to extend the lease, however, was unable to secure an extension that would coincide with the completion of the LOC.

Immediately following notification that an extension for the Princeton Facility would not be granted, steps were taken to secure a temporary site. Approximately fifteen sites were visited to locate the most suitable property. Following the review and consultation with LYNX consultants, Earth Tech, staff determined that the Bennett Truck Equipment, Inc. site proved to be the best property available. The only drawback for this site was that there was not sufficient space to accommodate employee parking for approximately 288 employees. However, adjacent to the Bennett Truck Equipment, Inc facility a vacant lot was available for lease.

The 1.23 acre site is located adjacent to the Bennett Truck Equipment, Inc. property at 3650 Old Winter Garden Road in Orlando and is sufficient for staff parking needs. The term of the lease agreement was for a period of nine months effective September 15, 2006 and terminating June 15, 2007, which was extended until July 17, 2007. The term of the extension is for one month effective July 17, 2007 and terminating August 17, 2007. The extension will allow LYNX to

LYNX Board Agenda

continue to use the facility as a parking lot during the completion of the new LYNX Operations Center (LOC). However, it is our intention to only occupy the facility until we can move into the LOC. Under the Lease, LYNX has the right to terminate the lease on 5 days notice.

FISCAL IMPACT:

The cost of this activity is not to exceed \$800 for the one month extension. The additional \$800 will be grant funded and requires an amendment to the FY2007 budget.

SECOND AMENDMENT TO LEASE AGREEMENT
(Parking Lot)

THIS SECOND AMENDMENT TO LEASE AGREEMENT (the **“Second Amendment”**) made and entered into this ___ day of July, 2007 by and between:

LONNIE H. LACY, 617 East Colonial Drive, Orlando, Florida 32803 (hereinafter referred to as the **“Landlord”**)

And

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a **LYNX**, a body politic of the State of Florida, 455 North Garland Avenue, Orlando, Florida 32801 (hereinafter referred to as the **“Tenant”**)

WITNESSETH:

WHEREAS, on or about September 15, 2006, the Landlord and the Tenant executed that certain Lease Agreement (the **“Initial Lease”**) dated September 9, 2006 pursuant to which the Landlord leased to the Tenant certain premises located at 3650 Old Winter Garden Road, Orlando, Florida; and

WHEREAS, the term of the lease expires on July 16, 2007, and the Landlord and the Tenant wish to extend the Term as set forth in this Second Amendment.

NOW, THEREFORE, the parties do hereby agree as follows:

1. **DEFINITIONS.** Unless defined in this Second Amendment, capitalized terms contained herein shall have the meanings set forth in the Second Amendment.

2. **EXTENSION OF TERM.** The term of the lease is hereby extended from July 16, 2007 to August 17, 2007.

3. **RATIFICATION.** Except as modified by this Second Amendment the parties do hereby ratify and confirm the Lease. Hereafter, the term “lease” shall mean and include this Second Amendment.

[Signatures on Following Page]

IN WITNESS WHEREOF, the parties have executed this lease at Orlando, Florida, on the date first shown above.

Signed, sealed and delivered
In the presence of:

LONNIE H. LACY

(Signature of Witness)

By: _____

(Print Name of Witness)

Print Name: _____

Date: _____

(Signature of Witness)

(Print Name of Witness)

As to the "Landlord"

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

(Signature of Witness)

By: _____

(Print Name of Witness)

Print Name: _____

Date: _____

(Signature of Witness)

(Print Name of Witness)

As to the "Tenant"

Consent Agenda Item #5.C. iv

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Authorization to Extend Contracts
~ Authorization to extend Banking Services contract

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting authorization to extend the current banking service contract for an additional ninety (90) days.

BACKGROUND:

The original contract for banking services between LYNX and SunTrust was executed in February 2002 for a three year period with two (1) year options. The last option-year ended February 28th of 2007. On December 7, 2007, LYNX staff requested authorization from the LYNX Board to release the Request for Proposal (RFP) for Banking Services and to extend the current contract for up to sixty (60) days.

Currently, staff is requesting an additional ninety (90) day extension period until July 30, 2007 to allow the current banking service to continue during the completion and evaluation of RFP process, award of the contract, and to provide for the transition period needed to transfer services, if required.

FISCAL IMPACT:

LYNX' staff has budgeted funds available in the FY2007 Operating Budget to support the related banking service fees.

Consent Agenda Item #5.D. i

To: LYNX Board of Directors

From: **Lisa Darnall**
Chief Operating Officer
Jennifer A. Stults, AICP
Deputy Chief of Planning and Technology
Timothy M. May
Strategic Planning Project Manager
Sherry Zielonka
Planning Assistant

Phone: 407.841.2279 ext: 6036

Item Name: **Miscellaneous**
~ Adoption of the FY 2008-2017 Transit Development Plan (TDP) Major Update

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting Board adoption of the FY 2008-2017 Transit Development Plan (TDP) Major Update for submittal to the Florida Department of Transportation (FDOT) to meet block grant funding requirements.

BACKGROUND:

Staff gave a presentation on the Draft FY 2008-2017 TDP Major Update at last month's Board meeting. This document was also presented to the LYNX Transit Advisory Committee and Regional Working Group for comment and review.

In addition, staff presented the Draft TDP for comment and review to the following groups: The Transportation Disadvantaged Local Coordinating Board, METROPLAN ORLANDO's Transportation Technical Committee, Citizens Advisory Committee, Municipal Advisory Committee. METROPLAN ORLANDO will schedule a presentation at a future Board Meeting.

Because the TDP is a Major Update, staff held public workshops in all three counties:

- June 6, 2007 at LYNX Central Station Board room (Orange County),
- June 7, 2007 at the Seminole County Administration Building (Seminole County), and
- June 11, 2007 at the Kissimmee City Hall (Osceola County).

The draft TDP was also made available on the LYNX' web site (www.golynx.com) along with print copies at the LYNX' reception desks at the LYNX Central Station and South Street for

LYNX Board Agenda

public viewing during the comment period. The public comment period ended on June 20, 2007, and LYNX did not receive any public comments.

New and revised information that has been included in the TDP since the May Board presentation is being provided at the June Board meeting. The information includes maps of current and future transit facilities such as transit centers, park and rides, commuter rail stations, as well as proposed service maps over the next 10 years. In addition, the 2007 Comparison of Goals and Achievements, the Transit Action Plan, and additional Organizational Accomplishments will be provided.

Consent Agenda Item #5.D. ii

To: LYNX Board of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
Jennifer Stults
(Technical Contact)
Belinda Balleras
(Technical Contact)
Sherry Zielonka
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
~ **Authorization to execute Joint Participation Agreement (JPA) #422427-84-01 with the Florida Department of Transportation District 5 for Link 30**

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting authorization for the Chairman of the LYNX Board of Directors' to execute Resolution #07-005, which authorizes the Chief Executive Officer (CEO) to execute Joint Participation Agreement (JPA) #422427-84-01 with the Florida Department of Transportation (FDOT) for the Link 30 Crosstown service.

BACKGROUND:

On May 25, 2006, the Board approved submittal of a Service Development Grant to FDOT for the Link 30. Service Development Grant projects include the use of new services, routes or new technologies for improving operations or services to the riding public. The Link 30 is identified as a long-standing need in both LYNX' Transit Development Plan (TDP) and Comprehensive Operations Analysis (COA). The implementation date is scheduled for August 19, 2007. Current ridership and route performance on Link 30 is high as this is a popular route serving many employment centers and high-density housing, and the only way for LYNX customers to travel crosstown without the need to transfer.

PROPOSED NEW EXPANSION:

LYNX' goal is to implement 30-minute headways on Link 30, Monday through Saturday from service start-up through the evening peak hour. Sunday service would remain at 60-minute headways. The implementation of this project will enhance the overall transit services on Colonial Drive, a notoriously congested East-West corridor, providing a more attractive alternative to the automobile. Implementing this service will also mean that LYNX customers will no longer have to wait an hour if they miss a connection, but will instead be provided with service on the half-hour.

FISCAL IMPACT:

LYNX has budgeted \$118,693 in its operating budget for FY08 for FDOT's 50% participation in the cost of Link 30 increased frequency services. Orange County will pay the local match required per the Interlocal Funding Agreement approved by the LYNX Board on September 28, 2006.

CFRTA RESOLUTION #07-005

**A RESOLUTION OF THE CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY (d.b.a. LYNX);
AUTHORIZATION FOR THE CHIEF EXECUTIVE OFFICER TO
EXECUTE THE JOINT PARTICIPATION AGREEMENT #422427-84-
01 WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION
FOR THE LINK 30 SERVICE**

WHEREAS, there is a Public Transit Service Development Grant Program which shall be administered by the Florida Department of Transportation (FDOT) and the grant funds will provide initial funding for new or innovative services to improve or expand public transit; and

WHEREAS, LYNX has satisfied the requirement to complete a Transit Development Plan (TDP) for FY 2007-2011 which has been submitted to FDOT in June 2006 and the TDP is consistent with the five-year Transportation Improvement Program (TIP) and FDOT's State Work Program; and

WHEREAS, the Central Florida Regional Transportation Authority (LYNX) is considering the possibility of enhancing service in Orange County on Link 30, an existing crosstown route serving almost the entire county (which is primarily east-west by its boundaries) along Colonial Drive (S.R. 50) from the West Oaks Mall to the University of Central Florida; and

WHEREAS, this is a Resolution of the GOVERNING BOARD of the Central Florida Regional Transportation Authority (hereinafter BOARD), which hereby authorizes the execution of the Joint Participation Agreement #422427-84-01 with the Florida Department of Transportation for the "Link 30 Service"; and

WHEREAS, this BOARD has the authority to authorize the execution of the Joint Participation Agreement # 422427-84-01.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The BOARD has the authority to authorize the execution of the Joint Participation Agreement # 422427-84-01.
2. The BOARD authorizes the Chief Executive Officer to execute the Joint Participation Agreement #422427-84-01 with the Florida Department of Transportation for the "Link 30 Service" in the amount of \$1,137,020 for 50% of two years of service.
3. That the above authorization shall be continuing in nature until revoked by the Chairman of the Governing Board.

APPROVED AND ADOPTED this _____ day of _____ 2007, by the
Governing Board of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Chairman

Attest:

Assistant Secretary

z/05/31/07

Consent Agenda Item #5.D. iii

To: LYNX Board of Directors

From: Linda Watson
CHIEF EXECUTIVE OFFICER
Edward Johnson
(Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Miscellaneous
~ Authorization to donate a retired vanpool vehicle to the Harbor House Women's Center

Date: 6/28/2007

ACTION REQUESTED:

Staff is seeking the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to transfer a retired vanpool vehicle to the Harbor House Women's Center.

BACKGROUND:

During LYNX' March fixed route service change, the Link 44 was modified to eliminate an unproductive portion of the route. The eliminated portion of the route was realigned to serve an area that should produce higher productivity through ridership and fare collections. Prior to the route modification LYNX conducted a workshop within the affected service area. The workshop was advertised in the Orlando Sentinel and Apopka Chief to encourage the community to attend and learn more about the proposed modification and share their comments. Only 8 people attended the workshop.

Following the implementation of the route modification, LYNX learned that the Harbor House, an agency that provides shelter and safe haven for women, was affected by the segment elimination. After learning of the impact, staff recommended donating a retired van to the agency to offset their transportation needs. In the interim, LYNX identified that residents of the Harbor House qualified for other transportation alternatives under LYNX administered programs.

FISCAL IMPACT:

The van has met the requirements for retirement and the total net book value of the vans is \$0.

Consent Agenda Item #5.D. iv

To: LYNX Board of Directors

From: Linda Watson
CHIEF EXECUTIVE OFFICER
Edward Johnson
(Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Miscellaneous
~ Authorization to transfer twenty-five or more retired computers to the
Congresswoman Corrine Brown Engaging in Excellence Book Club
Program

Date: 6/28/2007

ACTION REQUESTED:

Staff is seeking the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to transfer at least twenty-five retired computers to the Engaging in Excellence Book Club Program.

BACKGROUND:

Congresswoman Brown in partnership with Orange County Public Schools, City of Orlando, DeVry University, McCoy Federal Credit Union, VyStar Credit Union, Duval County School Board and Communities in Schools of Jacksonville, Inc. has developed a program to help children to foster good and productive reading skills. Children within the 3rd Congressional District are encouraged to read at least 25 books from an approved reading list that would be verified by a sponsoring parent or organization. Each child that reaches the minimum requirements will be rewarded with a refurbished computer. The retired computers will be stripped of any LYNX programs and will be refurbished through a third-party source associated with the Engaging in Excellence Book Club Program.

FISCAL IMPACT:

The computers have met the requirements for retirement and the total net book value of the vans is \$0.

Consent Agenda Item #5.D. v

To: LYNX Board of Directors

From: Linda Watson
CHIEF EXECUTIVE OFFICER
Edward Johnson
(Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Miscellaneous
~ Authorization to release an RFP for a general contractor to design and build the tenant improvements for the leasing of the second floor of the LYNX Central Station (LCS) to the Orange County Clerk of Courts

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Director's authorization for the Chief Executive Officer (CEO) or designee to release a Request for Proposal (RFP) to secure a general contractor to complete a design and build for the modifications of the LYNX Central Station (LCS) second floor to lease approximately 5,800 square feet to the Orange County Clerk of Courts.

BACKGROUND:

At the October 2006 Board of Directors meeting, LYNX' governing board authorized staff to negotiate with the Orange County Clerk of Courts (Clerk of Courts) to execute a five year lease agreement with one 5-year extension for nearly 5, 800 square feet of office space on the second floor of the LYNX Central Station (LCS). Since then, through the assistance of legal counsel and our real estate consultant (First Capital Property Group), the Clerk of Courts has tentatively agreed to the language in the draft lease agreement.

