

# LYNX Board Agenda

Board Date: 3/24/2006

Time: 1:00 PM

[View The Summary Report](#)


[View the Audit Committee Agenda Report](#)

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 (pgs. 4-9)

-  February 23, 2006 Board Minutes

## 3. Recognition







- LYNX will recognize Albertsons as a community partner and celebrate ACCESS LYNX tickets being sold at stores effective March 1. LYNX will provide Albertsons a Certificate of Appreciation.
- LYNX Finance Department will be presented the Government Finance Officers Association Award and Certificate of Achievement for Excellence in Financial Reporting by Carolyn Small, Director of Finance and Administration for MetroPlan Orlando. This award is for the Comprehensive Annual Financial Report for the year ended September 30, 2004.

## 4. Public Comments




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

## 5. Chief Executive Officer's Report

## 6. Consent Agenda

- A.  Authorization to implement changes to the LYNX Pay Plan effective January 2006  
- Attachment  (pgs. 10-12)
- B.  Authorization for the Chief Executive Officer (CEO) to award a contract to GFI Genfare (GFI) as a sole source purchase of vault equipment and other fare collection support products for the LYNX Operation Center (LOC) (pgs. 13-14)
- C.  Acceptance by the LYNX Board of Directors of the results of the FY2004-2005 year-end financial audit (pg. 15)
- D.  Authorization for the Chief Executive Officer (CEO) or her/his designee to execute Memorandum(s) of Understanding (MOU) for the LYNX Adopt A Stop program and Litter Removal Agreements with program participants. (pgs. 16-25)  
- Attachment 















## 7. Work Session (pgs. 26-36)






- A.  LYNX/Florida Department of Environmental Protection Hydrogen Vehicle Demonstration Project  
- Attachment  

## 8. Other Business

## 9. Information Items

(For Review Purposes Only - No action required)

- I.  March Employee Travel (pgs. 37-39)
- II.  Ridership Report (pgs. 40-45)  
- Attachment 
- III.  Monthly Financial Reports (pgs. 46-54)  
- Attachment        
- IV.  Procurement Activities (pg. 55)
- V.  Legislative Update (pgs. 56-57)

- VI.  Marketing Department Report (pgs. 58-60)
- VII.  Planning Update (pgs. 61-64)
- VIII.  LYNX Operations Center Monthly Update (pgs. 65-70)  
- Attachment 
- IX.  Rail Updates (pgs. 71-72)

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, 2<sup>nd</sup> Floor**  
                  **Orlando, FL 32801**

**DATE:**       **February 23, 2006**

**TIME:**       **1:00 p.m.**

---

---

**Audit Committee Members in Attendance:**

Osceola County Commissioner Atlee Mercer, Chair  
Seminole County Chair, Carlton Henley, Vice Chair  
Orange County Commissioner, Homer Hartage  
FDOT District 5 Secretary, George Gilhooley  
City of Orlando, Mayor Buddy Dyer

---

---

**Not in Attendance:**

**1. Call to Order and Pledge of Allegiance**

LYNX Chairman, Atlee Mercer, called the meeting to order at 1:00 p.m. and Commissioner Hartage led the Pledge of Allegiance.

**2. Approval of Minutes**

Commissioner Hartage moved to approve the minutes of the January 29, 2006 Board meeting, Commissioner Henley seconded and the motion passed unanimously.

**3. Recognition**

Peggy Gies recognized the LYNX Black History Month honorees which are featured on bus cards placed on all of LYNX buses for the month of February. They are:

Dr. Fred Maxwell  
Richard Black  
Denise Epps  
Marcia Hope Goodwin  
Djuan Rivers

**4. Public Comments**

Ms. Sally Baptiste, of Orlando, Orange County, mentioned that several citizens have contacted her in reference to the new pay plan. Chairman Mercer informed Ms. Baptiste the item has been removed from the Board agenda and will not be discussed. Ms. Baptiste went on to say that the concern was that only management was being considered under the new pay plan. Chairman Mercer explained all employees that are not Union employees are being considered in the plan. Bargaining Unit employees are handled differently.

Linda Watson, Chief Executive Officer, informed Ms. Baptiste that staff would contact her to give her detailed information on the pay plan. Ms Watson also mentioned that an e-mail will be going out to all employees explaining the plan.

Ms. Nicole Huges, Access LYNX rider, presented Bill Hearndon a card from Volusia County's Transit System (Votran). She explained that when one transfers paratransit eligibility to another location it is strongly encouraged that the customers provide proof of eligibility from the location where they received their eligibility card. Ms. Huges would like LYNX and the Board to implement an ID card that will fit in the wallet, rather than the letter that they currently receive.

Chairman Mercer would like Bill Hearndon to look into producing a card for our paratransit customers. He felt this was a good idea.

## **5. Chief Executive Officer's Report**

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

- Home Depot recently purchased Hughes Supply. This is significant to LYNX because Hughes Supply currently subleases space on the 8<sup>th</sup> floor of the Education Leadership Center (ELC) from LYNX. Home Depot has agreed to extend the lease for at least one more year.
- Because of LYNX' efforts in handling hazardous and regulated materials and waste, the City of Orlando's Storm Water Department wants to use LYNX as an example of "good business practices" in their new green business program. LYNX has made outstanding reductions in recycling vs. landfill dumping.
- Our FY2007 Transportation Disadvantaged (TD) Allocations have increased. The increase is the result of increased revenues from vehicle registration renewals (\$1.50 each), a small increase in the Florida DOT Public Transit Block Grant, and existing cash available. This increase will allow LYNX to provide nearly 4,000 additional TD trips next year.
- LYNX participated in the Orange County Bike event where the new Trilogy bike rack was showcased. Commissioners Stewart, Fernandez, Segal and Hartage all participated and gave raving reviews.
- On March 24<sup>th</sup>, Lisa Darnall, Chief Operating Officer, along with two other honorees (former employees of the Maryland Transit Administration), will be recognized for their significant contributions in developing and growing the MTA's Bus and Rail Rodeos. They were instrumental in establishing the International Rodeo. During the reception there will be an unveiling of a commemorative plaque recognizing Lisa and the two other honorees.
- LYNX has been asked to provide shuttle service for the show, Extreme Home Makeover; Altamonte Springs. LYNX is providing shuttles from the staging area (for volunteer workers), to the house under construction, in 15- and 9-passenger vans.
- The Orlando Chamber of Commerce develops an annual list of priorities. In the past, the Trauma Center and UCF's Medical School have been very prominent priorities for the Chamber. This year they have added transportation and Linda Watson has been asked to chair that effort.

- LYNX and its contractor MV Transportation have been recognized for their continued participation with the Orange County Disability Advisory Board.
- The March Board meeting will be moved one day forward to Friday, March 24, because LYNX and all three counties will be in Tallahassee for legislative meetings.

Chairman Mercer mentioned that the annual review process for the Chief Executive Officer (CEO) was presented in the Audit Committee meeting and will proceed as discussed. If anyone is interested in receiving a copy of the review or would like to receive a copy of Ms. Watson's list of accomplishments, please inform Pam Durkin and she will provide them to you.

## 6. Consent Agenda

Chairman Mercer explained that the compensation plan will be brought back to the Board in March.

- A. **Confirmation by the Board of Directors to grant the Chief Executive Officer (CEO) the authority to award contracts for fuel purchases and waive the \$150,000 limit set by Administrative Rule 4.**
- B. **Authorization to implement changes to the Pay Plan effective January 2006 – has been moved to March**
- C. **Authorization to execute the first-year option of the Akerman and Senterfitt General Counsel Contract #02-024**
- D. **Authorization to publicly notice meetings in the lobby at LYNX Central Station (LCS) and LYNX website**
- E. **Approval of 2007 Federal Legislative priorities**
- F. **Authorization to award a contract to NuTech Fire & Security, Inc. for a security system at the LYNX Operations Center (LOC)**
- G. **Authorization to execute a change order to Contract #01-006 for the retail space build-out and the restroom expansion design services for the LYNX Central Station (LCS)**
- H. **Authorization to award a contract to B&L Commercial Cleaning for lawn maintenance of LYNX bus stops and shelters**
- I. **Authorization to execute a one-year contract extension to DESIGNLAB, Inc. for the renewal of Operator uniforms**

**Motion:** Commissioner Hartage moved to approve all consent items, Commissioner Henley seconded and the motion passed unanimously.

## 7. Action Agenda

Bill Hearndon, ACCESS LYNX, requested the Board's authorization to award a contract to Mentor Engineering for an MDT and integrated CAD and AVL system for LYNX' paratransit operations.

Mr. Hearndon explained that the benefits of implementing these systems include data reporting accuracy, driver/dispatch efficiency, customer service/satisfaction, contractor monitoring, on-time performance, and driver/passenger safety. It also reduces contractor staffing requirements, radio communications, and driver error.

Mr. Hearndon explained funding came from the following sources:

- 2001 FDOT granted a communications grant
- 2004 FTA LYNX/Polk County transit services joint rural intelligent transportation system grant
- 2004 TD rural capital assistance grant
- 2005 TD rural capital assistance grant, federal formula funds

Included in the request to the Board is the procurement of 10 units for PCTS and 10 units for LYNX (Phase I), and following successful implementation of the initial units an additional 125 units for LYNX (Phase II).

Chairman Mercer asked how expensive it is to install this in the vehicle. Mr. Hearndon responded that although he does not know the actual cost, his understanding is that it is very easy to transition them.

Mr. Hearndon discussed the fact that at the bid opening, there were only two respondents – Mentor Engineering and Trapeze Group. Both were found to be responsive to the RFP. Mentor Engineering was selected for their professionalism in their response and experience in the industry. They had a detailed implementation plan and included training materials in their response to LYNX. All references were positive and favorable. Their management plan was stable, their hardware and software were well warranted.

Mr. Hearndon explained that Trapeze was not selected primarily because LYNX staff identified hidden costs within their proposal that were not outlined in the rate structure. Both Trapeze and Mentor were sent a formal rate sheet and were asked to complete it and return it to LYNX. Mentor was the only one who responded. Trapeze also failed to fully explain the implementation process, failed to adequately address specific elements requested in the RFP, as well as failed to return the standardized rate sheet. Also, Trapeze wanted LYNX to be a beta site for their proposed MDT hardware.

The action requested is authorization to execute a contract not to exceed \$1.229M to Mentor Engineering.

Commissioner Hartage asked what pricing the other bidder submitted. Mr. Hearndon explained that Trapeze submitted a non-responsive bid. Commissioner Hartage asked what actual number Trapeze submitted. Mr. Hearndon explained that Trapeze submitted multiple numbers with options and the verbiage “negotiable”. Trapeze was asked for specific information so that the information could be compared, “apples to apples”, with Mentor. Trapeze did not submit that form. It was a non-responsive bid. Commissioner Hartage recommends that the information from both companies should have been in the Board report. Without that information Commissioner Hartage was not able to make a good judgment whether this proposal is the best in the market, or not.

Ms. Watson assured Commissioner Hartage that staff will revise the Board approval documents that are prepared in the future to be consistent and have all the information necessary for the Board to be able to make a sound decision.

**Motion:** Mayor Dyer moved to approve the action item, Commissioner Henley seconded, Commissioner Hartage voted against the motion because of a lack of information. The motion passed, 4-1.

## **8. Work Session**

Tawny Olore, Project Manager for Commuter Rail, FDOT, gave an update on the project and showed an animation of the commuter rail project.

FDOT is looking at a commuter rail project along the CSX rail line. It will cover a distance of 61 miles. Phase one would be to the north, from Debarry to Orlando Amtrak, a distance of 31 miles. Phase two would be from Orlando Amtrak to Poinciana Boulevard. The final phase will go from Debarry to Deland.

Ms. Olore explained that two stations, Church Street and South Street, have been added to go through the environmental clearance process. DOT has agreed to cover the O&M deficit for the project for an additional two years, for a total of seven years, from the original five years.

Ms. Olore showed the new animation of the commuter rail project.

Chairman Mercer called on Nikki Frenney, President of the Jones High School Historical Society. She recognized three members of LYNX staff, Brian Martin, Debbe King and Herman Sandoval, Jr., for their contributions to the annual Jones High School Historical Society Legacy Awards.

## **9. Other Business**

Chairman Mercer called on Tim Palermo, Project Manager for HDR, who gave a presentation on the proportionate share model. Mr. Palermo explained that this same presentation was given to Senior Management of LYNX earlier in the week.

Mr. Palermo went on to say that two of the highlights that came out of Senate Bill 360 in terms of transportation opportunities are money and policy. There are significant policy changes for concurrency which include transportation, schools and potable water.

FDOT's model proportionate fair-share ordinance establishes a policy mechanism to mitigate development impacts through public-private cooperation. It also enables development to move forward by funding needed transportation improvements. The final edition of model ordinance was released last week. Local governments shall adopt, by ordinance, a methodology for assessing proportionate fair-share payments within their concurrency management systems by December 1, 2006.

Mr. Palermo explained that some of the opportunities that may exist for LYNX include increased capital funding, potential for facilities, transit coaches, as well as the possibility of



increased opportunities for LYNX to become a more active partner in the development review process.

The next steps and partnership opportunities include ensuring that the Comprehensive Operations Analysis (COA) and Transit Development Plan (TDP) integrate capital and operating needs for priority corridors with “failing” traffic Level of Service (LOS) through local government coordination. It also allows for the prioritization of sectors and corridors where transit-oriented, proportionate fair-share strategies should be targeted.

The first steps LYNX should take are to continue to coordinate with member jurisdictions, identify priority sectors, redefine operating and capital needs by priority sector, and prepare fair-share mitigation procedures for adoption by member jurisdiction.

Chairman Mercer asked, in order to have transportation considered a part of the fair-share solution, would that not have to be addressed in each county. Mr. Palermo responded that it would take an amendment of the concurrency management system procedures to accommodate this strategy. The good news is that they are all being re-written this year. Mr. Gilhooley stated that the key component is that the county is agreeing to the operation and maintenance from that point on. Mr. Palermo indicated that this is an excellent opportunity for TRIP fund matching, as well as service development.

Pat Christiansen, Legal Counsel for LYNX, asked to get direction from the Board on whether or not this would be an opportunity for staff to pursue. The county ordinance will have place holders for things like commuter rail and transit. He asked if the Board wanted staff to become motivated in this area. Chairman Mercer asked that LYNX communicate with each county clearly the goals that LYNX has for transit. Commissioner Henley suggested copying the Chairman on the communication and send it to the county manager of each county. Ms. Watson indicated that Bert Francis is heading up this effort.

Meeting adjourned at 2:00 p.m.

Consent Agenda Item #6.A

**To:** LYNX Board of Directors

**From:** Sylvia Mendez  
Chief Administrative Officer  
Desna Hunte  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3129

**Item Name:** Authorization to implement changes to the LYNX Pay Plan effective January 2006

**Date:** 3/24/2006

---

**ACTION REQUESTED:**

Staff seeks authorization from the Board of Directors for the Chief Executive Officer (CEO) to implement changes to the LYNX Pay Plan effective January 2006.

**BACKGROUND:**

In February 2005 the Board authorized issuance of a Request for Proposals (RFP) for a Classification and Compensation Study of LYNX administrative positions. The estimated project cost was \$58,000. The project was subsequently awarded to Management Advisory Group (MAG) in May 2005 at a cost of \$24,000.

The results of the study were initially presented to the Board of Directors at the December meeting. Staff was asked to provide the Board with additional information related to the study to include detailed salary market data and changes in position titles.

The information was provided to the Board at the January Board meeting. It was later determined that a Board workshop should be held to address questions. The Board workshop was held on February 1, 2006. At that time the Board requested staff to convene the Personnel Committee to review the study recommendations.

Allan Johnson of MAG and LYNX staff met with the Personnel Committee on February 6, 2006. The Committee understood the methodology and while there was discussion regarding a few external market matches, the consensus was that the placement of positions appeared reasonable. There were no recommendations to change the placement of positions. The Committee did provide the following input.

- 1) Do not broadband any of the positions. This would result in all senior positions being placed in one large pay band.

- 2) Create a separate pay structure for the top six positions. For these positions, create a “hiring rate” that is less than the market control point (midpoint) for the jobs. The committee indicated that for these senior positions, LYNX should not hire at the minimum. The committee commented that these positions are transportation-based positions and that the ranges for these positions should be constructed around average actual salaries for comparable positions in other transportation agencies.
- 3) Keep the maximum above market to allow for flexibility and growth.

Following this meeting, Orange County had concerns that needed to be addressed. An additional packet of information was provided and a meeting was held with Commissioner Hartage and Orange County staff on March 13. All issues were resolved and the additional packet material was provided under separate cover to Board members. Additionally, staff contacted APTA Transit agencies to request updated salary information and to obtain benefit information. The updated salary information was provided in the packet provided under separate cover to Board members as was the benefit information.

**RECOMMENDATION:**

Based on the input of the Personnel Committee and in consideration of input received from the Board, two alternate pay plans for the senior service positions were provided to the Board in February. Staff recommends approval of Option 2 (attached for reference). This structure:

- a) establishes a hiring range as discussed by the Personnel Committee
- b) allows for Board policy to be established that identifies the authority level the Board wishes to grant the CEO for salaries beyond the market level;
- c) establishes a separate pay structure for senior service positions as recommended by the Personnel Committee.

**FISCAL IMPACT:**

The total estimated cost of implementing the recommendations as made by the Management Advisory Group (MAG) in FY2006 is \$202,048. Monies are available within the FY06 budget. If approved, adjustments will be implemented retroactive to the first full pay period in January 2006.

**ATTACHMENT A:** Senior Service Alternate Pay Structure

**Option 2:** Establishes a hiring range based on initial recommendations and personnel committee input. Progression above Market is subject to Board Policy establishing CEO authority limits.

Proposed Grade	Position	Current LYNX Range			Original Proposed Range			Recommended Range		
		Min	Mid	Max	Min	Mid	Max	Min	Mid*	Max
330	Chief Marketing officer	78,795	98,493	118,192	74,350	89,220	111,525	74,350	89,220	NA
330	Chief of Staff	66,190	82,738	99,286	74,350	89,220	111,525	74,350	89,220	NA
332	Chief of Government Relations	66,190	82,738	99,286	81,971	98,365	122,956	81,971	98,365	NA
334	Chief Admin. Officer	78,795	98,493	118,192	90,373	108,448	135,559	90,373	108,448	NA
335	Chief Financial Officer	78,795	98,493	118,192	94,892	113,870	142,337	94,892	113,870	NA
336	Chief Operations Officer	94,554	118,192	141,831	99,636	119,563	149,454	99,636	119,563	NA

\* The hiring range is based upon the minimum to the midpoint of the original proposed range. There are no maximums. If approved, staff recommends the Board create a pay practice policy providing specific authority level for the Chief Executive Officer to award salary increases or negotiate entry salaries above the hiring rate range (midpoint). It is recommended that the rate be set at a maximum of 15% above the midpoint. For example, assuming a 15% Authority level, the CEO could not pay more than \$137,497 to individuals in the COO position, without prior Board approval.

Consent Agenda Item #6.B

**To:** LYNX Board of Directors

**From:** Bert Francis II  
Chief Financial Officer  
Blanche Sherman  
(Technical Contact)  
Sylvia Mendez  
(Technical Contact)  
Genevieve Iacovazzi  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3047

**Item Name:** Authorization for the Chief Executive Officer (CEO) to award a contract to GFI Genfare (GFI) as a sole source purchase of vault equipment and other fare collection support products for the LYNX Operation Center (LOC)

**Date:** 3/24/2006

---

**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) to execute a contract in the amount of \$130,225 to GFI Genfare (GFI) as a sole source purchase of vault equipment and other fare collection support products.

**BACKGROUND:**

LYNX is currently under construction of its LYNX Operations Center (LOC), which includes an operations base, fare collection-processing center ("money room"), maintenance facility and material control. As of February 2006, the construction of the building was fifty percent (50%) complete. The money room fare collection equipment should be procured at this time so that construction of the building is not delayed.

LYNX' current fare collection system is comprised of various GFI products including fareboxes, vaults, cashboxes, probing devices, and data collection hardware and software equipment. The cashboxes and vaults are an integral part of the fare collection system and have a unique design to ensure that no "stray" cashboxes or vaults can be placed in the fare collection system as a means to pilfer cash receipts.

GFI is the only manufacturer and provider of these cashboxes and vaults. In addition, the cashbox is a proprietary design of GFI and is the only cashbox that can fit into the GFI farebox due to its physical dimensions, security locks, and key combinations. The secure lock and key combination allows the cashbox to be emptied into the vault system. Only cashboxes with the

correct, proprietary key/lock combination can be used in the GFI vaults. Additionally, each cashbox contains an electronic identification (ID) number that is read by the farebox and vault systems. The electronic ID is compatible to the sensing module in the vault and is read by the GFI proprietary software system currently used by LYNX.

GFI sells directly to transit agencies and does not use dealers or other representatives to sell their products. Therefore, we need to purchase the vault equipment and other fare collection support products from GFI in order to maintain the functionality of the overall fare collection system currently being utilized by LYNX.

### **FISCAL IMPACT:**

The estimated cost of the LOC fare collection system is \$130,225, which is included in the equipment budget adopted for this project. The funds are included in the LYNX FY2005-2006 approved capital budget.

---

Consent Agenda Item #6.C

**To:** LYNX Board of Directors

**From:** Bert Francis II  
Chief Financial Officer  
Blanche Sherman  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3047

**Item Name:** Acceptance by the LYNX Board of Directors of the results of the FY2004-2005 year-end financial audit

**Date:** 3/24/2006

---

**ACTION REQUESTED:**

Staff is requesting the LYNX Board of Directors' acceptance of the results of the Fiscal Year 2004-2005 Year-End Financial Audit Report.

**BACKGROUND:**

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

The Single Audit Act Amendments of 1996 require state or local governments that receive \$500,000 or more in a year in Federal financial assistance to have an independent audit conducted for that year in accordance with the Office of Management and Budget (OMB) Circular A-133. The State of Florida recently enacted similar legislation, the Florida Single Audit Act, related to audits of State financial assistance. Pursuant to these Acts, LYNX' independent certified public accountants, Cherry, Bekaert & Holland, L.L.P., have conducted the audit for fiscal year ended September 30, 2005.

An unbound draft copy of the CAFR, which includes the audit report of Cherry, Bekaert & Holland, L.L.P., will be forwarded in a separate package. The final report will be provided to each member of the Board at the March 24, 2006 Board Meeting.

The auditors have issued an unqualified "clean" opinion on both financial and compliance audits. The auditor's Management Letter Comments and Management's responses are included as a separate document accompanying the annual financial report. FY2004-2005 ended with an overall net operating profit in the amount of \$96,244.

Consent Agenda Item #6.D

**To:** LYNX Board of Directors

**From:** Peggy Gies  
Chief Marketing Officer  
Belinda Wilson  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3020

**Item Name:** Authorization for the Chief Executive Officer (CEO) or her/his designee to execute Memorandum(s) of Understanding (MOU) for the LYNX Adopt A Stop program and Litter Removal Agreements with program participants.

**Date:** 3/24/2006

---

**ACTION REQUESTED:**

Staff is requesting authorization for the CEO or her/his designee to execute MOU(s) for the LYNX Adopt-A-Stop program and Litter Removal Agreement(s) with program participants.

**BACKGROUND:**

LYNX has identified the frequency of litter removal at our bus stops is not sufficient. Therefore, the organization created an Adopt-A-Stop program. The program would help to remove excess litter from bus stops by soliciting individuals, civic and community organizations and employers as volunteers to clean selected bus stops.

The City of Orlando's Keep Orlando Beautiful Project administered by its Public Works Department and LYNX recently forged a partnership launching the new program. This partnership will serve as an initial pilot partnership promoting community enhancement through litter prevention. After one-year and an evaluation of the program success, LYNX intends to expand the program to Orange, Osceola and Seminole counties.

The first phase of our program includes litter removal from ten bus stops along the 436 and Kirkman corridor. These stops were identified as a priority to adopt due to the highest concerns/complaints for litter. The existing organizations and individuals who applied for the Keep Orlando Beautiful "Adopt a Spot" program will be notified of the partnership with LYNX. Organizations and individuals may enroll to participate in the Adopt-A-Stop program. LYNX Business Relation Division will recruit businesses to participate in the partnership program by targeting companies with Employee Volunteer Programs and signing up those companies and



## LYNX Board Agenda

our existing business partners for adoption of stops. Program participants will enter into Litter Removal Agreements with LYNX, in the form attached.

Attached is a sample Memorandum of Understanding (MOU) we will have with the City of Orlando for the initial phase of the Adopt-A-Stop Program.

### **FISCAL IMPACT:**

LYNX will spend approximately \$8,000 annually in the marketing and promotion of the program to the community. Marketing expenses will include brochures, print ads, shelter advertisements and placards/blades at bus stops recognizing the individual or group who adopted the stop. Promotions and recognition items will also include t-shirts for volunteers and bumper stickers.

---

**MEMORANDUM OF UNDERSTANDING**

**BETWEEN**

**THE CITY OF ORLANDO, FLORIDA**

**AND**

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**

This **MEMORANDUM OF UNDERSTANDING** ("MOU") is made and entered into this \_\_\_ day of \_\_\_\_\_, 2006, by and between the CITY OF ORLANDO, FLORIDA, a municipal corporation existing by virtue of the laws of the State of Florida, whose address is 400 South Orange Avenue, Orlando, Florida 32801, Attention: \_\_\_\_\_ ("City"), and CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY, d/b/a Lynx, a body politic and corporate, created by Part II, Chapter 343, Florida Statutes, whose address is 455 North Garland Avenue, Orlando, Florida 32801 ("Authority").