At the October 2006 Board meeting, it was explained that LYNX would be required to build out the second floor to specifications desired by the Clerk of Courts. Based on the conceptual drawings, the estimated cost to make the tenant improvements would be approximately \$87,000.

In January 2007, Orange County Clerk of Courts and LYNX reached an agreement to the language within the proposed lease agreement. Staff along with the Clerk of Courts engaged respective vendors that would assist in the design of the modifications to conduct design work and cost estimates. In February 2007, a final floor layout was submitted and the two agencies

met to discuss additional build out requirements including modifications to the HVAC, fire protection and electrical systems.

In March 2007, LYNX received a cost estimate for the design and build out of the proposed layout from the various vendors associated with the project (EarthTech Architect and Engineers, HHCP Architects and Florida Business Interiors). The cost estimate included nearly \$60,000 in architectural and engineering fees, over \$109,000 of materials and more than \$104,000 in construction costs. After finalizing the design work and cost of construction there was a decision to reconfigure the layout to reduce design and construction costs.

Since then, a re-design was done and a new cost estimate was provided for the materials. The fees for materials and construction were reduced by more than 20%. LYNX and the Clerk of Courts staff felt the design and engineering fees exceeded the amount necessary for a project of this size. Therefore, staff proposed to secure a general contractor who could conduct the design work and complete the construction. Through this method, costs should be reduced without an extended time frame for completion.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

This project will have a goal of 11.75% for DBE participation.

FISCAL IMPACT:

The project cost will be shared between LYNX and Orange County Clerk of Courts, with LYNX paying no more than \$80,000 of the total cost. The balance will be borne by the Clerk of Courts. The \$80,000 funding is in the LYNX FY2007 Capital Budget.

Consent Agenda Item #5.D. vi

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Miscellaneous
~ Authorization to dispose of cell phones accumulated through the Lost and Found Process

Date: 6/28/2007

ACTION REQUESTED:

Staff is requested authorization for the Chief Executive Officer to dispose of the multitude of cell phones collect through LYNX' Lost and Found process through direct purchase and/or donation to appropriate organizations, as necessary.

BACKGROUND:

Over the years, LYNX' Property Officer has collected a number of various cell phones through the Lost and Found process. Due to the sensitivity of the data stored on cell phones, it is not appropriate for LYNX' to dispose of these items during the annual auction process.

Recently, LYNX staff has received inquiries from various organizations to either purchase or obtain via a donation the various cell phones. These organizations have the require license and the expertise to remove the personalized data from the cell phones prior to use or resell.

LYNX' has no use for the cell phones and would like to work with the qualified organizations to dispose of the cell phones, as necessary.

FISCAL IMPACT:

LYNX will include all funds from direct purchases as Miscellaneous Revenue.

Action Agenda Item #6.A

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Jennifer Stults
(Technical Contact)
Belinda Balleras
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
~ Authorization to submit a request to the Florida Department of Transportation (FDOT) for Transportation Regional Incentive Program (TRIP) funding for Fiscal Years 2010 and 2011

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit a request for Transportation Regional Incentive Program (TRIP) funding to the Florida Department of Transportation (FDOT) for fiscal years 2009/10 and 2010/11.

BACKGROUND:

In 2005, the Florida Legislature passed Senate Bill 360. This new Growth Management legislation included provisions for Transportation Regional Incentive Program (TRIP) funds, which could be used to purchase new buses for service expansion. LYNX requested, and the Florida Department of Transportation (FDOT) approved, funding for sixteen buses under this program to provide vehicles for Service Development Grant-funded services. LYNX secured a State Infrastructure Bank (SIB) Loan to provide the 50% match to the TRIP funds.

In 2006, LYNX again requested TRIP funding for fiscal years 2007/08 and 2008/09 for twenty-five additional buses. FDOT awarded funding for twelve buses in fiscal year 2008/09, with the caveat that they be used only for Commuter Rail related services.

PROPOSED NEW EXPANSION FY2009/10 and 2010/11:

LYNX is requesting funds for buses required to provide expansion of service as identified in the Transit Development Plan (TDP) and Comprehensive Operations Analysis (COA). This expansion will include the implementation of mainline corridors and express routes to better serve the travel patterns of LYNX customers. These travel patterns were determined by onboard surveys of customers' trip origins and destinations for actual trips. This expansion of services

LYNX Board Agenda

will require an increase in the LYNX bus fleet size by 50 vehicles over the next five years to total of 290 units. Paratransit services are directly tied to the service area and frequency of the fixed route buses and will also require a corresponding increase in fleet size.

FDOT will be awarding TRIP funds for two years during this cycle. LYNX is requesting the following, in keeping with the COA recommendations to grow the bus fleet by 50 vehicles to 290 in five years:

	<u>FY 09/10</u>	<u>FY10/11</u>
Buses/Paratransit Vehicles	13 Buses	12 Buses/10 Paratransit vehicles
TRIP	\$2,665,000	\$2,706,000/\$750,000
Match (SIB, XU, Local)	\$2,665,000	\$2,706,000/\$750,000

This request is also working its way through the METROPLAN ORLANDO process. METROPLAN is coordinating the region's prioritized request and the requesting agencies are responsible for submitting their applications directly to FDOT. While LYNX, as a multi-county agency, may submit requests directly to FDOT, it is also important for the agency to work within the region's prioritization process at METROPLAN to indicate the level of support for transit in the context of the region's overall transportation needs under this program.

FISCAL IMPACT:

It is anticipated that FDOT will program TRIP funding for two years beginning FY 2009/10 State fiscal year. LYNX has the opportunity to apply for additional SIB loans or utilize local capital funding to fully fund the match, or LYNX may be able to utilize XU funds should pending state legislation pass. Operating and maintenance funds for the expansion buses will need to be included in the LYNX FY 2009 Operating Budget. Approved TRIP funding will be utilized pending availability of matching funds, and operating and maintenance funds to support the expansion vehicles.

Action Agenda Item #6.B

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 6036

Item Name: Miscellaneous
~ Authorization for LYNX to participate in the APTA Emergency Response and Preparedness Program

Date: 6/28/2007

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the Mutual Aid Assistance Agreement with the American Public Transportation Association (APTA), to allow LYNX to voluntarily participate in the APTA Emergency Response & Preparedness Program. LYNX would determine the number of vehicles, equipment, and/or personnel available to assist during an emergency that would not have an impact on LYNX' day-to-day operations.

BACKGROUND:

The United States has witnessed catastrophic events brought on by hurricanes and other critical events and that the transit industry has been eager to provide support in terms of personnel, equipment, and needed resources. There has not been an established clear process or program for providing such support. APTA has developed the Emergency Response and Preparedness Program (ERPP) as a voluntary industry "Mutual Aid Program" designed to assist fellow transit systems and their cities, regions, and states with emergency evacuation and temporary transit operational needs that may arise from hurricanes or other emergencies. The Federal Transit Administration (FTA) has partnered with APTA in this program and is making resources available to support the development and administration of this service. APTA has requested transit properties and suppliers who are willing to participate in this program by signing up to voluntarily provide aid to fellow transit systems or communities when such a need arises in the future by creating an inventory of transit resources to include vehicles, equipment, and human resources that can be made available in the event of an emergency. LYNX may benefit from providing support or requesting support from the APTA Emergency Response and Preparedness Program.

FISCAL IMPACT:

No direct fiscal impact.

APTA/ Public Transit Industry Mutual Aid Assistance Agreement

APIA and its public transit members have established a process whereby public transit systems and their geographic operating regions may receive and provide assistance in the form of personnel and equipment, to aid in restoring and/or maintaining public transit or evacuation service when such service may be required due to acts of the elements, equipment malfunctions, accidents, sabotage, or any other occurrence for which emergency assistance is deemed to be necessary or advisable ("Emergency Assistance"). This Mutual Aid Assistance Agreement sets forth the terms and conditions to which the undersigned APIA member entity ("Participating Entity") agrees to provide assistance, based on the governing principles, on all occasions that it requests and receives ("Requesting Entity") or provides ("Responding Entity") Emergency Assistance from or to another Participating Entity who has also signed the Mutual Aid Assistance Agreement provided, however, that if a Requesting Entity and one or more Responding Entities are parties to another mutual aid assistance agreement at the time of the Emergency Assistance is requested, such other mutual assistance agreement shall govern the Emergency Assistance among those Participating Entities.

In consideration of the foregoing, the Participating Entity hereby agrees as follows:

- (1) When providing Emergency Assistance to or receiving Emergency Assistance from another Participating Entity, the Participating Entity will adhere to the written principles developed by the APIA Emergency Response and Preparedness Program (APIA-ERPP) members to govern Emergency Assistance arrangements among member companies ("APIA-ERPP Principles"), that are in effect as of the date of a specific request for Emergency Assistance, unless otherwise agreed to in writing by each Participating Entity.
- (2) With respect to each Emergency Assistance event, Requesting Entities agree that they will provide appropriate reimbursement for Responding Entities regarding all costs and expenses incurred by Responding Entities in providing Emergency Assistance as provided under the APIA-ERPP Principles, unless otherwise agreed to in writing by each Participating Entity, provided, however, that Responding Entities must maintain auditable records in a manner consistent with the APTA-ERPP Principles.
- (3) During each Emergency Assistance event, the conduct of the Requesting Entities and the Responding Entities shall be subject to the liability and indemnification provisions set forth in the APTA-ERPP Principles.

(4) A Participating Entity may withdraw from this Agreement at any time. In such an event, the company should provide written notice to Rachelle Jezbera, APTA Staff.

(5) APTA's Rachelle Jezbera shall maintain a list of each Participating Entity which shall be posted on the APIA-ERPP web site at www.apta.com. However, a Participating Entity may request a copy of the signed Mutual Aid Assistance Agreement of another Participating Entity prior to providing or receiving Emergency Assistance.

LYNX – Central Florida Regional Transportation Authority

Signature

Officer Name: LINDA S. WATSON _____

Title: CHIEF EXECUTIVE OFFICER _____

Date: _____

EMERGENCY RESPONSE & PREPAREDNESS PROGRAM (ERPP)



OVERVIEW

In late August 2005, the United States witnessed catastrophic events brought on by Hurricane Katrina in New Orleans and the Gulf Coast. A second storm, Hurricane Rita, developed only a month later bringing further devastation to the Texas and Louisiana coastal communities. The transit industry was eager to provide support in terms of personnel, equipment, and needed resources. Unfortunately, there was no clear process or program for providing such support. Many APTA members were frustrated and disappointed they could not adequately come to the aid of their colleagues in need during last year's devastating hurricanes.

As a result, a task force was formed under the leadership of Mike Setzer, chief executive officer of Southwest Ohio Regional Transit Authority/Metro in Cincinnati, Ohio, to evaluate the role of transit in these events. The task force was charged with determining how the industry could better prepare and be more responsive in the future. From this effort, APTA developed the **Emergency Response and Preparedness Program (ERPP)**. This program will not only help you to more effectively assist your peers during a time of need, but will also help our industry to minimize or eliminate the kind of transportation problems witnessed during last year's storms or in an emergency event.

Q & A

WHAT IS THE EMERGENCY RESPONSE AND PREPAREDNESS PROGRAM (ERPP)?

ERPP is a program that utilizes a "Mutual Aid Program Plan". The program allows fellow transit systems, and industry entities, to volunteer their resources and personnel for emergency evacuation and temporary transit operational needs in the event of a hurricane or unforeseen situation.

WILL THIS PROGRAM DUPLICATE EFFORTS IF MY ORGANIZATION ALREADY HAS AN EMERGENCY PLAN IN PLACE?

No. This program will supplement your emergency preparedness plans. Although your system may have such plans in place, this program will enhance your emergency program by adding resources to your existing plan as a result of the ERPP initiative.

WHAT ARE THE BENEFITS OF JOINING ERPP?

There are several benefits. As a result of 9/11 and Hurricane Katrina, transit systems, their suppliers, and other entities, understand the urgency of preparedness in the advent of a catastrophic event. The ERPP allows systems to be at the ready for such events. In addition, the ERPP is designed to assist in major emergencies, as well as minor emergencies such as a garage fire. As a member, your system will become part of the APTA-ERPP database. This database can be utilized as a resource for inventory needs in the wake of a disaster.

IS THERE INDUSTRY SUPPORT FOR THIS PROGRAM?

Yes, The Federal Transit Administration (FTA) has partnered with APTA in this program. FTA is also making resources available to support the development and administration of this service. In addition, there are over 100 transit systems, and industry entities, that have immediately expressed interest in the program and are now in review of inventory availability for the ERPP.

WHAT IF MY ORGANIZATION MAKES A COMMITMENT TO PARTICIPATE, BUT DURING A TIME OF NEED OUR OWN LOCAL NEEDS PREVENT US FROM MAKING OUR RESOURCES AVAILABLE?

The ERPP is a voluntary program and we fully appreciate and understand that circumstances may arise that could temporarily prevent your organization from making your resources available to others.

WHAT IF WE NEED TO CHANGE OR ADJUST OUR LEVELS OF RESOURCES THAT WE MADE AVAILABLE FOR USE?

The program is being structured to enable participating organizations to add or adjust available resources at any time.

IF MY ORGANIZATION, CITY, OR REGION, NEEDS TO REQUEST SUPPORT FROM THIS PROGRAM, HOW DO WE GET THAT SUPPORT?

Any APTA organization or entity can use the resources of the program. To request support, you will need to sign the APTA Mutual Aid Agreement form, log into the ERPP database*, and determine the organization and resources within proximity to you. Next, you will contact the selected organization's designated contact to arrange for the services required.

WHO WILL ARRANGE FOR ACCOMMODATIONS, MEALS, AND FUEL?

Arrangements for accommodations, meals, and fuel, will be the responsibility of the requesting organization, unless otherwise agreed upon between the requestor and provider.

AS AN ERPP MEMBER, WILL MY ORGANIZATION BE REIMBURSED FOR ANY LOSS INCURRED AS A RESULT OF PROVIDING ASSISTANCE IN AN EMERGENCY SITUATION?

The ERPP is designed to be an existing database of available transit resources in the advent of an evacuation or emergency event. While the ERPP will assist you with inventory and personnel resources, the program does not include a funding pool for reimbursement. Therefore, reimbursement for costs of services will be arranged and determined directly between the requesting organization and the service provider. There may be some instances where the



service provider agrees to render support without an expectation of reimbursement.

HOW WILL INSURANCE COVERAGE WORK WITHIN THE PROGRAM?

Insurance coverage for any accidents, property damage, or personal injuries resulting from the services provided, will be covered by the insurance programs of the requestor or responding provider.

DOES MY ORGANIZATION NEED TO SIGN A CONTRACT?

Your organization will only need to sign a Mutual Aid Assistance Agreement Form. This form acknowledges and authorizes your organization's participation in the ERPP.

WE ARE INTERESTED BUT HAVE MORE QUESTIONS ABOUT THE PROGRAM.

If you have questions or comments about the program, please contact Greg Hull of APTA's Member Services Department at (202) 496-4815 or email ghull@apta.com, or Rachelle Jezbera at (202)-496-4883 or email rjezbera@apta.com.



* The ERPP database is currently under construction.

Information Item A: Status report on the Transit Components with Developments of Regional Impact (DRIs)

To: LYNX Board Of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Jennifer Stults
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Status report on the Transit Components with Developments of Regional Impact (DRIs)

Date: 6/28/2007

LYNX staff has reviewed and commented on the following projects, or attended meetings related to these projects. Staff is working with the Regional Planning Council and the City or County issuing the Development Order (DO).

Staff has met with or commented and reviewed the following:

Bella Tara Development of Regional Impact/ADA – (Osceola County)

Future transit service is not included in the LYNX Transit Development Plan (TDP) or the Comprehensive Operations Analysis (COA), however, noting that there are 3 other DRI projects currently under way in the area, and given the anticipated pedestrian traffic as well as employment levels, transit service as well as transit amenities should be a high priority for this development. Staff has made the following recommendations:

- If the County and LYNX agree that the area justifies a future bus route, the Developer/Applicant shall provide a fair share of the operating and maintenance costs as determined by the County.
- Access, internal collector and arterial road geometrics should accommodate an eight and one-half feet wide by forty feet long advanced design coach.
- Sites shall be reserved both within, and external to the development with adequate size and accessibility for future transit routes, stops, and amenities (passenger shelters, transit parking bays, and commuter parking spaces) in the development area. Passenger shelters shall be built and maintained by the developer and compliant with the Americans with Disabilities Act.

Cagan Crossings – (Lake County)

- The expansion of Link #55 now directly serves this project.
- M & M study submitted to ECFRPC for additional comments. Staff has recommended bus pull out bays, shelters, bus stops, park and ride spaces – all of which are to be accessible to all, as well as proportionate fair share of route funding.

Celebration Development of Regional Impact/NOPC – (Osceola County)

Currently, Link 56 serves this project. Expanded transit service to this area is included in the LYNX Transit Development Plan (TDP) and the long range plan of the LYNX Comprehensive Operations Analysis (COA). However, given the anticipated pedestrian traffic, employment levels, as well as other projects in the area, transit service as well as transit amenities should be a high priority for this development. In the NOPC, the Developer has cited the following potential transit needs:

- If the County and LYNX agree that potential ridership in the area justifies expansion of the existing transit route or adding new service, the Developer/Applicant shall provide a fair share of the operating and maintenance costs as determined by the County.
- The developer shall coordinate with the area transit provider, hold ridesharing campaigns and distribute information regarding alternative transit modes.
- The developer is required to inform both residents and tenants that the development is served by the LYNX Ridesharing Program. Literature regarding the ridesharing program shall be displayed in public, commercial, and employment areas. The following recommendations were made by LYNX Staff:
- Sites shall be reserved both within, and external to the development with adequate size and accessibility for future transit routes, stops, and amenities (passenger shelters, transit parking bays, and parking spaces for vanpool vehicles) in the development area. Passenger shelters shall be built and maintained by the developer.
- Appropriate signage and sufficient area lighting will be required at all bus stops and shelter locations.
- Access, internal collector and arterial road geometrics should accommodate an eight and one-half feet wide by forty feet long advanced design coach.
- Pedestrian movement between transit stops should not exceed one thousand three-hundred feet. Bus stops near retail uses should be served by connecting sidewalks between the retail use and the bus stops, and should be in compliance with the Americans with Disabilities Act (ADA).

Florida Hospital – Health Village – Development of Regional Impact – (Orange County)

The LYNX 2006 Comprehensive Operations Analysis identifies Florida Hospital as a transfer center, particularly when commuter rail comes online. With the potential for a large increase in ridership, staff has made the following recommendations:

- Should the City of Orlando and LYNX agree that current or potential ridership in the area justifies a future route, or expansion of the existing routes, the applicant shall provide a fair share of the operating and maintenance costs as determined by the County.
- Connections to fixed route bus service, as well as the proposed circulator from the rail stop should be coordinated with LYNX.
- Provide clarification as to who will operate the circulator and its availability to the general public, as well as coordination with the City of Orlando's proposed LYMMO expansion.
- LYNX requests safe, signalized access to transit stops as well as pedestrian and wheelchair access as required by the Americans with Disabilities Act of 1990. Good bicycle/pedestrian access equals good transit.
- Access, internal collector and arterial road geometrics should accommodate an eight and one-half feet wide by forty feet long advanced design coach.

- The applicant should also hold ridesharing campaigns, transit surveys and distribute information regarding alternative transit modes.

Mariner's Cove Development of Regional Impact – (Osceola County)

- The Applicant has agreed to participate in a Transit Study as a condition of the Development Order similar to the Development Order included in other DRIs in the area.
- The Applicant is committed to continue the transit system needs for the area as agreed by other members of the DRI Association.
- LYNX staff has requested a copy of the Transit Study upon completion, and has requested the opportunity to comment on the Study.

Sundance DRI/Pre-Application Summary – (Osceola County)

Currently there is no fixed route service to this project. Future transit service is not included in the LYNX Transit Development Plan (TDP) or Comprehensive Operations Analysis (COA), however, given the anticipated pedestrian traffic as well as employment levels, transit service as well as transit amenities should be a high priority for this development. It should also be noted that in the ECFRPC's Pre-Application Summary, that there may be considerations for future rail service along South Poinciana Boulevard. Should future rail serve this development, connecting routes and transit amenities should be considered. LYNX staff has made the following recommendations:

- If the County and LYNX agree that potential ridership in the area justifies a future route, the Developer/Applicant shall provide a fair share of the operating and maintenance costs as determined by the County.
- Access, internal collector and arterial road geometrics should accommodate an eight and one-half feet wide by forty feet long advanced design coach.
- Sites shall be reserved both within, and external to the development with adequate size and accessibility for future transit routes, stops, and amenities (passenger shelters, transit parking, pull out bays, and parking spaces for vanpool vehicles) in the development area. Passenger shelters shall be built and maintained by the developer.
- Appropriate signage and sufficient area lighting will be required at all bus stops and shelter locations.
- Pedestrian movement between bus stops should not exceed one thousand three-hundred feet. Bus stops near retail uses should be served by connecting sidewalks between the retail use and the bus stops, and should be in compliance with the Americans with Disabilities Act. (ADA).
- The developer is required to inform both residents and tenants that the development is served by the LYNX Ridesharing Program. Literature regarding the ridesharing program shall be displayed in public, commercial, and employment areas.
- LYNX requests that these provisions be included as well as coordinating with LYNX for shelters, amenities, ridesharing, vanpool and park and ride lots.

State Road 15/600 (US 17/92) Project Development and Environment Study (PD&E) - Shepard Road to Lake Mary Boulevard (Winter Springs, Longwood, Sanford, and Lake Mary /Seminole County)

LYNX staff provided comments through METROPLAN ORLANDO via the ETDM process

- This project spans approximately 3.62 miles of roadway.

- LYNX continues to coordinate with FDOT and FDOT's consultant on this project to identify potential locations for bus stops, shelters, and pull-out bays where possible.
- LYNX requests coordination with the project team should any bus stop require to be moved temporarily or relocated to another section of the project.

State Road 500 (US 192/441) PD&E – (Osceola County)

LYNX staff has submitted the following comments:

- At the beginning of the project, just north of Neptune Road on east US 192, to east US 192 and 13th Street in St. Cloud, LYNX has a total of 22 transit stops served by Link 10, 6 of which are sheltered. Neither the LYNX Transit Development Plan (TDP) nor the Comprehensive Operations Analysis (COA) identifies expansion of the existing Link 10.
- At this time, LYNX is requesting pull out bays for each of the sheltered stops. The reasoning behind this request is that more passengers board and alight at these sheltered stops than typical roadside stops. Pull out bays will take the bus out of traffic, thus decreasing automobile delays.
- Should any of the LYNX transit stops or shelters need to be temporarily removed or relocated, we request coordination with LYNX regarding relocation.

Tranquility Development of Regional Impact – (Osceola County)

- Recommendations include supporting an extension to Link #26 to include the development, pull out bays, rideshare, bus stops and shelters, and park and ride spaces with accessibility to these amenities for all.

Information Item B: Change orders for the LOC

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 6047

Item Name: Change orders for the LOC

Date: 6/28/2007

Change Order Number	AMOUNT	DESCRIPTION
128	\$14,189	This ADDITIVE change order is for increased funds to furnish and install two sets of fire rated double doors in the hallways at Building A and A Expansion.
129	\$ 76	This ADDITIVE change order is for the closeout of ODP vendor accounts and return unutilized ODP funds to the contractor.
130	\$10,534	This ADDITIVE change order is for the closeout of ODP vendor accounts and return unutilized ODP funds to the contractor.
131	\$ 4,070	This ADDITIVE change order to increase funds to install 2 hour fire rated shaft wall at Building B, room B-217, South and West wall.
132	\$ 7,064	This ADDITIVE change order to increase funds to install 2 and 4 hour fire rated closure panels at 19 in locations Building A.
133	\$ 2,046	This ADDITIVE change order is to increase funds to fabricate and install window guards in 2 locations in Building B stairwells.
134	\$ 4,092	This ADDITIVE change order is to increase funds in order to expedite fabrication and installation of handrails in Building A, to be completed by May 11, 2007.
135	\$25,234	This ADDITIVE change order is for the closeout of ODP vendor account Castle Constructors, and return unutilized ODP funds to the contractor.

Change Order Number	AMOUNT	DESCRIPTION
Reallocation	\$58,521	This serves to reallocate \$58,521 that was added to the project budget in July 2006 to facilitate additional proposed change orders. This proposed change order was originally submitted to provide additional funds to construct roof curbs. The original proposed change order was for \$70,000 but it was later determined the amount required was only \$11,479. The difference of \$58,521 will be transferred from the Unearned Collage Contract Line into the Contingency line.
136	\$52,985	This ADDITIVE change order is to increase funds for compensable time extension for the month of April 2007.
137	\$ 6,613	This ADDITIVE change order is to increase funds for revised lockers at Building C from single tier to double tier lockers.
138	\$34,305	This ADDITIVE change order is to seal additional building joints, drainage structure joints, curb joints, and the parking lot light pole joints.
139	\$12,075	This ADDITIVE change order is to add joint sealer for "direction of travel" joints that were added to the project but are not part of change order #98.
140	\$ 5,848	This ADDITIVE change order is to provide increased funds for additional concrete cracking in the bus parking area.
Edit 122	\$ 2,600	This is to correct Change Order #122, the amount should have been deducted from the Contingency Line.
Edit 106	\$23,932	This is to correct Change Order #106, the amount should have been deducted from the Collage Unearned line not the Contingency Line.
Reallocation	\$20,900	This serves to reallocate \$20,900 that was added to the project budget in July 2006 to facilitate additional proposed change orders. This proposed change order was originally submitted to provide domed sky lights in building A that was determined to have already been included in the base contract. This transfers \$20,900 from the Unearned Collage contract line into the Contingency Line.
141	\$54,751	This ADDITIVE change order is to increase funds for compensable time extension, for May 2007.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #128

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 128</u>	<u>Revised Budget</u>
Collage Contract	\$ 17,983,763	\$ 14,189	\$ 17,997,952
Collage Contract (Unearned)	180,215		180,215
Collage Owner Direct Purchases	6,547,840		6,547,840
Subtotal Collage Contract + Direct Purchases	24,711,818	14,189	24,726,007
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	53,835	(14,189)	39,646
TOTALS	\$ 36,359,000	\$ -	\$ 36,359,000

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (14,189)
Description of Change:		

This ADDITIVE change order is for increased funds to furnish and install two sets of fire rated double doors in the hallways at Building A and A Expansion.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #129

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 129</u>	<u>Revised Budget</u>
Collage Contract	\$ 17,997,952	\$ 76	\$ 17,998,028
Collage Contract (Unearned)	180,215		180,215
Collage Owner Direct Purchases	6,547,840	(76)	6,547,764
Subtotal Collage Contract + Direct Purchases	<u>24,726,007</u>	<u>-</u>	<u>24,726,007</u>
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	39,646	-	39,646
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: \$ -

Description of Change:

This ADDITIVE change order is for the closeout of ODP vendor accounts and return unutilized ODP funds to the contractor.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #130

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 130</u>	<u>Revised Budget</u>
Collage Contract	\$ 17,998,028	\$ 10,534	\$ 18,008,562
Collage Contract (Unearned)	180,215		180,215
Collage Owner Direct Purchases	<u>6,547,764</u>	<u>(10,534)</u>	<u>6,537,230</u>
Subtotal Collage Contract + Direct Purchases	24,726,007	-	24,726,007
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>39,646</u>	<u>-</u>	<u>39,646</u>
TOTALS	<u><u>\$ 36,359,000</u></u>	<u><u>\$ -</u></u>	<u><u>\$ 36,359,000</u></u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: \$ -