**WITNESSETH:**

**WHEREAS**, Keep Orlando Beautiful, Inc., a Florida non-profit corporation and certified affiliate of the Keep America Beautiful program, operates Keep Orlando Beautiful ("KOB"), a program administered by the City Public Works Department, promoting enhancement of the community environment through beautification and litter prevention; and

**WHEREAS**, a component of KOB is the Adopt-a-Spot Program, allowing private groups or individuals to adopt a park or other area within the City and assume responsibility for the beautification and clean up of such area; and

**WHEREAS**, Authority was created to perform functions necessary for the achievement of an integrated, efficient and well-balanced regional public transportation system, and to take all steps and actions necessary or convenient for the conduct of its business in order to carry out its powers in accordance with Chapter 343, Florida Statutes, and is authorized to plan, develop, own, purchase, lease and otherwise maintain, operate and manage a regional public transportation system and public transportation facilities in its service area, including Orange, Seminole and Osceola counties; and

**WHEREAS**, in order to rid Authority's bus stops of unsightly litter, Authority has established an anti-litter program known as the Adopt-a-Stop Program ("Adopt-a-Stop"); and

**WHEREAS**, Adopt-a-Stop is designed to allow volunteer groups and individuals the opportunity to adopt a bus shelter or stop in or near their community for purposes of picking up trash and litter around such shelter or stop; and

**WHEREAS**, in order to maximize resources, City and Authority desire to form a pilot program partnership between KOB and Adopt-a-Stop (the "Partnership"), upon the terms and

conditions set forth in this MOU, to promote and encourage public and private sector participation in both KOB and Adopt-a-Stop, which will benefit the citizens of the City and the users of the Authority's transit system; and

**WHEREAS**, the City and the Authority are each respectively authorized to enter into this MOU.

**NOW, THEREFORE**, in consideration of the promises contained herein and for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and the Authority agree as follows:

1. **Recitals.** The recitals set forth above are true and correct and are hereby incorporated herein by reference.

2. **Initial Phase of Partnership.** From the list of bus stops/shelters identified on **Exhibit "A"** attached hereto and incorporated herein by reference, City and Authority shall identify ten (10) bus stops/shelters for the initial phase of the Partnership. It is anticipated by the parties that, after clean up of the initial ten (10) stops/shelters, the Partnership may be expanded to other bus stops/shelters within the City.

3. **City's Obligations.**

a. City will promote KOB and Adopt-a-Stop, including without limitation notifying the existing organizations and individuals who applied for the KOB Adopt-a-Spot program, advising them of the Partnership between the City and the Authority and affording them the opportunity to participate in the Adopt-A-Stop program.

b. City, through KOB, will assist Authority by providing trash pick up sticks, trash bags and safety vests to participants in Adopt-a-Stop. Also, the City will require all groups and individuals participating in Adopt-A-Stop in conjunction with KOB to complete activity report cards, and shall monitor and collect data regarding the amount of litter removed from bus stops/shelters, number of volunteers and volunteer hours worked, and shall compile such information into a written report and furnish such report to Authority on a monthly basis.

c. Prior to any group or individual participating in Adopt-A-Stop, City agrees that such participating groups and individuals must enter into the Authority's standard Adopt-A-Stop Litter Removal Agreement, and that each individual and/or group member must be advised of the nature of the work and must abide by the Adopt-A-Stop Safety Procedures/Requirements, a copy of which is attached hereto as **Exhibit "B"** and which by this reference is incorporated herein.

d. City will recognize participating individuals and organizations and provide incentives for continued involvement (e.g., recognition by City Commission, award ceremonies and newsletter, media and website coverage, and the like).

e. City will designate and provide an identified staff liaison to coordinate with the Authority's staff with respect to the Partnership.

3. **Authority's Obligations.**

a. Authority promote Adopt-A-Stop and KOB, including without limitation recruiting businesses to participate in KOB and Adopt-A-Stop by targeting companies with employee volunteer programs and signing up those companies and the existing business partners of Authority for Adopt-a-Stop.

b. Prior to any group or individual participating in Adopt-A-Stop, such participating groups and individuals must enter into the Authority's Adopt-A-Stop Litter Removal Agreement, and each individual and/or group member must be advised of the nature of the work and that each must abide by the Adopt-A-Stop Safety Procedures/Requirements attached hereto as **Exhibit "B"**.

c. Authority will recognize participating individuals and organizations and provide incentives for continued involvement (i.e., video and photos of clean up for Golyx TV program on access channels, recognition by Authority Board, award ceremonies and newsletter, media and website coverage, placards stating "This stop adopted by....", and the like).

d. Authority will designate and provide an identified staff liaison to coordinate with the City's staff with respect to the Partnership.

4. **Sovereign Immunity/Indemnification.** Each party hereto agrees that it shall be solely responsible for the wrongful acts of its employees, contractors, licensees and agents. To the fullest extent permitted by law in accordance with Section 768.28, Florida Statutes, each party shall exercise its rights and obligations hereunder at its own risk and expense and shall indemnify and hold harmless the other party from and against any and all liability, claims, demands, damages, expenses, fees, fines, penalties, suits, proceedings, actions and costs of actions, including attorneys' fees and attorneys' fees on appeal, of any kind and nature arising or growing out or in any way connected with such party's exercise of its rights and obligations hereunder.

5. **Term.** This MOU may be terminated by either party upon thirty (30) days prior written notice being presented to the other party at the address first set forth above in this MOU.

6. **Amendments.** Any revision to this MOU shall require the written approval of both parties.

7. **No Third-Party Beneficiary.** It is specifically agreed between City and Authority that this neither this MOU nor any provision of part hereof establishes or shall be deemed to establish in favor of any other party, the public or any member thereof, the rights of a third-party beneficiary hereunder, or to create or authorize any private right of action by any person or entity not a signatory party to this MOU to enforce this MOU or otherwise arising out of the terms of this MOU. The duties, obligations and responsibility of the City and Authority with respect to third parties shall remain as imposed by law.

8. **Media.** No media releases for joint projects will be distributed without prior mutual written consent and approval of both parties hereto.

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

**"CITY"**

**CITY OF ORLANDO, FLORIDA**, a municipal corporation existing by virtue of the laws of the State of Florida

\_\_\_\_\_  
Mayor/Mayor Pro Tem

\_\_\_\_\_  
Print Name

Date: \_\_\_\_\_

Attesting:  
\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Print Name

Approved as to form and legality for the use and reliance of the City of Orlando, Florida, only.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Title

Date: \_\_\_\_\_

**"AUTHORITY"**

**CENTRAL FLORIDA REGIONAL  
TRANSPORTATION AUTHORITY**, d/b/a Lynx,  
a body politic and corporate, created by Part II,  
Chapter 343, Florida Statutes

By: \_\_\_\_\_  
Linda S. Watson, Chief Executive Officer

Date: \_\_\_\_\_

Approved as to Form:

This MOU is approved as to form only for execution by Authority for the use and reliance of Authority only.

**AKERMAN SENTERFITT**

By: \_\_\_\_\_  
Leigh Ann Murvin, General Counsel  
Akerman Senterfitt

## **EXHIBIT "A"**

### **PHASE I STOPS**

1. NW corner of State Road 436 & State Road 50
2. SW corner of State Road 436 & Santa Rosa Drive
3. SE corner of State Road 436 & Danube Way
4. NE corner of State Road 436 & Curry Ford Road
5. NE corner of Kirkman Road & Pine Shadows Apartments
6. SW & SE corners of Kirkman Road & Metro West Boulevard
7. NE & NW corners of Kirkman Road & Metro West Boulevard
8. SW & SE corners of Kirkman Road & Raleigh Street
9. SW corner of Kirkman Road & L.B. McLeod Road
10. NW corner of Kirkman Road & Sun Bank
11. NE & SW corners of Kirkman Road & Conway Road
12. NE & NW corners of Kirkman Road & Westgate Drive
13. SW & SE corners of Kirkman Road & Valencia Community College Drive
14. SW corner of Kirkman Road & Arnold Palmer Drive
15. NE corner of Kirkman Road & Grand Reserve Apartments
16. SE corner of Kirkman Road & The Pines Apartments

## **EXHIBIT "B"**

### **ADOPT-A-STOP SAFETY PROCEDURES/REQUIREMENTS**

These safety procedures and requirements pertain to groups and individuals who participate in the Adopt-A-Stop Program and should be reviewed prior to each clean up.

- Each adopting group/individual will be assigned to a designated Authority contact person. Coordination, training, questions, and reports should be directed to the designated Authority person.
- Group leaders and individual participants (18 years of age or older) are required to receive safety training by a qualified Authority representative.
- Litter pick-up and operations may only be performed during daylight hours and good weather conditions.
- Each group/individual will be furnished with orange safety vests, gloves and trash bags. The group leader and all participating individuals must arrive to the site wearing their vests and gloves. It is suggested that participants wear sturdy soled shoes and proper clothing for both summer and winter months.
- Horseplay and alcoholic beverages are prohibited at all times.
- Do not distract motorists with abrupt or erratic movements.
- Group participants must work facing traffic at all times and should stay on the sidewalk when a bus approaches a stop.
- Do not remove hazardous substances, i.e. chemicals or needles, etc. If hazardous substances are found, the group leader/individual should call Authority for pick-up and removal.
- Stay clear of construction areas.
- Park all vehicles clear of roadway and not in the bus stop area.
- Do not attempt to lift heavy bags, debris, etc.
- Do not walk or pick-up litter in the travel portion of the roadway, or any area that appears dangerous.
- Don't forget to remove your litter pick-up after completion.
- The group leader/individual must notify their designated Authority contact person when litter pick-up is complete by filling out the attached Clean-up Report Form and mailing it in to the address provided in order to receive credit.



**AUTHORITY ADOPT-A-STOP  
CLEAN-UP REPORT FORM**

Stop Location: \_\_\_\_\_

Stop Number: \_\_\_\_\_

Sponsoring Organization/Name: \_\_\_\_\_

Date of Cleanup: \_\_\_\_\_

Please list any problems encountered during clean-up and/or any physical damage to the stop/shelter:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Note: All adopted bus stops and shelters will be monitored on a regular basis by Authority. Any falsification of this report will terminate the Adopt-A-Stop Litter Removal Agreement.

Work Session Item #7.A

**To:** LYNX Board of Directors

**From:** Lisa Darnall  
Chief Operating Officer  
William Hearndon  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3036

**Item Name:** LYNX/Florida Department of Environmental Protection Hydrogen Vehicle Demonstration Project

**Date:** 3/24/2006

---

Nicole Barber, Manager, Hydrogen Project Florida Energy Office will provide an overview of the hydrogen vehicle demonstration project.

The demonstration project is scheduled to begin later this year and will last 24 to 36 months. LYNX is one of four agencies in the area involved in the project. The project provides four nine passenger (including a wheelchair position) vehicles. The Florida Department of Environmental Protection, with the exception of insurance and routine maintenance, will cover all costs associated with the project, including fuel.

# TOWARD A SUSTAINABLE FUTURE



Hydrogen for the  
Road Ahead

FORD HYDROGEN V-10 E-450 SHUTTLE





With its leadership role, rich history and pioneering spirit in alternative fuel vehicles, Ford Motor Company looks now towards the cleanest fuel:

hydrogen. A revolutionary shift, Ford is working on a near-term technology: the hydrogen-fueled, internal combustion engine as a bridge to fuel cells, the powertrain of the future.

The hydrogen-powered engine provides many of the benefits of fuel cells — near-zero regulated and CO<sub>2</sub> emissions. Ford's hydrogen-powered V-10 is based on the award-winning, Triton engine family, and delivers proven, reliable and durable performance.

Ford Motor Company, in cooperation with BP, is stimulating the development of a sustainable hydrogen infrastructure. By offering fleets of Hydrogen V-10 E-450 Shuttles, Ford encourages the further development of uniform codes and standards and improved hydrogen storage technology. This plays a vital role in bridging the gap from today's vehicles to the fuel cell vehicles of tomorrow.



[www.ford.com](http://www.ford.com)



[www.bp.com](http://www.bp.com)

For more information, please contact:

**Media:**

Susan Bairley  
ph. 313.322.3737  
sbairley@ford.com

**Engineering:**

Rich Williams  
ph. 313.390.3605  
rwilli12@ford.com



6.8L V10  
ENGINE



5000 psi  
HYDROGEN  
TANKS

OPTIMIZED  
ENGINE  
CONTROL  
SYSTEM

HYDROGEN  
MANAGEMENT  
SYSTEM

**Overall Vehicle**

Platform:	E-450 Cutaway
Body Style:	Shuttle Bus
Passengers:	12 Plus Driver, or 7 Plus One Wheelchair and Driver
Wheelbase:	176 Inches
GVW:	14,050 Pounds

**Specifications**

Engine Power:	225 Horsepower
Engine Torque:	340 ft. lbs.
Fuel:	Compressed Gaseous Hydrogen
Fuel Pressure:	5,000 psi
Vehicle Range:	150 Miles

# ***HYDROGEN VEHICLE DEMONSTRATION FLEET PROJECT PROPOSAL***

***"Opportunity to Demonstrate Leadership  
Through Practical, Dedicated Hydrogen Powered  
Internal Combustion Engine Shuttle Vehicles"***



## **BACKGROUND:**

- Ford is a leader in the design and development of hydrogen-fueled internal combustion engines.
- H<sub>2</sub>ICE's can play a key role in accelerating a transition to a hydrogen economy.
- This leadership allows Ford to be the first OEM to provide dedicated H<sub>2</sub>ICE vehicles to demonstration fleet participants for practical use and evaluation.
- These vehicles would be provided through a demonstration fleet participation arrangement.
- These vehicles allow local, state, or national government agencies, NGOs, and other organizations to demonstrate the viability of a hydrogen economy.