Description of Change:

This ADDITIVE change order is for the closeout of ODP vendor accounts and return unutilized ODP funds to the contractor.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #131

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 131</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,008,562	\$ 4,070	\$ 18,012,632
Collage Contract (Unearned)	180,215		180,215
Collage Owner Direct Purchases	<u>6,537,230</u>		<u>6,537,230</u>
Subtotal Collage Contract + Direct Purchases	24,726,007	4,070	24,730,077
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>39,646</u>	<u>(4,070)</u>	<u>35,576</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (4,070)
Description of Change:		

This ADDITIVE change order to increase funds to install 2 hour fire rated shaft wall at Building B, room B-217, South and West wall.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #132

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 132</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,012,632	\$ 7,064	\$ 18,019,696
Collage Contract (Unearned)	180,215		180,215
Collage Owner Direct Purchases	<u>6,537,230</u>		<u>6,537,230</u>
Subtotal Collage Contract + Direct Purchases	24,730,077	7,064	24,737,141
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>35,576</u>	<u>(7,064)</u>	<u>28,512</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (7,064)
Description of Change:		

This ADDITIVE change order is to increase funds to install 2 and 4 hour fire rated closure panels at 19 locations in Building A.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #133

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 133</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,019,696	\$ 2,046	\$ 18,021,742
Collage Contract (Unearned)	180,215		180,215
Collage Owner Direct Purchases	<u>6,537,230</u>		<u>6,537,230</u>
Subtotal Collage Contract + Direct Purchases	24,737,141	2,046	24,739,187
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>28,512</u>	<u>(2,046)</u>	<u>26,466</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (2,046)
Description of Change:		

This ADDITIVE change order is to increase funds to fabricate and install window guards in 2 locations in Building B stairwells.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #134

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 134</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,021,742	\$ 4,092	\$ 18,025,834
Collage Contract (Unearned)	180,215		180,215
Collage Owner Direct Purchases	6,537,230		6,537,230
Subtotal Collage Contract + Direct Purchases	<u>24,739,187</u>	<u>4,092</u>	<u>24,743,279</u>
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>26,466</u>	<u>(4,092)</u>	<u>22,374</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (4,092)
Description of Change:		

This ADDITIVE change order is to increase funds in order to expedite fabrication and installation of handrails in Building A, to be completed by May 11, 2007.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #135

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 135</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,025,834	\$ 25,234	\$ 18,051,068
Collage Contract (Unearned)	180,215		180,215
Collage Owner Direct Purchases	<u>6,537,230</u>	<u>(25,234)</u>	<u>6,511,996</u>
Subtotal Collage Contract + Direct Purchases	24,743,279	-	24,743,279
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>22,374</u>	<u>-</u>	<u>22,374</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: \$ -

Description of Change:

This ADDITIVE change order is for the closeout of ODP vendor account Castle Constructors, and return unutilized ODP funds to the contractor.

LYNX OPERATIONS CENTER

Budget Reallocation

Through Change Order #135

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Reallocation</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,051,068	\$ -	\$ 18,051,068
Collage Contract (Unearned)	180,215	(58,521)	121,694
Collage Owner Direct Purchases	6,511,996		6,511,996
Subtotal Collage Contract + Direct Purchases	24,743,279	(58,521)	24,684,758
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	22,374	58,521	80,895
TOTALS	\$ 36,359,000	\$ -	\$ 36,359,000

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Increase	\$ 58,521

Description of Change:

This serves to reallocate \$58,521 that was added to the project budget in July 2006 to facilitate additional proposed change orders. This proposed change order was originally submitted to provide additional funds to construct roof curbs. The original proposed change order was for \$70,000 but it was later determined the amount required was only \$11,479. The difference of \$58,521 will be transferred from the Unearned Collage Contract Line into the Contingency line.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #136

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 136</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,051,068	\$ 52,985	\$ 18,104,053
Collage Contract (Unearned)	121,694		121,694
Collage Owner Direct Purchases	6,511,996		6,511,996
Subtotal Collage Contract + Direct Purchases	<u>24,684,758</u>	<u>52,985</u>	<u>24,737,743</u>
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	80,895	(52,985)	27,910
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (52,985)
Description of Change:		

This ADDITIVE change order is to increase funds for compensable time extension for the month of April 2007.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #137

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 137</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,104,053	\$ 6,613	\$ 18,110,666
Collage Contract (Unearned)	121,694		121,694
Collage Owner Direct Purchases	6,511,996		6,511,996
Subtotal Collage Contract + Direct Purchases	24,737,743	6,613	24,744,356
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	27,910	(6,613)	21,297
TOTALS	\$ 36,359,000	\$ -	\$ 36,359,000

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (6,613)
Description of Change:		

This ADDITIVE change order is to increase funds for revised lockers at Building C from single tier to double tier lockers.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #138

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 138</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,110,666	\$ 34,305	\$ 18,144,971
Collage Contract (Unearned)	121,694	(34,305)	87,389
Collage Owner Direct Purchases	<u>6,511,996</u>		<u>6,511,996</u>
Subtotal Collage Contract + Direct Purchases	24,744,356	-	24,744,356
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>21,297</u>	<u>-</u>	<u>21,297</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: \$ -

Description of Change:

This ADDITIVE change order is to seal additional building joints, drainage structure joints, curb joints, and the parking lot light pole joints.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #139

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 139</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,144,971	\$ 12,075	\$ 18,157,046
Collage Contract (Unearned)	87,389	(12,075)	75,314
Collage Owner Direct Purchases	<u>6,511,996</u>		<u>6,511,996</u>
Subtotal Collage Contract + Direct Purchases	24,744,356	-	24,744,356
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>21,297</u>	<u>-</u>	<u>21,297</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: Decrease \$ -

Description of Change:

This ADDITIVE change order is to add joint sealer for "direction of travel" joints that were added to the project but are not part of change order #98.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #140

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 140</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,157,046	\$ 5,848	\$ 18,162,894
Collage Contract (Unearned)	75,314	(5,848)	69,466
Collage Owner Direct Purchases	6,511,996		6,511,996
Subtotal Collage Contract + Direct Purchases	<u>24,744,356</u>	<u>-</u>	<u>24,744,356</u>
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>21,297</u>	<u>-</u>	<u>21,297</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: \$ -

Description of Change:

This ADDITIVE change order is to provide increased funds for additional concrete cracking in the bus parking area.

LYNX OPERATIONS CENTER

Revised Budget to Change Order #122

May 24, 2007 revised June 28, 2007

<u>Cost Category</u>	<u>Budget as of Change Order # 140</u>	<u>Edit Change Order # 122</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,162,894	\$ -	\$ 18,162,894
Collage Contract (Unearned)	69,466	2,600	72,066
Collage Owner Direct Purchases	6,511,996		6,511,996
Subtotal Collage Contract + Direct Purchases	<u>24,744,356</u>	<u>2,600</u>	<u>24,746,956</u>
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>21,297</u>	<u>(2,600)</u>	<u>18,697</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (2,600)
Description of Change:		

This is to correct Change Order #122, the amount should have been deducted from the Contingency Line.

LYNX OPERATIONS CENTER

Revised Budget to Change Order #106

April 26, 2007 revised June 28, 2007

<u>Cost Category</u>	<u>Budget as of Change Order # 141 & edit # 122</u>	<u>Edit Change Order # 106</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,162,894	\$ -	\$ 18,162,894
Collage Contract (Unearned)	72,066	(23,932)	48,134
Collage Owner Direct Purchases	6,511,996		6,511,996
Subtotal Collage Contract + Direct Purchases	<u>24,746,956</u>	<u>(23,932)</u>	<u>24,723,024</u>
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	<u>18,697</u>	<u>23,932</u>	<u>42,629</u>
TOTALS	<u>\$ 36,359,000</u>	<u>\$ -</u>	<u>\$ 36,359,000</u>

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Increase	\$ 23,932
Description of Change:		

This is to correct Change Order #106, the amount should have been deducted from the Collage Unearned line not the Contingency Line.

LYNX OPERATIONS CENTER

Budget Reallocation

Revised Budget Including Change Order #140

June 28, 2007

<u>Cost Category</u>	<u>Budget as of Change Order # 140</u>	<u>Reallocation</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,162,894		\$ 18,162,894
Collage Contract (Unearned)	48,134	(20,900)	27,234
Collage Owner Direct Purchases	6,511,996		6,511,996
Subtotal Collage Contract + Direct Purchases	24,723,024	(20,900)	24,702,124
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	42,629	20,900	63,529
TOTALS	\$ 36,359,000	\$ -	\$ 36,359,000

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Increase	\$ 20,900

Description of Change:

This serves to reallocate \$20,900 that was added to the project budget in July 2006 to facilitate additional proposed change orders. This proposed change order was originally submitted to provide domed sky lights in building A that was determined to have already been included in the base contract. This transfers \$20,900 from the Unearned Collage contract line into the Contingency Line.

LYNX OPERATIONS CENTER

Revised Budget Including Change Order #141

June 28, 2007

<u>Cost Category</u>	<u>Budget prior to Reallocation</u>	<u>Change Order # 141</u>	<u>Revised Budget</u>
Collage Contract	\$ 18,162,894	\$ 54,751	\$ 18,217,645
Collage Contract (Unearned)	27,234		27,234
Collage Owner Direct Purchases	6,511,996		6,511,996
Subtotal Collage Contract + Direct Purchases	24,702,124	54,751	24,756,875
NuTech Contract (Systems)	393,000		393,000
Network Integration, Inc. Contract (Systems)	107,969		107,969
GFI Genfare (Equipment)	126,350		126,350
Rotary Lift (Equipment)	1,296,142		1,296,142
High Density Storage (Equipment)	216,645		216,645
LYNX Lane	\$ 1,151,500		\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996		369,996
Specialties	180,000		180,000
Equipment	285,858		285,858
Systems	85,066		85,066
Furnishings	209,262		209,262
Program Management	1,525,465		1,525,465
Permitting	537,356		537,356
Design Services	3,320,164		3,320,164
Construction Management	1,378,813		1,378,813
LYNX Oversight	409,761		409,761
Contingency	63,529	(54,751)	8,778
TOTALS	\$ 36,359,000	\$ -	\$ 36,359,000

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (54,751)
Description of Change:		

This ADDITIVE change order is to increase funds for compensable time extension for the month of May 2007.

Monthly Report A: Finance Report

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 - April 2007

Date: 6/28/2007

Please find attached the monthly financial reports for the six months ending April 30, 2007. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the seven months ending April 30, 2007 indicates total revenue earned in the amount of \$59,273,821 and total expenses incurred in the amount of \$53,669,206 resulting in a net operating profit of \$5,604,615.

In addition:

- Fixed route and Van Pool services resulted in an operating profit of \$4,701,452 for seven months of operations.
- Paratransit services resulted in an operating profit of \$903,163 for the seven months of operations.

The fixed route positive results relate to lower than anticipated cost for LYNX' fixed route services due to *cyclical* trends. Interest income and miscellaneous revenues are higher than anticipated contributing to the positive results for six months of the fiscal year. Also, personnel costs are under budget due to the existence of several vacant positions. In addition, expenses relating to professional services are not being accrued on a monthly basis and as such the amounts reported reflect only actual payments year-to-date. These expenses as well as other operating expenses will be incurred as planned as the year progresses and the positive results may decrease.

In regard to the paratransit operations, the positive results are due to lower than anticipated trip levels and related costs year-to-date. The trip levels are down due to the creation of a new HMO transportation provider in January 2007 and strict enforcement of the "no show" policy. We are closely monitoring the trip levels in order to ensure consistency with planned operating expenses. Also, LYNX' staff continues to oversee the operations of this program daily to ensure that the

LYNX Board Agenda

provider is in compliance with the required service performance standards and other contract obligations.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
APRIL 30, 2007 AND 2006
(UNAUDITED)

	2007	2006
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 7,212,011	\$ 6,720,536
Receivables:		
Local, trade and operating assistance	6,536,697	8,686,576
Federal grants	7,953,051	731,678
State grants	2,747,529	9,257,432
Inventory	1,993,930	1,660,420
Prepaid expenses and other assets	696,227	1,879,911
Restricted cash and cash equivalents	6,711,011	2,193,237
Total current assets	33,850,456	31,129,790
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	8,598,767	4,371,925
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	39,867,549	39,457,783
Revenue vehicles	77,604,976	68,984,354
Furniture, Fixtures & Equipment	15,917,826	14,715,448
Leasehold improvements	1,767,888	1,705,204
Total property and equipment	143,729,704	133,434,254
Less accumulated depreciation	(73,617,954)	(69,075,283)
Construction in progress	39,925,590	28,010,130
Net property and equipment	110,037,340	92,369,101
Other assets	926,468	1,017,079
Total noncurrent assets	119,562,575	97,758,105
TOTAL ASSETS	\$ 153,413,031	\$ 128,887,895

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS
APRIL 30, 2007 AND 2006
(UNAUDITED)

	2007	2006
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable	\$ 5,232,102	\$ 6,304,219
Accrued salaries and related taxes	873,887	2,036,861
Accrued compensated absences	2,954,076	2,713,035
Accrued self-insurance liability, current	1,209,079	1,171,339
Leases payable, current	-	45,011
Deferred operating revenue	2,191,821	3,207,675
Deferred capital	2,035,243	2,193,237
Total current liabilities	14,496,208	17,671,377
NONCURRENT LIABILITIES:		
Leases payable, long-term	-	-
Loans payable	17,698,991	15,558,991
Accrued self-insurance liability, long-term	1,754,567	1,905,497
Total noncurrent liabilities	19,453,558	17,464,488
Total liabilities	33,949,766	35,135,865
NET ASSETS:		
Invested in capital assets, net of related debt	99,288,058	80,914,487
Restricted	3,118,000	-
Unrestricted	17,057,207	12,837,543
Total net assets	119,463,265	93,752,030
TOTAL LIABILITIES AND NET ASSETS	\$ 153,413,031	\$ 128,887,895