## **STRATEGIC RATIONALE FOR H<sub>2</sub>ICE VEHICLES:**

- Bridge technology from today's gasoline engine to tomorrow's fuel cell vehicle (FCV).
  - Fosters innovation and encourages resolution of key barriers to FCV success by getting more hydrogen-fueled vehicles on the road in a quicker, more cost-effective manner than relying upon FCV's alone.
- Low tailpipe emissions and no CO<sub>2</sub>
  - Delivers many of the benefits of FCV's at a fraction of the cost.

## **SUPPORT STRUCTURE:**

- Ford vehicle engineering and development team is in place to ensure the Safety, Quality, and Functionality of these units.
- Ford will support this program throughout the demonstration fleet term.

## **TIMING:**

- Extensive vehicle performance, safety and durability evaluations and testing will be completed during 2005 to demonstrate these vehicles meet all required performance and regulatory criteria.
- Current projections indicate that initial batch of vehicles will be available in the 3rd Qtr. 2006, with additional vehicles available at a yet-to-be-determined rate.

## **INVESTMENT / AVAILABILITY / VEHICLE COSTS:**

- Vehicles will remain the property of Ford Motor Company; however, they will be made available on a vehicle evaluation participation agreement basis for participant's use for a period of two years, with a possible extension to three years at no additional fee upon both parties' agreement.
- No intellectual property rights are granted, other than a paid-up license to Ford in the event of an invention by employee's of a participant arising from this agreement.
- Vehicles will meet all applicable regulatory requirements and will meet 2010 timeframe emission levels.
- A participation fee of \$250K per E450 H<sub>2</sub>ICE shuttle bus (the purchase price of a similar Ford CNG vehicle application is approximately \$100K) will be charged.
- While specific payment terms will need to be established, because of the research orientation of this program, it is expected that 50% of the participation fee will be payable upon execution of the vehicle evaluation participation agreement signing, with the remainder due upon vehicle delivery.
- All hydrogen system-related vehicle maintenance will be performed under the direction of Ford or its designee. Ford will provide training regarding the vehicle's hydrogen system, including diagnostics and repair. Ford maintains the right to remove from service any vehicle.
- During the evaluation period, the participant will be responsible for all normal (meaning non-hydrogen system) vehicle maintenance and upkeep as defined by the applicable Ford standard limited warranty. Participants will also need to purchase special tools.
- Vehicle performance and usage will be monitored by Ford during the evaluation period to ensure ongoing customer satisfaction and satisfactory vehicle operating performance. Vehicles will be equipped with a telematics system allowing monitoring of vehicle and system functions from a remote location.
- It is expected that the demonstration fleet participants will work with a third party to install and operate a hydrogen fueling infrastructure. Ford's experience with similar demonstration projects has shown that fleet participants with central fueling, storage and maintenance are key to a successful program.

**E450 H2ICE VEHICLE DESCRIPTION**

1. Vehicle description	E450 Cutaway Shuttle Bus
2. Configuration:	Shuttle Bus (Body manufactured By Corbeil Enterprises)
3. Wheelbase	176" WB
4. Body style	Shuttle Bus Body on E450 Chassis
5. Passenger capacity	12 passengers or 8 passengers with chair lift
6. Chair lift capacity	Yes
7. Vehicle length	301.5 "
8. Vehicle width	96"
9. Vehicle height	112.5"
10. Frontal overhang	30"
11. Rear overhang	95.5"
12. Fueling location	Left rear side
13. Power steering	Yes
14. Engine displacement	6.8L V10 Engine , Supercharged
15. Engine horsepower	225 HP
16. Engine torque	340 ft.-lbs.
17. Transmission	Automatic, 5R110W
18. Final drive ratio	4.56:1
19. GVW	14,050 / 6375 kg
20. Emission level	0.2 gm / BHP-hr NOx (target)
21. OBD compliant	Partially compliant
22. Warranty	Vehicle will remain property of the Ford Motor Company
23. Fuel system	5000 psi storage
24. Fuel capacity	30 kg of gaseous hydrogen
25. Vehicle range	150 miles
26. Tank configuration	Rear of vehicle, separate from passenger area, above frame
27. Fuel tanks	Dynetek W205 Type 3, (carbon fiber wrapped, metal liner)
28. A/C	Yes
29. H2 logos/signage	Signage / Color to be determined by customer and Ford
30. Interior seating configuration	To be determined by Customer and Ford

## **H2ICE Vehicle Evaluation Participation Agreement**

### **Selective section summaries**

(In addition to the information included on page 2 of this summary)

#### **Vehicle Evaluation Term; Participation Fee.**

Ford, at its sole discretion, may terminate the evaluation term of any individual Vehicle or group of Vehicles, effective immediately for (i) safety or business reasons, and (ii) in the event of any voluntary or involuntary assignment, attachment, lien or levy is made of, or attached to, a Vehicle(s).

Recipient agrees to pay to Ford a participation fee of \$250,000 for each Vehicle identified (the "Participation Fee"), plus the cost of any applicable import duties, securities and associated fees payable for each such Vehicle, as well as other costs as specifically identified in the Agreement. The Participation Fee shall be paid as follows:

- (i) \$125,000 per Vehicle upon execution of the Agreement (the "Advance Payment"); and
- (ii) the Participation Fee for each Vehicle, less the applicable portion of the Advance Payment already made by Recipient, upon delivery of each such Vehicle.

#### **Delivery and Return of Vehicles.**

Ford shall be responsible for delivering the Vehicles to Recipient at a location and time to be mutually agreed by the parties. Ford shall not be responsible for any delay in delivery of the Vehicles.

#### **Location and Use of Vehicles.**

Recipient shall utilize the Vehicles in accordance with a usage plan (including geographic limitations) developed by the Recipient and approved by Ford.

Fueling stations will be used that comply with all applicable standards for hydrogen fuel, and prior written approval must be obtained from Ford for their use in fueling the Vehicles.

Recipient agrees that all promotional activities or contact with the news media in connection with these Vehicles must be coordinated with and have the prior written approval of Ford.

#### **Taxes, Fees and Other Permits.**

Recipient shall pay all taxes and governmental charges imposed in connection with the use and operation of the Vehicles by Recipient.

Ford shall be responsible for obtaining the necessary Vehicle title and making suitable proof thereof available to Recipient so that Recipient can obtain the necessary license and insurance. Recipient shall assume responsibility for ensuring that the Vehicles have been properly registered.

#### **Insurance and Indemnity.**

At its sole cost and expense, Recipient shall maintain continuously throughout the term of this Agreement valid and collectible insurance from such companies as are acceptable to Ford as follows:

(i) Workers' Compensation insurance at statutory limits; and (ii) Employer's liability insurance, occurrence-type commercial general liability insurance, and automobile liability insurance covering all owned, hired and non-owned vehicles, all with limits of not less than \$10,000,000 per occurrence.

Recipient shall indemnify and defend Ford, its affiliates, and their respective officers, directors and employees, agents and assigns, from and against all claims (including lawsuits, administrative



claims, regulatory actions, and other proceedings to recover for personal injury or death, property damage or economic losses, and including all related costs and expenses, including attorney fees, settlements and judgments) incurred by Ford regardless of whether the claim arises in tort, negligence, contract, warranty, strict liability or otherwise..

### **Maintenance and Repairs.**

Except as otherwise specifically provided (e.g. accident or abuse causing damage to the Vehicle, with Recipient's responsibilities and costs noted below), Ford or its designee, at its sole cost and expense, will direct the maintenance and repair of the hydrogen system of each Vehicle.

Recipient or its designee shall maintain the Vehicles in good working order and condition, properly serviced and maintained. Recipient shall:

- (i) provide secure space to serve as a home base and garage facility for the Vehicles, and such facility will be upgraded to meet all requirements under any applicable laws or as deemed necessary to house and repair hydrogen engine vehicles;
- (ii) staff such repair facility with one certified and licensed repair technician, and one technical assistant, and make them available at Recipient's cost for any training that may be conducted by Ford;
- (iii) equip such repair facility with all necessary tools and equipment, including special tools, which tools will be owned by the Recipient; and
- (iv) provide for mobile fueling of the vehicle to support service needs.

### **Technical Support.**

Ford agrees to provide technical support for the Vehicles, specific to the Vehicle's hydrogen system. The "hydrogen system" includes the Vehicle's (i) engine, (ii) fuel storage system, (iii) fuel delivery system, (iv) fuel monitoring system, and (v) related control systems. Technical support shall mean (i) training of Recipient's fleet service personnel to maintain and service the Vehicle's hydrogen system, (ii) providing Vehicle maintenance provisions via web-based vehicle service manuals; and (iii) providing engineering support via telephone.

### **Inspection and Report.**

Recipient agrees to allow Ford to inspect the Vehicles at any time and to otherwise observe the Vehicles in operation at such times and at the facility of Recipient as Ford may reasonably specify. Recipient shall provide Ford with such mileage, maintenance, safety, operating, or other information or copies of any such records maintained by Recipient with respect to the Vehicles as Ford or any governmental agency may require.

Recipient shall provide Ford with such evaluation reports and usage information on the Vehicles as required by Ford.

At intervals specified by Ford, Recipient shall download data from on-vehicle recording devices to a secure wireless portable computer system specified by Ford. Ford or a Ford authorized party shall supply the necessary software and server access information for this purpose to Recipient. Certain data shall be used for vehicle diagnostics and may be made available, at Ford's sole discretion, to Recipient's fleet maintenance and repair personnel.

Each Vehicle has an automatic data transmitting system using cellular or satellite communication links to send limited real-time data such as vehicle position, speed, fuel level and other parameters of interest to a secure Internet server operated for Ford. The vehicle portion of the automatic data transmitting system includes antennas, modems, a global positioning satellite (GPS) unit, and a microprocessor. Recipient shall not disable, modify or interfere with this system in any way.

At its option, Ford may elect to permit Recipient access, in real-time, to a subset of the server data for use in public displays or monitoring by Recipient's fleet managers.

**Risk of Loss.**

Recipient shall assume all risks of loss with respect to each Vehicle from the time it is delivered by Ford to Recipient at the location designated, until the Vehicle has been returned to Ford at the nearest service center designated by Ford or at such other location as mutually agreed between Ford and Recipient.

**Termination.**

Either party may terminate this Agreement at any time by giving fourteen (14) days prior written notice to the other party and, upon such termination, Recipient shall return the Vehicle(s) to Ford as soon as reasonably practicable to the nearest service center designated by Ford, or any other place as the parties may agree in writing.

Ford may also terminate this Agreement effective immediately upon written notice to Recipient in the event any of the following occurs (i) Recipient fails to provide or maintain any required insurance, (ii) the filing of any petition by or against Recipient under any bankruptcy, reorganization or receivership law, (iii) Recipient makes or suffers any voluntary or involuntary assignments, or attachment, lien or levy is made of, or attached to, the Vehicles, or (iv) Recipient otherwise fails to adhere to the terms and conditions of this Agreement.

Payments made by Recipient hereunder are deemed fully earned by Ford when received; provided, however, in the event Ford does not deliver any Vehicles to Recipient, and there is no termination by Ford for cause or a termination by Recipient without cause, Ford shall refund to Recipient the Advance Payment made by Recipient. Ford shall incur no other liability under this Agreement with respect to any such termination of this Agreement, an evaluation of a Vehicle, or any failure to deliver Vehicles.

### **Intellectual Property and Confidentiality.**

License Grant to Ford. Recipient grants to Ford a global, fully-paid, perpetual and unrestricted, nonexclusive, royalty free license with the right to sublicense to practice, or have practiced, any invention, copyright, industrial design or other proprietary right developed as a result of this Agreement.

#### **Confidentiality and Use.**

(i) Recipient shall exercise reasonable care to maintain the confidentiality of all Confidential Information, including all data collected regarding, directly or indirectly, the Vehicles, for a period of five (5) years after the expiration or termination of this Agreement.

(ii) During the term of this Agreement and thereafter, Recipient shall not use the Confidential Information other than in the course of its evaluations hereunder

(iii) Neither party shall publish or disclose any information that relates in any way to the terms of this Agreement, without the prior written consent of the other party. It is understood, however, that some publicity about this Agreement and the Vehicles may be beneficial to both parties, and that neither party shall unreasonably withhold its consent under this subparagraph.

### **No Consequential Commercial Damages.**

In no event shall either party be liable to the other for any consequential commercial damages, including loss of anticipated profits, inconvenience due to early termination or any theft, damage, loss, delay or failure of delivery or defect or failure of any Vehicle resulting from a party's performance or nonperformance of its obligations hereunder.

**SPECIAL TOOLS LIST**  
**This list is being developed.**

Items	Unit Cost	Qty	Total Cost	Items	Unit Cost	Qty	Total Cost
Static discharge reels (stainless)	\$260	1 for each location	\$				
H2 Leak Detector (RKI Eagle)	\$1700	1 for each location					
H2 Leak Detector Calibration Gas 2% Hydrogen (RKI Eagle)	\$455	1 for each location					
Diagnostic Tester / NGS Tester	\$1200	1 for each service location					
Safety Cones (need to set up perimeter when working on H2 vehicles)	\$38	10 for each location	\$380				
Digital Thermometer	\$170	1 for each location					
Digital clamp Ampguage	\$450	1 for each location					
Fluke multimeter	\$450	1 for each location					
PRI (Portable Refueling Interface) – at fuel station data port	\$3000	1 for each location					
Nitrogen (for leak testing)	\$5000	Local supply, may use a lot					
Breakout Box (depending on quality of diagnostics)	\$755	1 for each location					
Defueling hose assembly	\$2200	1 for each location					
Service Manuals	\$355	1 for each location					

**Information Item I: 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: 3017**

**Item Name: March Employee Travel**

**Date: 3/24/2006**

<b>EMPLOYEE/ DEPARTMENT</b>	<b>DESTINATION</b>	<b>PURPOSE</b>	<b>DATE Departure and Return</b>	<b>COMPANY COST</b>
Mira Bourova Planning	Deland, FL	Volusia County GIS Users Group meeting	02/22/06	No Cost
Kenneth Nath Finance	Clearwater, FL	Clearwater for L.O.C. move	02/27/06	-
Jennifer Clements Planning	Pinellas County, FL	PSTA to discuss moving Transportation	02/27/06	-
Ron Riccard Operations	St Petersburg, FL	PSTA new Facility w/ Lynx Operations	02/27/06	6
Randall Killgore Operations	Clearwater, FL	Review Process and Procedures re: new facility	02/27/06	6
Steven Robinson Operations	Clearwater, FL	Review Process and Procedures re: new facility	02/27/06	6
William Meeks Operations	Clearwater, FL	Review Process and Procedures re: new facility	02/27/06	6
Elvis Dovalos Operations	Clearwater, FL	Review Process and Procedures re: new facility	02/27/06	6
Joe Cheney Operations	Clearwater, FL	Review new facility LOC	02/27/06	6
Brian Ruppert Operations	Clearwater, FL	Visit PSTA new facility	02/27/06	6

# LYNX Board Agenda

Dennis Brown Operations	St Petersburg, FL	Visit PSTA new facility	02/27/06	6
Reinaldo Jr Quinones Operations	St Petersburg, FL	Visit PSTA new facility	02/27/06	6
Bill Jamison Operations	St Petersburg, FL	Visit PSTA new facility	02/27/06	6
Arthur Whitfield Risk Management	Clearwater, FL	Visit PSTA new facility	02/27/06	-
Linda Maxwell Finance	Clearwater, FL	Visit PSTA new facility	02/27/06	-
Allan Lemaux Operations	Clearwater, FL	Visit PSTA new facility	02/27/06	6
Belinda Balleras Grants	Clearwater, FL	Visit PSTA new facility	02/27/06	-
Linda Watson Executive	Washington, DC	NTI Advisory Board meeting	03/02-03/03/06	-
James Mclawhorn Executive	Washington, DC	Attend APTA Legislative Conference	03/05-03/08/06	1,875
Linda Watson Executive	Washington, DC	Attend APTA Legislative Conference	03/05-03/08/06	545
Doug Jamison Planning	Deland, FL	FlexBus 30% Team Status meeting	03/21/06	-
Linda Watson Executive	Tallahassee, FL	Central Florida Regional Fly-In to Tallahassee	03/22-03/23/06	-
Jerry Ballard Operations	Daytona Beach, FL	Florida Association of Governmental Fleet Admin Seminar	04/19-04/21/06	301
Mira Bourova Planning	Jacksonville, FL	2006 South – East Regional Users Group	04/25-04/28/06	583
Gail Stewart Operations	Anaheim, CA	Attend 2006 Int'l Rodeo to Support Lynx Team	04/28-05/03/06	1,393
Glen Chowtee Operations	Anaheim, CA	Attend 2006 Int'l Rodeo to Support Lynx Team	04/28-05/03/06	1,393
Pablo Perez-Ortega Operations	Anaheim, CA	Attend 2006 Int'l Rodeo to Support Lynx Team	04/28-05/03/06	1,653
Hemo Harananan Operations	Anaheim, CA	Attend 2006 Int'l Rodeo to Support Lynx Team	04/28-05/03/06	1,653
Patrick D'Amico Operations	Anaheim, CA	Attend 2006 Int'l Rodeo to Support Lynx Team	04/28-05/03/06	1,653
Fernando Polanco Operations	Anaheim, CA	Attend 2006 Int'l Rodeo to Support Lynx Team	04/28-05/03/06	1,653
Edward Johnson Executive	Tampa, FL	Training with CUTR	05/01-05/04/06	278
Fred Rice Finance	Hollywood, FL	Ceridian Insights 2006 Conference	07/16-07/20/06	2,159

# LYNX Board Agenda

Sandy Moss Finance	Hollywood, FL	Ceridian Insights 2006 Conference	07/16-07/20/06	2,094
Mira Bourova Planning	San Diego, CA	26 <sup>th</sup> Annual ESRI International User Conference	08/04-08/11/06	2,504
				<b>19,803</b>

**Information Item II: Ridership Report**

**To:** LYNX Board of Directors

**From:** **Lisa Darnall**  
Chief Operating Officer  
**Jennifer Clements**  
(Technical Contact)  
**William Hearndon**  
(Technical Contact)  
**Terry Jordan**  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3036

**Item Name:** Ridership Report

**Date:** 3/24/2006

---

**January 2006 – Final**

**Fixed Route**

Due to the temporary failure of the LYNX fixed route probing function used to capture passenger ridership data during late December 2005 and the first four days of January 2006, ridership recorded for January 2006 is also incomplete. Once again the probe was operational only intermittently. As a result, reported ridership counts for January represent the allocation of ridership previously classified by the GFI ridership reporting system as “unknown.”

A similar methodology to that used for December 2005 ridership numbers allocating percentages of the “unknown” ridership to individual routes based on the normal percentage of that routes’ ridership when compared to total system ridership was used for January ridership totals. Fixed route ridership for January 2006 totaled 1,961,065 passengers. Total ridership for all services equaled 2,042,150, reflecting a decrease of -3.0% when compared to the 2,105,976 passengers carried in January 2005. The probe failure that caused this problem has been addressed and corrected. As a result, these issues will not affect future ridership figures.

**Paratransit**

There were 51,100 trips booked in January 2006. Of the 51,100 trips scheduled to operate, 9,884 (19.34%) were cancelled and 1,550 (3.03%) were classified as “no-shows.” The number of billable trips provided by paratransit operations in January 2006 was 39,666 (77.62% of the total trips booked), with an additional 3,006 trips provided to personal care attendants/escorts/companions.

The total number of billable trips provided by the coordinated system for the fiscal year-to-date is 159,903 with an additional 10,953 trips provided to personal care



## LYNX Board Agenda

attendants/escorts/companions. These trips were provided to customers who are elderly, transportation disadvantaged, or disabled.

In fiscal year 2006, we have budgeted 49,983 billable trips per month. We are under our budgeted billable trip level by approximately 20.64% in January 2006. Year-to-date, we are under our budgeted billable trip level by approximately 20.02%.

LYNX MONTHLY RIDERSHIP JANUARY 2006 - FINAL

FY 2006

Service Mode	Oct-05	Nov-05	Dec-05	Jan-06	Feb-06	Mar-06	Apr-06	May-06	Jun-06	Jul-06	Aug-06	Sep-06	TOTAL YEAR
LYMMO	98,726	97,862	96,276	90,962									383,546
25% OF VOTRAN	323	280	218	273									1,094
(all other Links)	1,937,622	1,920,566	1,975,403	1,869,830									7,703,421
Total Fixed Route	2,036,671	2,018,428	2,071,897	1,961,065									8,086,061
Special Shuttles	0	125	91	24,932									25,148
Access LYNX	44,693	45,409	42,823	42,680									175,605
VanPlan	12,472	12,194	13,054	13,473									51,193
<b>TOTAL</b>	<b>2,093,836</b>	<b>2,076,156</b>	<b>2,127,865</b>	<b>2,042,150</b>									<b>8,340,007</b>

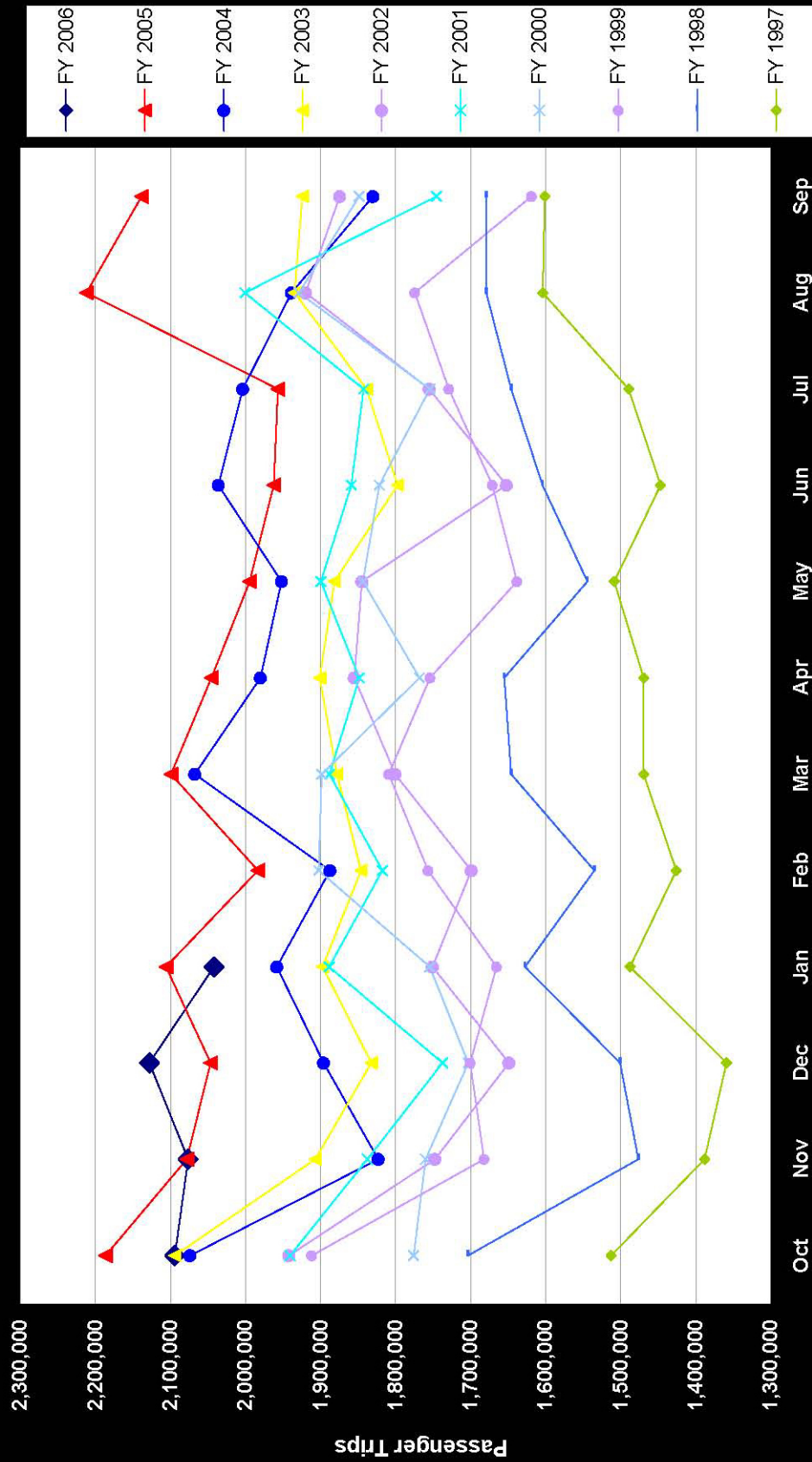
% CHANGE FROM FY 2005 TO FY 2006

Service Mode	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	TOTAL YEAR
LYMMO	11.2%	6.8%	4.2%	-7.9%									3.3%
25% OF VOTRAN	-1.9%	-4.8%	-24.5%	-9.5%									-9.9%
(all other Links)	-4.5%	0.0%	4.4%	-2.5%									-0.7%
Total Fixed Route	-3.8%	0.3%	4.4%	-2.8%									-0.5%
Special Shuttles	-100.0%	145.1%	-13.3%	-5.3%									-8.4%
Access LYNX	-11.5%	-7.9%	-7.7%	-12.8%									-10.0%
VanPlan	-29.2%	-27.4%	-15.3%	0.9%									-19.0%
<b>TOTAL</b>	<b>-4.2%</b>	<b>-0.1%</b>	<b>4.0%</b>	<b>-3.0%</b>									<b>-0.9%</b>