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF APRIL 2007 AND THE SEVEN MONTHS ENDED APRIL 30, 2007
(UNAUDITED)

	Year to Date			Month of April		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 11,546,213	\$ 10,969,949	95%	\$ 1,649,459	\$ 1,523,715	92%
Contract Services:						
Local Financial Assistance	5,473,231	5,209,199	95%	781,890	860,847	110%
Other Contractual Services	4,760,343	4,853,371	102%	680,049	695,396	102%
Advertising	1,341,667	1,315,408	98%	191,667	195,051	102%
Other Operating Income	269,466	372,851	138%	38,495	53,642	139%
Total Operating Revenues	23,390,920	22,720,778	97%	3,341,560	3,328,651	100%
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	417,083	417,083	100%	59,583	59,583	100%
State of Florida	4,774,986	4,775,136	100%	682,141	682,141	100%
Local	25,312,757	23,754,991	94%	3,616,108	3,787,541	105%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	6,050,444	5,605,814	93%	864,349	959,077	111%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,788,430	1,291,619	72%	255,490	303,034	119%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	456,750	-	0%	65,250	-	0%
Interest Income	314,419	708,400	225%	44,917	115,228	257%
Gain / (Loss) on Sale of Assets	-	-	N/A	-	-	N/A
Total Nonoperating Revenues	39,114,869	36,553,043	93%	5,587,838	5,906,604	106%
Fund Balance	-	-	0%	-	-	0%
Total Revenues	62,505,789	59,273,821	95%	8,929,398	9,235,255	103%
OPERATING EXPENSES						
Salaries and Wages	21,642,201	20,550,032	95%	3,091,743	2,978,517	96%
Fringe Benefits	11,753,195	10,481,817	89%	1,679,028	1,496,561	89%
Purchased Transportation Services	9,621,603	8,855,937	92%	1,374,515	1,265,363	92%
Fuel	6,923,830	5,419,687	78%	989,119	928,076	94%
Other Materials and Supplies	3,208,477	2,656,596	83%	458,354	408,768	89%
Professional Services	2,283,268	736,948	32%	326,181	71,325	22%
Other Services	3,027,496	2,371,399	78%	432,499	363,012	84%
Lease and Miscellaneous Expenses	1,052,009	873,809	83%	150,287	128,860	86%
Casualty and Liability Insurance	967,940	823,313	85%	138,277	112,509	81%
Utilities	560,587	577,735	103%	80,084	80,318	100%
Taxes and Licenses	289,554	235,306	81%	41,365	36,080	87%
Interest Expense	110,495	86,627	78%	15,785	12,329	78%
Total Operating Expenses	61,440,655	53,669,206	87%	8,777,237	7,881,718	90%
OPERATING GAIN / (LOSS)	\$ 1,065,134	\$ 5,604,615	526%	\$ 152,161	\$ 1,353,537	890%

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FIXED-ROUTE AND VANPOOL SEGMENT
STATEMENT OF REVENUE AND EXPENSES
FOR THE MONTH OF APRIL 2007 AND THE SEVEN MONTHS ENDED APRIL 30, 2007
(UNAUDITED)

	Year to Date			Month of April		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 10,834,362	\$ 10,376,487	96%	\$ 1,547,766	\$ 1,437,671	93%
Contract Services:						
Local Financial Assistance	5,473,231	5,209,199	95%	781,890	860,847	110%
Other Contractual Services	122,464	86,523	71%	17,495	10,845	62%
Advertising	1,341,667	1,315,408	98%	191,667	195,051	102%
Other Income	269,466	372,851	138%	38,495	53,642	139%
	<u>18,041,190</u>	<u>17,360,468</u>	<u>96%</u>	<u>2,577,313</u>	<u>2,558,056</u>	<u>99%</u>
Total Operating Revenues						
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	417,083	417,083	100%	59,583	59,583	100%
State of Florida	4,774,986	4,775,136	100%	682,141	682,141	100%
Local	20,661,656	19,103,889	92%	2,951,665	3,123,100	106%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	5,058,776	4,614,147	91%	722,682	817,410	113%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,788,430	1,291,619	72%	255,490	303,034	119%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	456,750	-	0%	65,250	-	0%
Interest Income	314,419	708,400	225%	44,917	115,228	257%
Gain / (Loss) on the Sale of Assets	-	-	N/A	-	-	N/A
	<u>33,472,100</u>	<u>30,910,274</u>	<u>92%</u>	<u>4,781,728</u>	<u>5,100,496</u>	<u>107%</u>
Total Nonoperating Revenues						
Total Revenues	<u>51,513,290</u>	<u>48,270,742</u>	<u>94%</u>	<u>7,359,041</u>	<u>7,658,552</u>	<u>104%</u>
OPERATING EXPENSES						
Salaries and Wages	21,440,594	20,384,149	95%	3,062,942	2,957,292	97%
Fringe Benefits	11,633,177	10,369,711	89%	1,661,882	1,475,495	89%
Purchased Transportation Services	2,335	1,150	49%	334	265	79%
Fuel	5,957,482	4,587,891	77%	851,069	767,351	90%
Other Materials and Supplies	3,137,358	2,646,644	84%	448,194	406,497	91%
Professional Services	2,149,947	657,326	31%	307,135	58,249	19%
Other Services	3,023,646	2,371,399	78%	431,949	363,012	84%
Lease and Miscellaneous Expenses	1,043,547	868,939	83%	149,078	127,440	85%
Casualty and Liability Insurance	967,940	823,313	85%	138,277	112,509	81%
Utilities	522,451	546,780	105%	74,636	75,558	101%
Taxes and Licenses	256,436	225,361	88%	36,634	36,917	101%
Interest Expense	110,495	86,627	78%	15,785	12,329	78%
	<u>50,245,465</u>	<u>45,569,290</u>	<u>87%</u>	<u>7,177,915</u>	<u>6,392,914</u>	<u>89%</u>
Total Operating Expenses						

OPERATING GAIN / (LOSS)	<u>\$ 1,267,882</u>	<u>\$ 4,701,452</u>	<u>371%</u>	<u>\$ 181,126</u>	<u>\$ 1,265,638</u>	<u>699%</u>
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CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PARATRANSIT SEGMENT
STATEMENT OF REVENUE AND EXPENSES
FOR THE MONTH OF APRIL 2007 AND THE SEVEN MONTHS ENDED APRIL 30, 2007
(UNAUDITED)

	Year to Date			Month of March		
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES						
Customer Fares	\$ 711,851	\$ 593,462	83%	\$ 101,693	\$ 86,044	85%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	4,637,879	4,766,848	103%	662,554	684,551	103%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>5,349,730</u>	<u>5,360,310</u>	<u>100%</u>	<u>764,247</u>	<u>770,595</u>	<u>101%</u>
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	4,651,101	4,651,102	100%	664,443	664,441	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	991,668	991,667	100%	141,667	141,667	100%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	-	-	0%	-	-	0%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>5,642,769</u>	<u>5,642,769</u>	<u>100%</u>	<u>806,110</u>	<u>806,108</u>	<u>100%</u>
Total Revenues	<u>10,992,499</u>	<u>11,003,079</u>	<u>100%</u>	<u>1,570,357</u>	<u>1,576,703</u>	<u>100%</u>
OPERATING EXPENSES						
Salaries and Wages	201,607	165,883	82%	28,801	21,225	74%
Fringe Benefits	120,018	112,107	93%	17,146	21,066	123%
Purchased Transportation Services	9,619,268	8,854,787	92%	1,374,181	1,265,098	92%
Fuel	966,348	831,796	N/A	138,050	160,725	N/A
Other Materials and Supplies	71,119	9,952	14%	10,160	2,271	22%
Professional Services	133,321	79,621	60%	19,046	13,076	69%
Other Services	3,850	-	N/A	550	-	N/A
Lease and Miscellaneous Expenses	8,462	4,869	58%	1,209	1,420	117%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Taxes and Utilities	38,136	30,955	81%	5,448	4,760	87%
Interest Expense	33,118	9,946	N/A	4,731	(837)	N/A
Total Operating Expenses	<u>11,195,247</u>	<u>10,099,916</u>	<u>90%</u>	<u>1,599,322</u>	<u>1,488,804</u>	<u>93%</u>
OPERATING GAIN / (LOSS)	<u>\$ (202,748)</u>	<u>\$ 903,163</u>	<u>545%</u>	<u>\$ (28,965)</u>	<u>\$ 87,899</u>	<u>403%</u>

Monthly Report B: Employee Travel Report

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 6017

Item Name: Monthly Employee Travel Report

Date: 6/28/2007

EMPLOYEE/ DEPARTMENT	DESTINATION	PURPOSE	DATE Departure and Return	COMPANY COST
Edward Mitchell Access Lynx	Tampa, FL	FDOT/FPTA/CUTR Workshop classes	06/04-06/06/07	432
David Adams Access Lynx	Tampa, FL	FDOT/FPTA/CUTR Workshop classes	06/04-06/06/07	432
William Hearndon Access Lynx	Gainesville, FL	CTC Meetings	06/04-06/06/07	342
Lisa Darnall Operations	Tampa, FL	FDOT/FPTA/CUTR Workshop	06/04-06/04/07	-
David Burnett Operations	Tampa, FL	FDOT/FPTA/CUTR Workshop	06/04-06/05/07	23
Raul Balda Marketing	Tampa, FL	FDOT/FPTA/CUTR Workshop	06/04-06/05/07	218
Linda Watson Executive	Woods Hole, MA	TRB Executive	06/04-06/05/07	-
Mira Bourova Planning	San Diego, CA	2007 ESRI Int'l User Conf.	06/15-06/22/07	2,362
Edward Johnson Executive	Miami, FL	2007 COMTO National meeting	06/21-06/27/07	1,720
Blanche Sherman Finance	Miami, FL	2007 COMTO National meeting	06/21-06/27/07	1,720
Desna Hunte Human Resources	Las Vegas, NV	SHRM Annual Conf	06/23-06/28/07	2,611

LYNX B  ard Agenda

			Total	9,860

Monthly Report C: Planning Division Report

To: LYNX Board Of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
Jennifer Stults
(Technical Contact)
Doug Jamison
(Technical Contact)
Mira Bourova
(Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Name: Planning Report

Date: 6/28/2007

Budget

Planning continued to support the Finance Department efforts to draft the 2008 and 2009 fiscal year budgets. Planning has forecasted the shift of buses from the temporary Bennett garage to the new LYNX Operations Center, the annualized impact of the 2007 service changes, and the impact of adding seven buses in 2008 to continue to improve on time performance.

Comprehensive Operations Analysis (COA)

Planning staff and COA consultant have completed annual bundling of the service initiatives for all 15 years of the COA, which provides valuable information for annual Transit Development Plan (TDP) updates as well as budgeting purposes. Staff has completed development of individual route maps and options, with annual bundles by year still being developed for use in the TDP.

Staff and consultants have again met with Commuter Rail consultants and Florida Department of Transportation staff to update and share information.

Coordination

LYNX continues to work with METROPLAN ORLANDO and the Florida Department of Transportation on the development of their five-year Transportation Improvement Program and Work Program, respectively. This is to ensure consistency with LYNX' Transit Development Plan.

Feeder Service

Planning continued implementation efforts for the June 4, 2007 start of the Poinciana PickUpLine, funded by the Rural Intelligent Transportation Systems grant. This new feeder

service utilizes the mobile data terminals (MDTs) and automatic vehicle location system (AVL) to provide real time passenger manifests to the driver and record passenger boardings and fares.

FlexBus

Work is continuing to finalize the business plan which will guide the project from the design phase through construction. Comments from LYNX, Altamonte Springs, and the Florida Department of Transportation are being addressed in the document, mostly dealing with potential funding sources for the deployment costs of the system. Meetings with property owners regarding the location of FlexBus transit shelters and vehicle staging areas have begun and will continue through the summer.

Geography Network

- 900 hits in May

Geographic Information Systems (GIS)

GIS staff and employees of DTS finalized LYNX's Bus Stop Inventory validation. The location of 800 stops has been analyzed. GPS and attribute data have been collected for about 200 of the stops. In addition all the bus stop changes for the April 2007 bid have been added to the current bus stop database. Service Planning staff is working on the validation and updates of the bus stop data in Trapeze FX scheduling system.

LYNX GIS staff finalized the process for building combined 2007 street center line file for Seminole, Orange, Osceola, Polk, Lake and Volusia counties. The file with associated metadata is to be published at CFGIS.com web site for distribution.

IT and GIS staff conducted software upgrades of the ESRI software to version 9.2. New shared license for Network Analyst extension has been added.

The current and future LYNX TDP routes data has been developed and added to the GIS database.

Grants

Planning completed and submitted the application for a Florida Department of Transportation Service Development Grant to support the establishment of the proposed Link 323 State Road 434. This proposed service would connect with the existing Link 47 at Oviedo Marketplace Mall and travel west to the Rosemont Transit Center via Red Bug Lake Road, Tuskawilla Road, and State Road 434. The Board approved this submittal at its May 2007 meeting, along with that of a Regional Intelligent Transportation Systems (ITS) project.

Job Access and Reverse Commute/New Freedom program (JARC/NFP)

LYNX has issued a contract and has started to develop goals. A stakeholders meeting is being planned for early fall, as soon as the Coordinated Human Services Transportation Plan has been drafted. Staff is also in the process of hiring a grant-funded Coordinated Human Services Transportation Planning Manager to oversee this program.

Requests

- 6 GIS data requests
- 20 Requests for information related to facilities – park & ride lots, shelters, bus stops, and related amenities
- 2 Nip-It In the Buds
- 11 Service-related requests
- 10 Requests for general information, including ridership, surveys and more

Service

Staff is continuing to work towards the implementation of several service changes for August 19, 2007. With the award of a new Service Development Grant from the Florida Department of Transportation, LYNX will be able to improve service along Colonial Drive on what is now the Link 30 to operate every half hour, rather than the current hourly service. Staff is also revising schedules on the parallel Links 28, 29, 48, and 49, to improve on time performance.

The Link 47 Oviedo is being re-routed to eliminate the lengthy loop to Oviedo Marketplace. The new route will permit passengers to travel directly between the mall and Seminole Community College every hour, and eliminate the need for a clockwise and counter-clockwise service design. The new route will discontinue a short segment of service along Mitchell Hammock Road between State Road 426 and Alafaya Trail/Central Avenue.

The Link 54 Old Winter Garden Road will be extended westward along Old Winter Garden Road to Blackwood Avenue to serve the Wal-Mart and Health Central. This service is being replaced on Colonial Drive with the new enhanced Link 30.

Planning is also evaluating scheduled running times on Links 2, 5, 23, 25, 27, 40, 43, 47, 53, and 54 in our continuing efforts to improve on-time performance.

Shelters and Related Passenger Amenities

Barracuda Builders continues to install shelters under the current work order. Recent installations have included shelters on Orange Avenue in Taft located at Tradeport Drive and at 4th Street. Additional sites are in the permitting process for installation at the end of the month and early next month.

Training

Staff attended the FDOT/FPTA/CUTR Professional Development Conference held in Tampa from June 4, 2007 through June 6, 2007. Sessions attended were: Transit Planning Network, Transit without Borders, Marketing Research, TDP Guidelines, BRT Successes, and others.

Staff participated in the ESRI South East Regional Users Group meeting, as well as with the Seminole County GIS Users Group meeting.

Travel Management Coordination Center (TMCC)

The Model Orlando Regionally Efficient Transportation Management Coordination Center (MORE TMCC) is a Federal Transit Administration (FTA) funded project under the Federal United We Ride program. Staff conducted the local kick-off for the project on May 31, 2007. Twenty-three people attended representing Agency for Persons with Disabilities, Edwards and

LYNX Board Agenda

Kelsey (consultant), Goodwill Industries, Lakeland Area Mass Transit District, Lakeside Behavioral Health Care, MetroPlan Orlando, MV Transit, Technology Solution Providers (consultant), Seniors First, Senior Resource Alliance, and LYNX staff. This team will work together over the next twelve months to develop a plan for implementing a coordinated Travel Management Coordination Center. The goal set by the group is to design a center that is focused on meeting the needs of the customer and allows access to the service provided across agency lines.

Monthly Report D: Ridership Report

To: LYNX Board Of Directors

From: Lisa Darnall
 CHIEF OPERATING OFFICER
Jennifer Stults
 (Technical Contact)
William Hearndon
 (Technical Contact)
Terry Jordan
 (Technical Contact)

Phone: 407.841.2279 ext: 6036

Item Ridership Report

Name:

Date: 6/28/2007

April 2007 FINAL

All Services (Fixed Route, Special Shuttles, Access LYNX and VanPlan) – Comparison to Prior Year

	April 2006	April 2007	Percentage +/-
Total Monthly	2,056,943	2,139,406	4.0%
Average Weekday	82,315	84,219	2.3%
Annual Ridership	14,601,862	14,888,234	2.0%
Number of Weekdays	20	21	5.0%

April 2007 experienced a system-wide ridership total of 2,139,406, showing an increase of 4.0% from the 2,056,943 boardings recorded in April 2006. Average weekday boardings are up by 2.3% (1,904 additional riders) from the previous year. **System-wide year to date ridership is 14,888,234, up by 2.0% from last year's 14,601,862.**

Fixed Route – Comparison to Prior Year

	April 2006	April 2007	Percentage +/-
Total Monthly	2,001,487	2,076,637	3.8%
Average Weekday	79,967	81,538	2.0%
Annual Ridership	14,148,941	14,436,135	2.0%
Number of Weekdays	20	21	5.0%

Fixed route ridership for April 2007 totaled 2,076,637, reflecting an increase of 3.8% when compared to the 2,001,487 passengers carried in April 2006.

Fixed Route – Comparison to Prior Month

	March 2007	April 2007	Percentage +/-
Total Monthly	2,163,897	2,076,637	-4.0%
Average Weekday	80,342	81,538	1.5%
Number of Weekdays	22	21	-4.5%

Comparisons of April 2007 to the prior month's boardings (March 2007) reflect a decrease of 4.0% (87,260 riders). April 2007 also saw an increase of 1.5% in the average number of passengers riding per weekday (a difference of 1,196 riders) when compared to the average weekday ridership for March 2007 of 80,342. The decrease in total monthly boardings can be explained by the fewer number of weekdays in April.

Link 204 Clermont Express average weekday ridership for April 2007 is up 7.8% from March 2007.

Individual Fixed Route Comparison to Prior Year

Comparisons of individual route ridership during April 2007 show 2 routes to have experienced a decline in ridership greater than 10% when compared to April 2006.

Route Decreases Greater Than 10%

- Link 47 – Oviedo (-11.7%)
- Link 2 – Colonialtown (-11.1%)

In contrast, April 2007 produced 8 routes with increases of 10% or greater when compared to April 2006. Link 55 experienced the most significant increase of 38.1%; this is thought to be primarily due to the extension of service to the Four Corners Wal-Mart.

Route Increases Greater Than 10%

- Link 55 – West U.S. 192/Orange Lake (+38.1%)
- Link 40 – Americana/Universal Orlando (+22.3%)
- Link 43 – Central Florida Pkwy. (+20.4%)
- Link 56 – West U.S. 192/Magic Kingdom (+19.9%)
- Link 37 – Park Promenade Plaza/Florida Mall (+19.0%)
- Link 24 – Millenia (+17.0%)
- Link 10 – East U.S. 192/St. Cloud (+15.8%)
- Link 57 – John Young Pkwy. (+11.4%)

LYNX MONTHLY RIDERSHIP APRIL 2007 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	104,537	102,808	100,230	102,502	95,244	99,012	93,260						697,593
VOTRAN 100%	1,390	1,185	916	1,125	963	1,057	1,153						7,789
All Other Links	2,012,423	1,877,646	1,890,701	2,051,408	1,853,218	2,063,828	1,982,224						13,731,448
Total Fixed Route	2,117,655	1,981,639	1,991,847	2,155,035	1,949,425	2,163,897	2,076,637						14,436,135
Special Shuttles	238	93	170	19,222	248	66	152						20,189
Access LYNX	45,336	44,859	43,911	45,141	42,674	47,154	45,038						314,113
VanPlan	17,579	16,548	14,178	17,066	16,509	18,338	17,579						117,797
TOTAL	2,180,808	2,043,139	2,050,106	2,236,464	2,008,856	2,229,455	2,139,406						14,888,234
													Final

% Change From Fiscal Year 2006 To Fiscal Year 2007

<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	5.9%	5.4%	4.1%	12.7%	2.2%	-5.5%	-3.8%						2.8%
VOTRAN 100%	7.7%	5.7%	4.9%	3.0%	6.4%	-24.6%	-2.4%						-1.0%
All Other Links	3.9%	-2.2%	-4.3%	9.7%	1.0%	1.8%	4.1%						2.0%
Total Fixed Route	4.0%	-1.8%	-3.9%	9.9%	1.1%	1.5%	3.8%						2.0%
Special Shuttles		-99.1%	-99.0%	-22.9%	195.2%	17.9%	11.8%						-62.1%
Access LYNX	1.4%	-1.1%	2.7%	5.6%	6.2%	2.9%	10.3%						3.9%
VanPlan	40.9%	34.4%	9.2%	19.6%	16.3%	11.0%	21.5%						21.1%
TOTAL	4.2%	-2.1%	-4.4%	9.5%	1.3%	1.6%	4.0%						2.0%

Fiscal Year 2006

<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	98,726	97,582	96,276	90,962	93,232	104,808	96,949	102,166	101,618	97,651	111,862	103,823	1,195,655
VOTRAN 100%	1,291	1,121	873	1,092	905	1,401	1,181	1,384	1,449	1,374	1,430	1,205	14,706
All Other Links	1,937,622	1,920,566	1,975,403	1,869,830	1,834,244	2,026,533	1,904,243	1,986,650	1,943,254	1,906,376	2,092,485	1,974,421	23,371,625
Total Fixed Route	2,036,671	2,018,428	2,071,897	1,961,065	1,927,702	2,131,691	2,001,487	2,089,162	2,045,234	2,004,370	2,204,705	2,078,545	24,570,957
Special Shuttles	0	10,513	17,536	24,932	84	56	136	519	47	21	37	68	53,949
Access LYNX	44,703	45,345	42,751	42,756	40,178	45,846	40,846	44,621	44,222	41,905	46,551	44,800	524,524
VanPlan	12,478	12,312	12,988	14,271	14,192	16,524	14,474	16,042	15,432	15,200	17,818	15,156	176,887
TOTAL	2,093,852	2,086,598	2,145,172	2,043,024	1,982,156	2,194,117	2,056,943	2,150,344	2,104,935	2,061,496	2,269,111	2,138,569	25,326,317

Due to changes in NTD reporting requirements, all Votran comparisons now reflect 100% of ridership.
Previous to FY 2007, LYNX was only reporting 25% of Link 200.

LYNX AVERAGE DAILY APRIL 2007 FINAL

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEARLY AVG
LYMMO	Wkday	3,822	4,339	4,348	4,154	4,089	4,053	3,897						4,100
	Sat	1,112	1,847	1,824	1,634	2,505	1,326	1,780						1,718
	Sun	753	862	691	917	861	807	862						822
VOTRAN 100%	Wkday	63	54	46	51	48	48	55						52
All Other Links	Wkday	76,466	73,964	73,310	76,915	76,596	76,289	77,641						75,883
	Sat	50,102	47,340	52,073	53,614	51,287	52,459	52,047						51,275
	Sun	28,401	26,676	26,948	29,097	29,279	29,504	28,944						28,407
Total Fixed Route	Wkday	80,304	78,316	77,669	81,069	80,685	80,342	81,538						79,989
	Sat	51,214	49,187	53,897	55,248	53,792	53,785	53,827						52,993
	Sun	29,154	27,538	27,639	30,014	30,140	30,311	29,806						29,229
Access LYNX	Wkday	1,893	1,794	1,739	1,780	1,907	1,899	1,901						1,845
	Sat	727	764	801	778	801	801	816						784
	Sun	367	468	527	339	332	343	369						392
VanPlan	Wkday	762	711	613	770	771	787	780						742
	Sat	151	135	138	91	144	123	163						135
	Sun	143	90	98	51	125	103	111						103
TOTAL LYNX SERVICES	Wkday	82,959	80,821	80,021	83,619	83,363	83,028	84,219						82,576
	Sat	52,092	50,086	54,836	56,117	54,737	54,709	54,806						53,912
	Sun	29,664	28,096	28,264	30,404	30,597	30,757	30,286						29,724
														Final

% Change From Fiscal Year 2006 TO Fiscal Year 2007

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEAR
LYMMO	Wkday	-8.5%	3.9%	40.7%	11.7%	-4.1%	-2.2%	-9.3%						-1.3%
	Sat	-24.3%	18.2%	103.8%	17.8%	112.1%	-11.4%	29.3%						34.7%
	Sun	2.0%	19.9%	2.2%	28.6%	6.4%	-7.2%	5.1%						4.8%
VOTRAN 100%	Wkday	3.0%	-3.8%	15.6%	-1.7%	6.5%	-21.1%	-6.9%						-9.7%
All Other Links	Wkday	4.3%	-1.7%	15.0%	9.3%	0.1%	2.7%	2.6%						3.0%
	Sat	0.9%	-6.3%	23.4%	8.3%	4.3%	3.1%	2.8%						2.2%
	Sun	-4.4%	-3.3%	16.0%	18.1%	8.7%	3.7%	5.0%						0.8%
Total Fixed Route	Wkday	3.7%	-1.4%	16.2%	9.4%	-0.1%	2.4%	2.0%						2.7%
	Sat	0.2%	-5.6%	25.0%	8.6%	6.9%	2.7%	3.5%						3.0%
	Sun	-4.3%	-2.7%	15.6%	18.4%	8.7%	3.4%	5.0%						0.9%
Access LYNX	Wkday	0.7%	-3.7%	0.7%	2.1%	5.6%	-10.5%	7.1%						0.9%
	Sat	-2.0%	-0.7%	9.4%	6.3%	11.3%	3.3%	12.1%						5.1%
	Sun	20.1%	38.8%	78.2%	19.9%	17.8%	1.0%	15.1%						24.3%
VanPlan	Wkday	40.1%	35.2%	12.3%	30.3%	36.0%	32.5%	36.1%						29.9%
	Sat	9.4%	2.3%	10.4%	-44.5%	-4.6%	-25.9%	3.7%						-9.4%
	Sun	98.6%	8.4%	18.1%	-58.0%	-12.6%	-29.9%	-17.9%						-19.0%
TOTAL LYNX SERVICES	Wkday	3.8%	-1.2%	15.8%	9.4%	0.3%	2.3%	2.3%						2.9%
	Sat	0.2%	-5.5%	24.7%	8.4%	6.9%	2.6%	3.7%						3.0%
	Sun	-3.8%	-2.2%	16.4%	18.1%	8.7%	3.2%	5.0%						1.1%