FY 2005

Service Mode	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	May-05	Jun-05	Jul-05	Aug-05	Sep-05	TOTAL YEAR
LYMMO	88,774	91,389	92,433	98,789	99,916	103,613	106,431	97,391	96,514	95,721	110,496	104,413	1,185,880
25% OF VOTRAN	329	295	289	302	313	345	290	302	316	297	344	372	3,794
(all other Links)	2,028,139	1,920,348	1,891,693	1,918,273	1,822,895	1,927,035	1,876,977	1,836,846	1,804,808	1,803,988	2,037,024	1,972,454	22,840,480
Total Fixed Route	2,117,242	2,012,031	1,984,415	2,017,364	1,923,124	2,030,993	1,983,698	1,934,539	1,901,638	1,900,006	2,147,864	2,077,239	24,030,163
Special Shuttles	965	51	105	26,333	112	464	74	584	433	22	59	14	29,216
Access LYNX	50,501	49,286	46,402	48,921	45,863	52,905	48,714	46,848	48,593	45,009	50,288	47,868	581,198
VanPlan	17,624	16,794	15,410	13,358	14,032	14,724	12,872	12,430	11,390	11,624	13,524	13,298	167,080
<b>TOTAL</b>	<b>2,186,332</b>	<b>2,078,162</b>	<b>2,046,332</b>	<b>2,105,976</b>	<b>1,983,131</b>	<b>2,099,086</b>	<b>2,045,358</b>	<b>1,994,401</b>	<b>1,962,054</b>	<b>1,956,661</b>	<b>2,211,735</b>	<b>2,138,419</b>	<b>24,807,647</b>

# LYNX Ridership Growth - All Modes





ROUTE RIDERSHIP REPORT

Link No	Route	FY05 Average Monthly Ridership	No v05	% Change November 06 to December 05	Dec-05 ALLOCA TED	% Change December 06 to January 06	Jan-06	% Change January 06 to January 06	December 05 Change as Compared to FY05 Avg. Monthly Ridership
1	N. Orange Ave./Altamonte Mall	17,768	17,382	-5.2%	16,474	-4.4%	15,743	-12.2%	-11.35%
2	Coloniatown	3,605	3,382	-19.6%	4,045	-20.7%	3,206	-7.0%	-11.07%
3	Lake Margaret	17,830	18,318	4.7%	18,863	-12.1%	16,863	-0.9%	-4.35%
4	South U.S. 441/Kissimmee	141,616	146,712	3.9%	152,506	-9.1%	138,899	-4.7%	-2.06%
5	Lake George/Fort Galin	5,013	4,426	-15.3%	5,246	-18.5%	5,076	-0.2%	4.65%
6	Divie Belle	17,988	17,988	3.4%	18,605	-19.0%	15,076	-34.8%	-20.68%
7	S. Orange Ave./Florida Mall	25,426	25,137	-3.1%	25,911	-14.7%	22,108	-16.5%	-13.06%
8	W. Oak Ridge Rd./Int'l Dr.	155,602	155,623	7.2%	188,828	-11.0%	148,522	-8.4%	-4.55%
9	N. Orange Ave./Rosemont	29,726	29,247	-2.9%	28,388	-12.1%	31,830	1.8%	7.08%
10	East U.S. 192/St. Cloud	20,147	20,638	7.4%	22,168	-6.7%	20,688	8.1%	2.69%
11	S. Orange Ave./OIA	36,133	34,743	-4.5%	36,322	-9.0%	33,052	-6.2%	-5.97%
12	Buena Ventura Lks/Boggy Cr	8,124	7,877	-3.3%	7,615	-13.8%	6,561	-22.6%	-18.24%
13	University of Central Florida	35,077	34,418	-2.2%	35,179	-10.4%	31,508	-14.9%	-10.17%
14	Princeton Street/Plymouth Apts.	6,584	5,628	-6.5%	5,994	-4.9%	5,703	-12.4%	-13.11%
15	Gully Ford Rd./C.C. East	47,552	50,990	4.4%	53,237	-12.6%	46,537	-1.3%	-2.13%
16	College Park/The Meadows	11,004	10,444	-13.4%	9,048	-13.7%	10,389	-5.0%	-6.50%
17	North U.S. 441/Apopka	51,566	51,415	-2.9%	52,601	-2.6%	53,850	7.1%	4.58%
18	S. Orange Ave./Kissimmee	35,515	35,387	-6.5%	37,674	-11.2%	33,488	-8.3%	-5.78%
19	Richmond Heights	29,605	30,301	4.8%	28,946	9.9%	31,899	7.7%	10.82%
20	Malibu/Pine Hills	64,130	70,637	7.9%	65,119	9.3%	71,172	6.2%	10.98%
200	Volusia Express	316	280	-22.1%	218	25.2%	273	-8.6%	-13.68%
21	Carver Shores/Fangello Park	81,008	77,133	-1.0%	77,914	5.6%	82,290	-2.6%	1.58%
22	Richmond Estates	27,488	28,973	-8.9%	26,088	10.6%	28,866	0.5%	4.89%
23	Winter Park/Forest City	26,783	26,514	-3.8%	25,515	5.7%	26,965	-1.2%	0.68%
24	Millenia	9,008	9,524	5.9%	10,090	-4.9%	9,593	6.0%	6.52%
25	Silver Star Rd	73,985	74,782	6.0%	79,255	-11.5%	70,151	-5.6%	-5.19%
26	Pleasant Hill Rd./Polkiana	14,778	15,350	6.1%	16,291	-12.4%	14,279	1.0%	-3.38%
27	Plant St./Oakland	7,585	7,291	-0.5%	7,255	-15.1%	6,156	-20.9%	-18.85%
28	E. Colonial Dr./Azalea Park	43,223	44,980	6.4%	47,853	-14.1%	41,098	-4.7%	-4.92%
29	E. Colonial Dr./Goldenrod	42,028	41,961	-7.1%	44,924	-14.4%	38,456	-10.2%	-8.50%
30	Colonial Dr./Crosstown	51,192	50,998	6.3%	54,234	-10.4%	48,568	-7.5%	-5.08%
300-304	Downtown Disney Direct	15,924	17,197	-3.9%	17,107	-2.1%	16,750	1.7%	5.18%
Lymmo	Lymmo	98,820	97,582	-1.3%	96,276	-5.5%	90,962	-7.9%	-7.95%
32	Union Park/Bithlo	4,362	4,644	-0.6%	4,616	-0.3%	4,416	1.23%	1.23%
33	Midway/Sanford Airport	2,148	2,029	0.8%	2,048	9.8%	2,248	22.6%	4.67%
34	Sanford/Goldsboro	7,297	7,468	2.5%	7,556	1.4%	7,162	6.1%	6.38%
36	Lake Richmond	24,681	24,508	-11.7%	27,384	-7.1%	25,439	-2.9%	3.07%
37	Park Promenade Plaza/Florida Mall	59,510	60,072	8.7%	65,284	-6.8%	60,880	2.2%	2.30%
38	U.S. 17-92/Sanford	14,845	14,696	-1.7%	14,450	5.9%	15,305	-1.2%	3.10%
39	U.S. 17-92/Sanford	61,948	62,565	-9.0%	66,950	9.7%	62,480	-3.6%	0.88%
40	American/Universal Orlando	35,384	35,280	-2.7%	34,314	-14.3%	39,412	-16.8%	-16.88%
41	S.R. 436 Crosstown	124,669	127,242	-2.1%	124,555	0.8%	125,514	-0.7%	0.68%
42	International Dr./OIA	77,359	76,498	9.8%	83,885	-12.5%	73,505	-1.9%	-4.99%
43	Central Florida Pkwy.	13,859	14,308	-1.3%	14,117	-15.1%	11,992	-7.5%	-13.47%
44	Clarcornal/Zellwood	18,176	19,555	-7.3%	18,121	4.0%	18,844	-0.1%	3.68%
45	Lake Mary	3,811	3,476	12.3%	3,802	20.7%	4,708	48.0%	23.57%
46	W. S.R. 46/Seminole Towne Ctr.	11,761	13,288	-6.8%	12,990	3.3%	12,802	7.8%	8.85%
47	Oviedo	3,823	4,147	9.8%	4,546	-20.6%	3,808	-8.0%	-5.63%
48	W. Colonial Dr./Park Promenade	48,929	48,690	-0.8%	48,279	1.6%	49,074	-1.9%	4.57%
49	W. Colonial Dr./Pine Hills	50,031	50,031	-6.0%	47,045	10.5%	51,973	8.1%	8.40%
50	Downtown Orlando/Magic Kingdom	37,170	37,686	12.7%	42,483	-22.7%	32,828	5.7%	-11.68%
51	Convey/OIA	34,533	34,235	9.6%	37,507	-13.0%	32,614	-5.6%	-5.58%
52	Pine Castle/Trapeport	6,010	5,818	7.5%	6,254	-17.5%	5,161	-16.3%	-14.17%
53	Story Rd./Tildenville	8,923	9,173	7.8%	9,893	-12.9%	8,620	3.8%	-3.40%
54	Old Winter Garden Rd	15,223	15,116	0.1%	15,131	-16.3%	12,660	-12.7%	-16.84%
55	West U.S. 192/Orange Lake	29,090	27,059	5.3%	28,495	-1.7%	28,015	10.2%	-3.69%
56	West U.S. 192/Magic Kingdom	30,715	29,868	22.4%	36,566	-11.8%	32,233	12.5%	4.94%
57	John Young Pkwy.	14,780	15,517	3.1%	15,896	-10.3%	14,355	-4.3%	-2.86%
Unknown	Forebox Errors	16,589	16,711	54.2%	16,711	9.3%	18,267	33.1%	10.12%
Total		2,002,513	2,018,428	2.6%	2,071,897	-5.3%	1,961,065	-2.8%	-2.1%

**Information Item III: Financial Reports**

**To:** LYNX Board of Directors

**From:** Bert Francis II  
Chief Financial Officer  
Blanche Sherman  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3047

**Item Name:** Monthly Financial Reports

**Date:** 3/24/2006

---

For your review, attached please find the Monthly Financial Reports for the three months ending December 31, 2005 and four months ending January 31, 2006.

**C.F.R.T.A. (LYNX)**  
**FIXED-ROUTE AND MOBILITY SEGMENT**  
**STATEMENT OF REVENUES AND EXPENSES**  
**FOR THE MONTH OF JANUARY AND THE FOUR MONTHS ENDED JANUARY 31, 2006**  
**(UNAUDITED)**

	Year to Date:			Month of January:		
	<u>Budget</u>	<u>Actual</u>	%	<u>Budget</u>	<u>Actual</u>	%
OPERATING REVENUES						
Customer Fares	\$ 5,701,950	\$ 5,924,861	103.9%	\$ 1,425,488	\$ 1,534,011	107.6%
Contract Services:						
Local Financial Assistance	2,580,307	2,537,824	98.4%	645,077	634,456	98.4%
Other Contractual Services	99,434	99,434	100.0%	24,307	24,306	100.0%
Advertising	538,359	678,359	126.0%	108,356	118,356	109.2%
Other Income	<u>185,449</u>	<u>196,209</u>	<u>105.8%</u>	<u>46,362</u>	<u>73,502</u>	<u>158.5%</u>
 Total Operating Revenues	 <u>9,105,500</u>	 <u>9,436,688</u>	 <u>103.6%</u>	 <u>2,249,590</u>	 <u>2,384,631</u>	 <u>106.0%</u>
NONOPERATING REVENUES:						
Operating assistance grants:						
Federal	233,333	233,333	100.0%	58,333	58,333	100.0%
State of Florida	2,650,562	2,650,562	100.0%	662,641	662,641	100.0%
Local	9,123,742	9,123,742	100.0%	2,280,936	2,280,936	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0.0%	-	-	0.0%
Federal - Other	2,566,347	2,566,347	100.0%	646,891	646,891	100.0%
State of Florida - Commuter Rail Project	-	-	0.0%	-	-	0.0%
State of Florida - BRT Circulator Project	-	-	0.0%	-	-	0.0%
State of Florida - Other	619,151	619,151	100.0%	171,981	171,981	100.0%
Local Matching - BRT Circulator Project	(0)	-	0.0%	(0)	-	0.0%
Local Matching - Other	-	-	0.0%	-	-	0.0%
Interest Income	88,036	164,251	186.6%	22,009	45,428	206.4%
Gain / (Loss) on the Sale of Assets	<u>-</u>	<u>-</u>	<u>0.0%</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>
 Total Nonoperating Revenues	 <u>15,281,171</u>	 <u>15,357,387</u>	 <u>100.5%</u>	 <u>3,842,790</u>	 <u>3,866,209</u>	 <u>100.6%</u>
 Total Revenues	 <u>24,386,671</u>	 <u>24,794,074</u>	 <u>101.7%</u>	 <u>6,092,380</u>	 <u>6,250,841</u>	 <u>102.6%</u>
OPERATING EXPENSES:						
Salaries and Wages	11,169,255	10,887,212	97.5%	2,789,344	2,632,600	94.4%
Fringe Benefits	6,200,958	6,037,629	97.4%	1,639,759	1,664,232	101.5%
Purchased Transportation Services	0	-	0.0%	0	-	0.0%
Fuel	2,469,617	2,557,792	103.6%	617,404	627,456	101.6%
Other Materials and Supplies	1,349,958	1,349,959	100.0%	329,994	329,995	100.0%
Professional Services	223,854	223,854	100.0%	90,740	90,740	100.0%
Other Services	851,558	851,558	100.0%	202,404	202,404	100.0%
Lease and Miscellaneous Expenses	423,112	423,112	100.0%	114,464	114,464	100.0%
Casualty and Liability Insurance	426,901	426,900	100.0%	122,109	110,211	90.3%
Utilities	195,117	258,923	132.7%	52,060	74,013	142.2%
Taxes and Licenses	132,296	209,728	158.5%	28,044	53,304	190.1%
Interest Expense	<u>5,330</u>	<u>1,024</u>	<u>19.2%</u>	<u>1,333</u>	<u>161</u>	<u>12.1%</u>
 Total Operating Expenses Before Depreciation	 <u>23,447,956</u>	 <u>23,227,690</u>	 <u>99.1%</u>	 <u>5,987,656</u>	 <u>5,899,580</u>	 <u>98.5%</u>
OPERATING GAIN / (LOSS)	<u>\$ 938,715</u>	<u>\$ 1,566,385</u>	<u>166.9%</u>	<u>\$ 104,723</u>	<u>\$ 351,261</u>	<u>335.4%</u>

## **EXECUTIVE SUMMARY REPORT**

### **For the Three Months ending December 31, 2005**

LYNX' Operating Statement for the three months ending December 31, 2005 indicates total revenue earned in the amount of \$22,443,072 and total expenses incurred in the amount of \$21,010,524 resulting in a net operating profit of \$1,432,548. In addition:

- Fixed route and mobility services resulted in an operating profit of \$1,215,124 for the first three months of operations.
- Paratransit services resulted in an operating profit of \$217,424 for the first three months of operations.

The fixed route positive results relate to lower than anticipated cost for LYNX' fixed route services due to *cyclical* trends. Customer fares are higher than expected due to increases in ridership. 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 the new HMO transportation systems. We are closely monitoring the trip levels in order to ensure consistency with planned operating expenses. Also, LYNX' staff continues to review this program daily to ensure compliance with service performance standards and other contract obligations are being met by the provider.



**C.F.R.T.A. (LYNX)  
PARATRANSIT SEGMENT  
STATEMENT OF REVENUES AND EXPENSES  
FOR THE MONTH OF DECEMBER AND THE THREE MONTHS ENDED DECEMBER 31, 2005  
(UNAUDITED)**

	Year to Date:			Month of December:		
	<u>Budget</u>	<u>Actual</u>	%	<u>Budget</u>	<u>Actual</u>	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 215,254	\$ 190,133	88.3%	\$ 71,751	\$ 63,031	87.8%
Contract Services:						
Local Financial Assistance	-	-	0.0%	-	-	0.0%
Other Contractual Services	2,086,516	1,835,155	88.0%	695,505	596,613	85.8%
Advertising	-	-	0.0%	-	-	0.0%
Other Operating Income	-	-	0.0%	-	-	0.0%
	<u>2,301,770</u>	<u>2,025,288</u>	<u>88.0%</u>	<u>767,257</u>	<u>659,645</u>	<u>86.0%</u>
<b>NONOPERATING REVENUES:</b>						
Operating assistance grants:						
Federal	-	-	0.0%	-	-	0.0%
State of Florida	-	-	0.0%	-	-	0.0%
Local	1,504,551	1,504,550	100.0%	501,517	501,517	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0.0%	-	-	0.0%
Federal - Other	370,000	370,000	100.0%	123,333	123,333	100.0%
State of Florida - Commuter Rail Project	-	-	0.0%	-	-	0.0%
State of Florida - BRT Circulator Project	-	-	0.0%	-	-	0.0%
State of Florida - Other	-	-	0.0%	-	-	0.0%
Local Matching - BRT Circulator Project	-	-	0.0%	-	-	0.0%
Local Matching - Other	-	-	0.0%	-	-	0.0%
Interest Income	-	-	0.0%	-	-	0.0%
Gain / (Loss) on the Sale of Assets	-	-	0.0%	-	-	0.0%
	<u>1,874,551</u>	<u>1,874,550</u>	<u>100.0%</u>	<u>624,850</u>	<u>624,850</u>	<u>100.0%</u>
Total Nonoperating Revenues	<u>1,874,551</u>	<u>1,874,550</u>	<u>100.0%</u>	<u>624,850</u>	<u>624,850</u>	<u>100.0%</u>
Total Revenues	<u>4,176,320</u>	<u>3,899,839</u>	<u>93.4%</u>	<u>1,392,106</u>	<u>1,284,495</u>	<u>92.3%</u>
<b>OPERATING EXPENSES:</b>						
Salaries and Wages	77,219	72,301	93.6%	25,740	24,111	93.7%
Fringe Benefits	49,602	48,244	97.3%	16,877	16,141	95.6%
Purchased Transportation Services	3,944,949	3,085,103	78.2%	1,314,983	1,021,671	77.7%
Fuel	-	336,434	N/A	-	99,852	N/A
Other Materials and Supplies	5,154	5,154	100.0%	2,610	2,610	100.0%
Professional Services	18,043	18,043	100.0%	3,861	3,861	100.0%
Other Services	87,498	87,498	100.0%	29,166	29,166	100.0%
Lease and Miscellaneous Expenses	1,194	1,194	100.0%	138	138	100.2%
Casualty and Liability Insurance	-	-	0.0%	-	-	0.0%
Utilities	2,382	2,382	100.0%	83	83	99.4%
Taxes and Licenses	-	26,062	N/A	-	10,199	N/A
	<u>4,186,040</u>	<u>3,682,415</u>	<u>88.0%</u>	<u>1,393,456</u>	<u>1,207,831</u>	<u>86.7%</u>
Total Operating Expenses Before Depreciation	<u>4,186,040</u>	<u>3,682,415</u>	<u>88.0%</u>	<u>1,393,456</u>	<u>1,207,831</u>	<u>86.7%</u>
OPERATING GAIN / (LOSS)	<u>\$ (9,720)</u>	<u>\$ 217,424</u>	<u>-2236.9%</u>	<u>\$ (1,350)</u>	<u>\$ 76,664</u>	<u>-5679.1%</u>

## **EXECUTIVE SUMMARY REPORT**

### **For the Four Months ending January 31, 2006**

LYNX' Operating Statement for the three months ending January 31, 2006 indicates total revenue earned in the amount of \$29,978,782 and total expenses incurred in the amount of \$28,149,243 resulting in a net operating profit of \$1,829,540. In addition:

- Fixed route and mobility services resulted in an operating profit of \$1,566,385 for the first four months of operations.
- Paratransit services resulted in an operating profit of \$263,155 for the first four months of operations.

The fixed route positive results relate to lower than anticipated cost for LYNX' fixed route services due to *cyclical* trends. Customer fares are higher than expected due to increases in ridership. 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 the new HMO transportation systems. We are closely monitoring the trip levels in order to ensure consistency with planned operating expenses. Also, LYNX' staff continues to review this program daily to ensure compliance with service performance standards and other contract obligations are being met by the provider.

**C.F.R.T.A. (LYNX)  
PARATRANSIT SEGMENT  
STATEMENT OF REVENUES AND EXPENSES  
FOR THE MONTH OF JANUARY AND THE FOUR MONTHS ENDED JANUARY 31, 2006  
(UNAUDITED)**

	Year to Date:			Month of January:		
	<u>Budget</u>	<u>Actual</u>	%	<u>Budget</u>	<u>Actual</u>	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 287,006	\$ 253,716	88.4%	\$ 71,751	\$ 63,583	88.6%
Contract Services:						
Local Financial Assistance	-	-	0.0%	-	-	0.0%
Other Contractual Services	2,782,021	2,431,592	87.4%	695,505	596,436	85.8%
Advertising	-	-	0.0%	-	-	0.0%
Other Operating Income	-	-	0.0%	-	-	0.0%
	<u>3,069,026</u>	<u>2,685,307</u>	<u>87.5%</u>	<u>767,257</u>	<u>660,019</u>	<u>86.0%</u>
Total Operating Revenues						
	<u>3,069,026</u>	<u>2,685,307</u>	<u>87.5%</u>	<u>767,257</u>	<u>660,019</u>	<u>86.0%</u>
<b>NONOPERATING REVENUES:</b>						
Operating assistance grants:						
Federal	-	-	0.0%	-	-	0.0%
State of Florida	-	-	0.0%	-	-	0.0%
Local	2,006,067	2,006,067	100.0%	501,517	501,517	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0.0%	-	-	0.0%
Federal - Other	493,334	493,333	100.0%	123,334	123,333	100.0%
State of Florida - Commuter Rail Project	-	-	0.0%	-	-	0.0%
State of Florida - BRT Circulator Project	-	-	0.0%	-	-	0.0%
State of Florida - Other	-	-	0.0%	-	-	0.0%
Local Matching - BRT Circulator Project	-	-	0.0%	-	-	0.0%
Local Matching - Other	-	-	0.0%	-	-	0.0%
Interest Income	-	-	0.0%	-	-	0.0%
Gain / (Loss) on the Sale of Assets	-	-	0.0%	-	-	0.0%
	<u>2,499,401</u>	<u>2,499,401</u>	<u>100.0%</u>	<u>624,851</u>	<u>624,850</u>	<u>100.0%</u>
Total Nonoperating Revenues						
	<u>2,499,401</u>	<u>2,499,401</u>	<u>100.0%</u>	<u>624,851</u>	<u>624,850</u>	<u>100.0%</u>
<b>Total Revenues</b>	<u>5,568,427</u>	<u>5,184,708</u>	<u>93.1%</u>	<u>1,392,107</u>	<u>1,284,869</u>	<u>92.3%</u>
<b>OPERATING EXPENSES:</b>						
Salaries and Wages	102,958	96,930	94.1%	25,740	24,629	95.7%
Fringe Benefits	66,479	65,409	98.4%	16,878	17,165	101.7%
Purchased Transportation Services	5,259,932	4,100,124	78.0%	1,314,983	1,015,021	77.2%
Fuel	-	449,430	N/A	-	112,996	N/A
Other Materials and Supplies	8,557	8,557	100.0%	3,403	3,403	100.0%
Professional Services	19,036	19,037	100.0%	994	994	100.0%
Other Services	116,664	116,664	100.0%	29,166	29,166	100.0%
Lease and Miscellaneous Expenses	1,260	1,259	100.0%	65	65	100.7%
Casualty and Liability Insurance	-	-	0.0%	-	-	0.0%
Utilities	5,083	5,083	100.0%	2,701	2,701	100.0%
Taxes and Licenses	-	59,060	N/A	-	32,998	N/A
	<u>5,579,969</u>	<u>4,921,553</u>	<u>88.2%</u>	<u>1,393,928</u>	<u>1,239,138</u>	<u>88.9%</u>
Total Operating Expenses Before Depreciation						
	<u>5,579,969</u>	<u>4,921,553</u>	<u>88.2%</u>	<u>1,393,928</u>	<u>1,239,138</u>	<u>88.9%</u>
<b>OPERATING GAIN / (LOSS)</b>	<u>\$ (11,542)</u>	<u>\$ 263,155</u>	<u>-2280.0%</u>	<u>\$ (1,821)</u>	<u>\$ 45,731</u>	<u>-2511.4%</u>

**C.F.R.T.A. (LYNX)**  
**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS**  
**FOR THE MONTH OF DECEMBER AND THE THREE MONTHS ENDED DECEMBER 31, 2005**  
**(UNAUDITED)**