Fiscal Year 2006

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	AVG DAILY FOR YEAR
LYMMO	Wkday	4,176	4,178	3,091	3,720	4,264	4,145	4,298	4,254	4,256	4,251	4,523	4,689	4,154
	Sat	1,469	1,562	895	1,387	1,181	1,497	1,377	1,116	1,228	1,259	1,135	1,206	1,276
	Sun	738	719	676	713	809	870	820	823	770	851	824	802	785
VOTRAN 100%	Wkday	61	56	40	52	45	61	59	63	63	69	64	60	58
All Other Links	Wkday	73,284	75,246	63,736	70,343	76,485	74,297	75,654	74,303	73,742	72,684	76,360	78,195	73,694
	Sat	49,640	50,522	42,215	49,487	49,154	50,882	50,612	51,230	50,768	53,188	53,321	51,109	50,177
	Sun	29,711	27,589	23,225	24,635	26,926	28,457	27,562	29,344	29,372	31,235	30,133	29,928	28,176
Total Fixed Route	Wkday	77,475	79,438	66,837	74,076	80,760	78,457	79,967	78,573	78,014	76,952	80,899	82,899	77,862
	Sat	51,109	52,084	43,110	50,874	50,335	52,379	51,989	52,346	51,996	54,447	54,456	52,315	51,453
	Sun	30,449	28,308	23,901	25,348	27,735	29,327	28,382	30,167	30,142	32,086	30,957	30,730	28,961
Access LYNX	Wkday	1,879	1,863	1,726	1,743	1,806	2,121	1,775	1,754	1,819	1,742	1,835	1,877	1,828
	Sat	741	770	732	732	720	776	728	738	754	742	763	760	746
	Sun	306	337	296	283	282	340	321	333	317	307	322	343	316
VanPlan	Wkday	544	526	546	591	567	594	573	574	559	577	610	596	571
	Sat	138	132	125	164	151	166	157	184	147	156	144	124	149
	Sun	72	83	83	122	143	147	135	169	144	147	179	101	127
TOTAL LYNX SERVICES	Wkday	79,898	81,827	69,109	76,410	83,133	81,172	82,315	80,901	80,392	79,271	83,344	85,372	80,262
	Sat	51,988	52,986	43,967	51,770	51,206	53,321	52,874	53,268	52,897	55,345	55,363	53,199	52,349
	Sun	30,827	28,728	24,280	25,753	28,160	29,814	28,838	30,669	30,603	32,540	31,458	31,174	29,404

Due to changes in NTD reporting requirements, all Votran comparisons now reflect 100% of ridership. Previous to FY 2007, LYNX was only reporting 25% of Link 200.

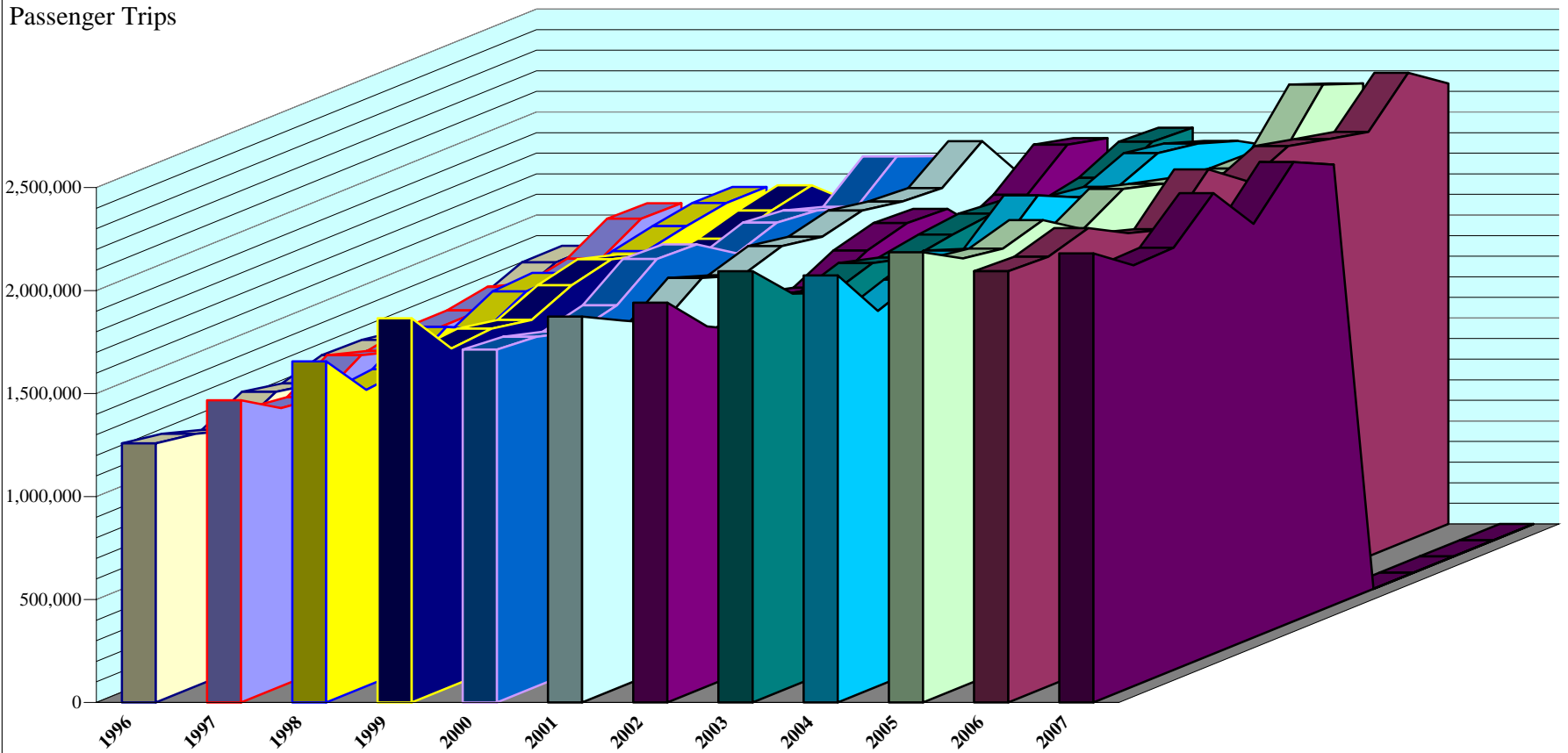
ROUTE RIDERSHIP REPORT

Link No	Route	FY 2006 Average Monthly Ridership	Mar-2007	% Change from Mar 07 to Apr 07	Apr-2007	% Change From Previous Year	Change Apr 2007 From FY 2006 Average Monthly Ridership
1	N Orange Ave./Altamonte Mall	17,469	17,287	-5.3%	16,375	-8.0%	-6.3%
2	Colonialtown	3,604	3,964	-25.9%	2,937	-11.1%	-18.5%
3	Lake Margaret	17,641	19,779	-4.3%	18,923	1.6%	7.3%
4	South U.S. 441/Kissimmee	145,446	159,614	-5.6%	150,723	4.9%	3.6%
5	Lake George/Fort Gatlin	4,743	4,744	-0.9%	4,703	-1.2%	-0.8%
6	Dixie Belle	16,591	16,511	1.5%	16,752	1.5%	1.0%
7	S. Orange Ave./Florida Mall	24,339	24,965	0.3%	25,028	3.6%	2.8%
8	W. Oak Ridge Rd./Int'l Dr.	159,501	167,560	-0.6%	166,619	2.6%	4.5%
9	N. Orange Ave./Rosemont	30,389	31,028	-1.7%	30,511	-0.7%	0.4%
10	East U.S. 192/St. Cloud	19,996	24,422	-9.1%	22,190	15.8%	11.0%
11	S. Orange Ave./OIA	33,633	34,348	-8.9%	31,281	-7.3%	-7.0%
12	Buenaventura Lks/Boggy Ck	7,150	8,246	-14.0%	7,091	-9.0%	-0.8%
13	University of Central Florida	32,961	34,904	-3.1%	33,813	4.1%	2.6%
14	Princeton Street/Plymouth Apts.	5,906	6,726	-7.6%	6,212	5.3%	5.2%
15	Curry Ford Rd./V.C.C. East	47,878	48,081	-0.8%	47,700	-1.4%	-0.4%
16	College Park/The Meadows	10,076	10,376	2.1%	10,597	4.1%	5.2%
17	North U.S. 441/Apopka	52,533	52,839	-2.1%	51,705	-1.3%	-1.6%
18	S. Orange Ave./Kissimmee	35,465	39,907	-8.7%	36,420	4.1%	2.7%
19	Richmond Heights	29,411	30,295	1.8%	30,837	8.3%	4.8%
20	Malibu/Pine Hills	67,682	68,030	-3.9%	65,353	-1.5%	-3.4%
200	Volusia Express	1,225	1,057	9.1%	1,153	-2.4%	-5.9%
204	Clermont Express	N/A	1,131	2.4%	1,158	N/A	N/A
209	UCF/Downtown Orlando Late Night Shuttle	N/A	593	-53.5%	276	N/A	N/A
21	Carver Shores/Tangelo Park	82,910	86,954	-2.1%	85,101	5.9%	2.6%
22	Richmond Estates	26,883	27,169	2.0%	27,723	9.6%	3.1%
23	Winter Park/Forest City	26,274	25,899	-2.6%	25,233	-6.1%	-4.0%
24	Millenia	9,663	11,436	-6.3%	10,714	17.0%	10.9%
25	Silver Star Rd.	71,884	72,011	-4.5%	68,786	-2.3%	-4.3%
26	Pleasant Hill Rd./Poinciana	15,658	18,225	-9.0%	16,579	4.0%	5.9%
27	Plant St./Oakland	7,161	8,303	-13.4%	7,192	2.0%	0.4%
28	E. Colonial Dr./Azalea Park	43,586	44,294	-1.8%	43,512	-1.6%	-0.2%
29	E. Colonial Dr./Goldenrod	41,211	41,679	-5.5%	39,384	-2.4%	-4.4%
30	Colonial Dr. Crosstown	50,240	52,299	-6.3%	49,011	-6.6%	-2.4%
300-305	Downtown Disney Direct	17,554	17,993	-6.9%	16,759	-4.1%	-4.5%
31	Lymmo	97,823	99,012	-5.8%	93,260	-3.8%	-4.7%
32	Union Park/Bithlo	4,604	4,758	-2.6%	4,633	6.4%	0.6%
33	Midway/Sanford Airport	2,284	2,517	-7.5%	2,327	7.6%	1.9%
34	Sanford/Goldsboro	7,900	8,491	-11.7%	7,501	4.2%	-5.0%
36	Lake Richmond	23,852	22,298	-2.3%	21,783	-9.3%	-8.7%
37	Park Promenade Plaza/Florida Mall	62,827	73,822	-0.7%	73,306	19.0%	16.7%
38	Downtown Orlando/Int'l Dr.	15,033	17,584	-13.6%	15,194	-1.7%	1.1%
39	U.S. 17-92/Sanford	60,891	63,989	-1.6%	62,987	3.6%	3.4%
40	Americana/Universal Orlando	34,710	42,228	-0.9%	41,869	22.3%	20.6%
405	Apopka Circulator	N/A	N/A	N/A	407	N/A	N/A
41	S.R. 436 Crosstown	124,447	128,692	-4.1%	123,366	2.3%	-0.9%
414	UCF Alafaya/Waterford Lakes	N/A	N/A	N/A	388	N/A	N/A
42	International Dr./OIA	79,991	89,257	-3.2%	86,396	7.5%	8.0%
43	Central Florida Pkwy.	13,146	14,121	-1.3%	13,940	20.4%	6.0%
44	Clarcona/Zellwood	17,985	18,192	-9.9%	16,382	-9.3%	-8.9%
45	Lake Mary	4,329	3,956	2.0%	4,036	-7.9%	-6.8%
46	W. S.R. 46/Seminole Towne Ctr.	13,662	14,893	-13.3%	12,915	-3.2%	-5.5%
47	Oviedo	4,267	4,508	-12.8%	3,931	-11.7%	-7.9%
48	W. Colonial Dr./Park Promenade	48,997	51,536	-6.7%	48,085	-4.7%	-1.9%
49	W. Colonial Dr./Pine Hills	50,091	51,489	0.8%	51,920	2.8%	3.7%
50	Downtown Orlando/Magic Kingdom	40,376	39,719	4.1%	41,332	0.0%	2.4%
51	Conway/OIA	33,708	35,945	-5.3%	34,044	-0.9%	1.0%
52	Pine Castle/Tradeport	5,573	6,000	-7.7%	5,540	-0.4%	-0.6%
53	Story Rd./Tildenville	9,016	9,328	-8.5%	8,539	-6.5%	-5.3%
54	Old Winter Garden Rd.	14,034	14,737	-1.9%	14,455	2.6%	3.0%
55	West U.S. 192/Orange Lake	32,173	47,450	-8.2%	43,565	38.1%	35.4%
56	West U.S. 192/Magic Kingdom	34,876	44,915	-8.6%	41,073	19.9%	17.8%
57	John Young Pkwy.	15,081	17,047	-5.2%	16,158	11.4%	7.1%
58	Shingle Creek	164	2,641	0.8%	2,661	#DIV/0!	1521.7%
99	Farebox Errors	15,234	23,160	-24.7%	17,446	212.0%	14.5%
Total		2,023,734	2,164,954	-4.0%	2,077,790	3.8%	2.7%

Due to changes in NTD reporting requirements, all Votran comparisons now reflect 100% of ridership.

Previous to FY 2007, LY 2006 reported 25% of Link 200.

LYNX Ridership Growth - All Modes



Monthly Report E: Marketing Report

To: LYNX Board Of Directors

From: **Peggy Gies**
 CHIEF MARKETING OFFICER
Courtney Miller
 (Technical Contact)
Raul Balda
 (Technical Contact)
Deborah King
 (Technical Contact)

Phone: 407.841.2279 ext: 6020

Item Name: Marketing Report

Date: 6/28/2007

Advertising Sales

ADVERTISING SALES	MAY 2007
Advertising Sales Revenue	\$164,960
Net Revenue to LYNX Fiscal Year to Date	\$1,346,638

Commuter Services

COMMUTER CHOICE TRANSPORTATION PROGRAM	
CARPOOL/VANPOOL INQUIRIES	MAY 2007
Phone	80
Internet	57
Letters	67
Matches	26
VANPOOLS	MAY 2007
Commuter Choice Vanpool Participants	776

LYNX Board Agenda

Total Revenue Miles YTD	639,411	
New Vanpools	0	
Returned Vanpools	0	
Current Vans in Service	56	
Pending Vanpool Interest	Navair (4) Coleman (3)	
No. of Employers Contacted	15	
No. of Employees Contacted	2,407	
Employer Program Presentations	Tempus Resorts Devereux Depugh Nursing Center Wal-Mart	
Employee Vanpool Presentations	LOCATION	PARTICIPANTS
	Westgate Resorts Employee Promo	50
	Hyatt Regency Orlando International Airport Benefits Fair	75
	Total Participants	125
Other Business Presentations/Meetings	LOCATION	PARTICIPANTS
	National Association of Women Business Owners Expo	20
	Central Florida Employment Council Job Fair	2,000
	Orlando Business Journal Osceola Update	100
	Total Participants	2,120

Commuter Services Events

Bike To Work Day Promotion

LYNX representatives joined Mayor Buddy Dyer in his promotion of Bike to Work Day for a ride from Edgewater Drive to downtown Orlando's City Hall. In conjunction with Bike to Work Day, LYNX had our own promotion for all the individuals that ride their bikes to work on the bus. Posters were placed on the buses to inform riders that if they ride their bikes to the bus to go to work on the specified day, they could ask the operator for a postage-paid reply card that would enter them into a drawing for various LYNX prizes. LYNX will have a random drawing for the

bike used by Linda Watson on her Bike to Work Day ride with Mayor Dyer. Almost 1,000 people have returned their cards to be entered into the drawing.

Central Florida Employment Council (CFEC) Mayor's Job Fair

LYNX representatives participated in the CFEC Mayor's Job fair on May 23, 2007. We distributed information to approximately 2,000 potential riders about LYNX commuter services.

Hyatt Regency Orlando International Airport (OIA) Benefits Fair

LYNX representatives participated in Hyatt Regency's benefits fair to promote all our Commuter Services programs. We spoke to approximately 75 employees about LYNX services.

Orlando Business Journal (OBJ) Osceola Update

LYNX was a sponsor at the OBJ Osceola Update. Jeff Kaley, Manager of Advertising Sales, provided a five minute presentation to over 100 members of the Osceola business community. This sponsorship provided LYNX with the opportunity to network with local professionals and potential business partners.

National Association of Women Business Owners (NAWBO) Expo

LYNX representatives participated in the NAWBO Expo to promote our programs and services. We talked to twenty individuals about the benefits of implementing carpooling and vanpooling programs.

What Drives You? Internal Campaign

Commuter Services set their sites on our own LYNX employees for this month's internal "What Drives You?" campaign. The objective was to inform our own employees about the Commuter Choice Program, which offers great incentives to our employees if they travel in any alternative mode of transportation to their workplace. A t-shirt was distributed to each employee who attended one of the events, which were held at each of our three current locations. So far, over 500 employees (more than 50%) have received their t-shirt and future distribution times are pending. Registration in the Commuter Choice Program has increased by 80% percent as of the first week in June due to this education campaign drive.

Westgate Resorts Employee Promotion

Westgate Resorts invited LYNX representatives to promote their carpool program to its employees. Approximately 50 employees attended the promotion to get information on how to start a carpool. Approximately 15 employees registered to find a carpool partner.

Marketing

WEBSITE USAGE	MAY 2007
Average Hits per Day	16,964.81
Average Users per Day	1,974.26
Pages Viewed Per User	8.59
Average Time Spent on Site	8 minutes, 21 seconds
Approximate Visits per User	1.81
Total Page Hits	525,909
Total User Visits	61,202
Total Unique IP Addresses (visits)	33,743

Marketing Activities

Fun Friday

Fun Friday heard the smooth duet of vocals and saxophone from the Johnny Mag Sax Trio at LCS this month. Even with the heat of the day, over 100 folks came by the booth to spin the wheel for prizes and enjoy a musical lunch break.

Memorial Day

A Ride to Remember, the LYNX tribute to Memorial Day, was a visual reminder to all who attended the rededication ceremony at the Orange County Courthouse on Memorial Day. This event added two names to the memorial that honors some of our fallen veterans who were Orange County residents.

Customer Service

Customer Service is provided through the call center (providing travel information), fare media sales and information, eligibility/certification section, customer relations, lost & found, LYNX customer ID programs and “How To Ride” presentations.

CALL CENTER DATA	MAY 2007
Amount of Calls	32,422
Call-Wait Time in Seconds	:31 (thirty-one seconds)

SALES & INFORMATION DATA	MAY 2007
Customers serviced through fixed route inquiries/sales	23,107
LYNX fare media sales	\$196,512

LYNX Board Agenda

CUSTOMER SERVICE DATA	MAY 2007
Internet Inquiries	616
“How To Ride” presentations	4

CUSTOMER RELATIONS DATA	MAY 2007
Customers assisted by telephone, fax, one-on-one	1,687
Concerns/suggestions for Fixed Route (LYNX)	365
Compliments for Fixed Route/Road Rangers	52
Concerns/suggestions for Paratransit (MV)	93
Compliments for Paratransit	8

LOST & FOUND DATA	MAY 2007
Number of items recovered	501
% items returned to owners	28.7%
Advantage IDs issued	89
Kids In School (KIS) & Senior IDs issued	10

ELIGIBILITY DATA	MAY 2007
Paratransit Applications Received	864

Monthly Report F: Government Relations Report

To: LYNX Board Of Directors

From: James McLawhorn
CHIEF GOVERNMENT AFFAIRS OFFICER
Bryan Stutts
(Technical Contact)

Phone: 407.841.2279 ext: 6064

Item Name: Legislative Report

Date: 6/28/2007

The 2007 Florida Legislative Session officially ended on May 4. A Special Legislative Session to address property tax reform began on June 12.

LEGISLATIVE AGENDA

- XU LANGUAGE. CS/CS/HB 985, which is the transportation package, includes the XU language requested by LYNX. The bill passed the Legislature and the Governor signed it on June 20. Several newspapers in Florida have published editorials suggesting the bill should be vetoed. The editors object because one component of the bill opens the door for the possibility of privately owned companies to lease existing toll roads or build new ones in partnership with the State. To combat this newspaper campaign, the Metropolitan Planning Organizations Advisory Council, the state association of MPO's, has urged their members to show their support of the bill. The LYNX Board has done its part by forwarding a letter of support to the Governor signed by all its members.
- RED LIGHT ENFORCEMENT. HB 1247 by Representative Ron Reagan and SB 2558 by Senator Mike Bennett, which would have increased enforcement of red light running, never were seriously considered in either chamber. Only the House Economic Expansion and Infrastructure Council heard the bill.
- CHARTER COUNTY TRANSIT SURTAX. The final transportation legislative package did not include this issue. The House was unwilling to offer a "fee mechanism" when the Senate would not consider their sales tax increase as part of the property tax reform proposal.

LEGISLATIVE LEADERSHIP MEETINGS

Lena Juarez set up a series of meetings with Legislative leaders for Linda Watson and J. Marsh McLawhorn. All three met with Representative Dean Cannon on May 29 and with Senator Carey Baker on May 30. This was an opportunity to thank area legislators for their support of LYNX' legislative priorities during the session and to inquire about the possibility of the

charter county transit surtax issue being considered during the special session. It was not included as part of the session.

BUDGET NEWS

- Overview. The Legislature sent Governor Charlie Crist SB 2800, the appropriations bill for the upcoming fiscal year, on May 9. The Governor had fifteen days to act. On May 24, Governor Crist signed the 2007-2008 budget bill. Of the \$71.5 billion total budget, \$7.5 billion is for transportation.
- Budget Cuts. Prior to signing the appropriations bill into law, Governor Crist vetoed \$459 million in spending. This amount exceeded the previous record amount of \$449 million vetoed by former Governor Bush.
- Community Member Budget Request. Included in the legislative budget was \$400,000 for the LYNX Central Florida Transfer Station. Unfortunately, this item was vetoed by the Governor. Lena spoke with staff in the Governor's Policy and Budget Office about the reasons the project was vetoed. Because the appropriation had been placed improperly within the budget in the Department of State's section by the Legislature, the Governor decided that it should be vetoed.
- Public Transit Grants. The 2007-2008 budget includes \$387,510,448 for public transit grants.
- TD Funding. The 2007-2008 budget includes \$40,395,709 for transportation disadvantaged funding and \$73,422,505 for TD Medicaid Services.

SPECIAL SESSION & PROPERTY TAX REFORM

HB 1B (Attkisson) -- Ad Valorem Taxation

Revises various provisions governing fixing of millage rates, method for computing rolled-back rate, & method of calculating maximum millage rate beginning in FY 2009-2010 and provisions providing for assessment of property receiving low-income housing tax credit.

Provides higher millage rates under specified circumstances; for assessment of rental property used for workforce housing or affordable housing and that counties or municipalities are subject to forfeiture of allocation of local government half-cent sales tax revenues upon noncompliance with provisions limiting maximum millage rates,

Specifies maximum millage rates that counties, municipalities, dependent districts, or independent districts may levy for FY 2007-2008 based on per capita growth in ad valorem taxes, types of property that are eligible to be classified as workforce rental housing or affordable rental housing and the duties of property appraisers, taxing authorities, & property owners.

Requires DOR to calculate and publish per capita growth in ad valorem taxes for each amount of the exemption based on just value; exempts tangible personal property tax returns from \$25,000 of assessed value; requires that property be removed from such classification if use or program eligibility changes.

Effective Date: upon becoming a law.

VOTE :117-1, 37-0

SJR 4B (Haridopolos) -- Ad Val Tax/Tax Assessments/Homestead Exemption; constitutional amendment to authorize exemption from ad valorem taxation for tangible personal property,

revise limitation in difference between just value & assessed value for homestead property, provide for assessing rent-restricted affordable housing & commercial & public-access waterfront property by general law, increase homestead exemption, etc. Amends ss. 3,4,6,9, Art. VII; creates s. 27, Art. VII.

VOTE: 25-12, 74-43

HB 5B (Rivera) -- Special Election: Provides for special election to be held January 29, 2008, pursuant to s. 5, Art. XI of State Constitution, for approval or rejection by electors of state of amendments to State Constitution, proposed by joint resolution, relating to tangible personal property tax exemption, homestead property assessments, assessment of rent-restricted affordable housing & commercial & public-access waterfront property, increased homestead exemption, limiting local government authority to increase ad valorem taxes, & transitional homestead property assessments; provides for publication of notice & for procedures; provides appropriation. Effective Date: upon becoming a law if enacted by a vote of at least three-fourths of the membership of each house of the Legislature and if House Joint Resolution 3B or Senate Joint Resolution 4B, 2007B Special Session, is adopted by both houses of the Legislature.

VOTE: 117-0, 36-0

ALTERNATE ENERGY GRANTS

Within the budget passed by the Legislature and signed by the Governor, was \$61.6 million for alternative fuel. The energy grants program, which was passed and funded by the Legislature last year and administered by the Department of Environmental Protection's Energy Office, will continue to receive funding this year. LYNX strongly considered submitting an application last year and needs to once again review the program and determine if it may be able to apply for a grant to fund an existing, new or continuing program.

TRANSPORTATION RELATED LEGISLATION

- The only transportation-related legislation sent to the Governor to date was SB 1134 by Senator Mike Fasano, which was received on May 9 and signed into law on May 24. This bill dealt with FDOT construction projects procedures and other general items. Of significance was that the limit for bonds for approved turnpike projects, which was raised from \$4.5 billion to \$10 billion.
- The local option rental car surcharge proposal was never included in any bill during the 2007 Session.

COMMISSION FOR THE TRANSPORTATION DISADVANTAGED

The Commission met on May 16 for a special meeting to consider two amendments to the ACHA contract dealing with payments from FY 2006/2007. However, the divisive issue behind these payments is the transferring levels of ridership between TD (fee for service) and AHCA HMO (per member per month model). Based upon the Commission's figures, at least \$3.9 million will come off the \$73.4 million in the 2007/2008 budget - without providing a single ride. Without these dollars, TD will not have adequate funding for the upcoming year. As a result, several CTC partners may withdraw from the TD program. The fixed cost approach for these services could then be potentially lost.

FY'08 FEDERAL APPROPRIATIONS

The United States House of Representatives continues to move quickly in its deliberations of the twelve FY'08 agency funding bills. The House DOT/HUD Subcommittee voted by voice vote to approve its bill and this week four other bills - Homeland Security, Military Construction, Interior-Environment, and Energy & Water - are scheduled to be debated on the House floor.

Transportation programs fared very well during a short, non-controversial House subcommittee markup held yesterday. The subcommittee opted to restore many of the program cuts recommended by the Administration. Highway and transit programs are funded at the SAFETEA-LU authorized levels. Transit programs are funded at \$9.7B, including the \$309M in New Starts/Small Starts funding which was cut in the President's budget.

In the biggest increase, Amtrak is funded at \$1.4 Billion plus \$50 Million for a new intercity passenger rail state matching grant program versus the \$900M requested by the President. The bill includes language requiring additional reforms of Amtrak operations.

The DOT bill is scheduled to be debated in full committee on June 18 and on the House floor the week of June 25. The House hopes to have all the funding bills (with the possible exception of the DOD bill) through the House by the July 4 recess.

As previously reported, the DOT bill, as well as the other agency funding bills, does not include any earmarked projects. House Appropriations Chairman David Obey (D-WI) announced that none of the House appropriations bills will include earmarks until the bills go to conference with the Senate (expected to occur in the September/October timeframe). Obey wants to ensure that the over 32,000 projects requested are fully reviewed and vetted.

The President has indicated that he may veto any funding bills that exceed his budget request. The House version of the DOT bill is currently \$2.8B over the President's recommendation.