	Year to Date:			Month of December:		
	<u>Budget</u>	<u>Actual</u>	%	<u>Budget</u>	<u>Actual</u>	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 4,491,717	\$ 4,580,983	102.0%	\$ 1,497,239	\$ 1,497,525	100.0%
Contract Services:	-	-		-	-	
Local Financial Assistance	1,935,231	1,903,368	98.4%	645,077	634,456	98.4%
Other Contractual Services	2,161,644	1,910,283	88.4%	721,714	622,822	86.3%
Advertising	430,003	560,003	130.2%	120,213	250,213	208.1%
Other Operating Income	<u>131,000</u>	<u>122,708</u>	<u>93.7%</u>	<u>38,275</u>	<u>38,565</u>	<u>100.8%</u>
Total Operating Revenues	<u>9,149,594</u>	<u>9,077,345</u>	<u>99.2%</u>	<u>3,022,518</u>	<u>3,043,582</u>	<u>100.7%</u>
<b>NONOPERATING REVENUES:</b>						
Operating assistance grants:						
Federal	175,000	175,000	100.0%	58,333	58,333	100.0%
State of Florida	1,987,922	1,987,922	100.0%	662,641	662,641	100.0%
Local	8,347,357	8,347,357	100.0%	2,782,452	2,782,452	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0.0%	-	-	0.0%
Federal - Other	2,289,456	2,289,456	100.0%	760,836	760,836	100.0%
State of Florida - Commuter Rail Project	-	-	0.0%	-	-	0.0%
State of Florida - BRT Circulator Project	-	-	0.0%	-	-	0.0%
State of Florida - Other	447,169	447,170	100.0%	141,703	137,504	97.0%
Local Matching - BRT Circulator Project	-	-	0.0%	(0)	-	0.0%
Local Matching - Other	-	-	0.0%	-	-	0.0%
Interest Income	66,027	118,824	180.0%	22,009	43,813	199.1%
Gain / (Loss) on Sale of Assets	<u>-</u>	<u>-</u>	<u>0.0%</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>
Total Nonoperating Revenues	<u>13,312,931</u>	<u>13,365,728</u>	<u>100.4%</u>	<u>4,427,974</u>	<u>4,445,579</u>	<u>100.4%</u>
Fund Balance	<u>-</u>	<u>-</u>	<u>0.0%</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>
Total Revenues	<u>22,462,525</u>	<u>22,443,072</u>	<u>99.9%</u>	<u>7,450,493</u>	<u>7,489,160</u>	<u>100.5%</u>
<b>OPERATING EXPENSES:</b>						
Salaries and Wages	8,457,130	8,326,913	98.5%	2,805,929	2,802,778	99.9%
Fringe Benefits	4,610,800	4,421,640	95.9%	1,351,050	1,312,737	97.2%
Purchased Transportation Services	3,944,949	3,085,103	78.2%	1,314,983	1,021,671	77.7%
Fuel	1,852,213	2,266,770	122.4%	617,404	699,983	113.4%
Other Materials and Supplies	1,025,118	1,025,118	100.0%	375,225	375,225	100.0%
Professional Services	151,156	151,156	100.0%	82,965	82,966	100.0%
Other Services	736,652	736,652	100.0%	378,268	378,267	100.0%
Lease and Miscellaneous Expenses	309,842	309,841	100.0%	87,237	87,236	100.0%
Casualty and Liability Insurance	304,791	316,690	103.9%	118,519	130,418	110.0%
Utilities	145,438	187,291	128.8%	46,176	64,004	138.6%
Taxes and Licenses	104,252	182,486	175.0%	16,657	62,890	377.6%
Interest Expense	<u>3,998</u>	<u>863</u>	<u>21.6%</u>	<u>1,333</u>	<u>161</u>	<u>12.1%</u>
Total Operating Expenses Before Depreciation	<u>21,646,340</u>	<u>21,010,524</u>	<u>97.1%</u>	<u>7,195,746</u>	<u>7,018,335</u>	<u>97.5%</u>
<b>OPERATING GAIN / (LOSS)</b>	<u>\$ 816,185</u>	<u>\$ 1,432,548</u>	<u>175.5%</u>	<u>\$ 254,746</u>	<u>\$ 470,826</u>	<u>184.8%</u>

**C.F.R.T.A. (LYNX)**  
**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS**  
**FOR THE MONTH OF JANUARY AND THE FOUR MONTHS ENDED JANUARY 31, 2006**  
**(UNAUDITED)**

	Year to Date:			Month of January:		
	<u>Budget</u>	<u>Actual</u>	%	<u>Budget</u>	<u>Actual</u>	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 5,988,956	\$ 6,178,577	103.2%	\$ 1,497,239	\$ 1,597,594	106.7%
Contract Services:						
Local Financial Assistance	2,580,307	2,537,824	98.4%	645,077	634,456	98.4%
Other Contractual Services	2,881,454	2,531,025	87.8%	719,812	620,742	86.2%
Advertising	538,359	678,359	126.0%	108,356	118,356	109.2%
Other Operating Income	<u>185,449</u>	<u>196,209</u>	105.8%	<u>46,362</u>	<u>73,502</u>	158.5%
 Total Operating Revenues	 <u>12,174,526</u>	 <u>12,121,995</u>	 99.6%	 <u>3,016,846</u>	 <u>3,044,651</u>	 100.9%
 <b>NONOPERATING REVENUES:</b>						
Operating assistance grants:						
Federal	233,333	233,333	100.0%	58,333	58,333	100.0%
State of Florida	2,650,562	2,650,562	100.0%	662,641	662,641	100.0%
Local	11,129,809	11,129,809	100.0%	2,782,452	2,782,452	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0.0%	-	-	0.0%
Federal - Other	3,059,680	3,059,680	100.0%	770,224	770,224	100.0%
State of Florida - Commuter Rail Project	-	-	0.0%	-	-	0.0%
State of Florida - BRT Circulator Project	-	-	0.0%	-	-	0.0%
State of Florida - Other	619,151	619,151	100.0%	171,981	171,981	100.0%
Local Matching - BRT Circulator Project	(0)	-	0.0%	(0)	-	0.0%
Local Matching - Other	-	-	0.0%	-	-	0.0%
Interest Income	88,036	164,251	186.6%	22,009	45,428	206.4%
Gain / (Loss) on Sale of Assets	<u>-</u>	<u>-</u>	0.0%	<u>-</u>	<u>-</u>	0.0%
 Total Nonoperating Revenues	 <u>17,780,572</u>	 <u>17,856,787</u>	 100.4%	 <u>4,467,640</u>	 <u>4,491,060</u>	 100.5%
 Fund Balance	 <u>-</u>	 <u>-</u>	 0.0%	 <u>-</u>	 <u>-</u>	 0.0%
 Total Revenues	 <u>29,955,099</u>	 <u>29,978,782</u>	 100.1%	 <u>7,484,487</u>	 <u>7,535,710</u>	 100.7%
 <b>OPERATING EXPENSES:</b>						
Salaries and Wages	11,272,213	10,984,142	97.4%	2,815,083	2,657,229	94.4%
Fringe Benefits	6,267,437	6,103,037	97.4%	1,656,637	1,681,397	101.5%
Purchased Transportation Services	5,259,933	4,100,124	78.0%	1,314,983	1,015,021	77.2%
Fuel	2,469,617	3,007,222	121.8%	617,404	740,452	119.9%
Other Materials and Supplies	1,358,515	1,358,515	100.0%	333,397	333,397	100.0%
Professional Services	242,890	242,890	100.0%	91,734	91,734	100.0%
Other Services	968,222	968,222	100.0%	231,570	231,570	100.0%
Lease and Miscellaneous Expenses	424,371	424,371	100.0%	114,529	114,529	100.0%
Casualty and Liability Insurance	426,901	426,900	100.0%	122,109	110,211	90.3%
Utilities	200,200	264,006	131.9%	54,761	76,715	140.1%
Taxes and Licenses	132,296	268,789	203.2%	28,044	86,302	307.7%
Interest Expense	<u>5,330</u>	<u>1,024</u>	19.2%	<u>1,333</u>	<u>161</u>	12.1%
 Total Operating Expenses Before Depreciation	 <u>29,027,924</u>	 <u>28,149,243</u>	 97.0%	 <u>7,381,584</u>	 <u>7,138,719</u>	 96.7%
 OPERATING GAIN / (LOSS)	 <u>\$ 927,175</u>	 <u>\$ 1,829,540</u>	 197.3%	 <u>\$ 102,902</u>	 <u>\$ 396,991</u>	 385.8%

**C.F.R.T.A. (LYNX)**  
**FIXED-ROUTE AND MOBILITY SEGMENT**  
**STATEMENT OF REVENUES AND EXPENSES**  
**FOR THE MONTH OF DECEMBER AND THE THREE MONTHS ENDED DECEMBER 31, 2005**  
**(UNAUDITED)**

	Year to Date:			Month of December:		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 4,276,463	\$ 4,390,850	102.7%	\$ 1,425,488	\$ 1,434,494	100.6%
Contract Services:	-	-		-	-	
Local Financial Assistance	1,935,231	1,903,368	98.4%	645,077	634,456	98.4%
Other Contractual Services	75,128	75,128	100.0%	26,209	26,209	100.0%
Advertising	430,003	560,003	130.2%	120,213	250,213	208.1%
Other Income	<u>131,000</u>	<u>122,708</u>	<u>93.7%</u>	<u>38,275</u>	<u>38,565</u>	<u>100.8%</u>
 Total Operating Revenues	 <u>6,847,824</u>	 <u>7,052,056</u>	 <u>103.0%</u>	 <u>2,255,262</u>	 <u>2,383,937</u>	 <u>105.7%</u>
 <b>NONOPERATING REVENUES:</b>						
Operating assistance grants:						
Federal	175,000	175,000	100.0%	58,333	58,333	100.0%
State of Florida	1,987,922	1,987,922	100.0%	662,641	662,641	100.0%
Local	6,842,807	6,842,807	100.0%	2,280,936	2,280,936	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0.0%	-	-	0.0%
Federal - Other	1,919,456	1,919,456	100.0%	637,503	637,503	100.0%
State of Florida - Commuter Rail Project	-	-	0.0%	-	-	0.0%
State of Florida - BRT Circulator Project	-	-	0.0%	-	-	0.0%
State of Florida - Other	447,169	447,170	100.0%	141,703	137,504	97.0%
Local Matching - BRT Circulator Project	-	-	0.0%	(0)	-	0.0%
Local Matching - Other	-	-	0.0%	-	-	0.0%
Interest Income	66,027	118,824	180.0%	22,009	43,813	199.1%
Gain / (Loss) on the Sale of Assets	<u>-</u>	<u>-</u>	<u>0.0%</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>
 Total Nonoperating Revenues	 <u>11,438,381</u>	 <u>11,491,177</u>	 <u>100.5%</u>	 <u>3,803,124</u>	 <u>3,820,729</u>	 <u>100.5%</u>
 Total Revenues	 <u>18,286,205</u>	 <u>18,543,233</u>	 <u>101.4%</u>	 <u>6,058,386</u>	 <u>6,204,666</u>	 <u>102.4%</u>
 <b>OPERATING EXPENSES:</b>						
Salaries and Wages	8,379,912	8,254,612	98.5%	2,780,190	2,778,667	99.9%
Fringe Benefits	4,561,199	4,373,396	95.9%	1,334,173	1,296,595	97.2%
Purchased Transportation Services	-	-	0.0%	0	-	0.0%
Fuel	1,852,213	1,930,336	104.2%	617,404	600,131	97.2%
Other Materials and Supplies	1,019,964	1,019,964	100.0%	372,615	372,615	100.0%
Professional Services	133,114	133,113	100.0%	79,104	79,105	100.0%
Other Services	649,154	649,154	100.0%	349,101	349,101	100.0%
Lease and Miscellaneous Expenses	308,647	308,647	100.0%	87,098	87,098	100.0%
Casualty and Liability Insurance	304,791	316,690	103.9%	118,519	130,418	110.0%
Utilities	143,056	184,909	129.3%	46,093	63,921	138.7%
Taxes and Licenses	104,252	156,424	150.0%	16,657	52,691	316.3%
Interest Expense	<u>3,998</u>	<u>863</u>	<u>21.6%</u>	<u>1,333</u>	<u>161</u>	<u>12.1%</u>
 Total Operating Expenses Before Depreciation	 <u>17,460,299</u>	 <u>17,328,109</u>	 <u>99.2%</u>	 <u>5,802,288</u>	 <u>5,810,504</u>	 <u>100.1%</u>
 OPERATING GAIN / (LOSS)	 <u>\$ 825,906</u>	 <u>\$ 1,215,124</u>	 <u>147.1%</u>	 <u>\$ 256,097</u>	 <u>\$ 394,162</u>	 <u>153.9%</u>

**Information Item IV: Finance and Administrative Support Report**

**To:** LYNX Board of Directors

**From:** Sylvia Mendez  
Chief Administrative Officer  
Karen Kenning  
(Technical Contact)  
Richard Solimano  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3129

**Item Name:** Procurement Activities

**Date:** 3/24/2006

The report below lists all IFB(s) and RFP(s) with release dates for January 2006 through March 2006.

RFP/IFB	DESCRIPTION	MONTH ISSUED	MONTH OPENED	SEC MONTH	BOARD DATE
IFB	Engines	January	February	None	April
IFB	Transmissions	January	February	None	April
IFB	Employee Assistance Program	January	February	February	NA
IFB	Steam Cleaning of Bus Stops/Shelters	January	February	None	NA
IFB	Cabling for LOC	January	March	None	N/A
RFP	Hybrid Electric Buses	January	April	March	May
IFB	Trash Shelter Maintenance	March (Reissue)	April	None	May
RFP	Shelter Design	March	April	April	May

N/A = Falls within Administrative Rule #4 giving the Chief Executive Officer signature authority for certain purchases, i.e., fuels due to volatility of pricing and procurements that are less than \$150,000 in total contract price.

**Information Item V: Government Affairs and Communications Report**

<b>To:</b>	<b>LYNX Board of Directors</b>
<b>From:</b>	<b>James McLawhorn</b> Chief Government Affairs Officer <b>Bryan Stutts</b> (Technical Contact)
<b>Phone:</b>	<b>407.841.2279 ext: 3017</b>
<b>Item Name:</b>	<b>Legislative Update</b>
<b>Date:</b>	<b>3/24/2006</b>

Governor Bush and Lieutenant Governor Toni Jennings released their budget recommendations for FY 06-07 on February 1, 2006. Of a \$70.8 billion budget, \$8.3 billion is designated for transportation. The Revenue Estimating Conference has estimated that there will be \$5.8 billion in new funding available. Seven hundred and seventy five million dollars of that is designated for transportation and economic development. The Governor recommended \$261,598,515 in public transit development grants for FY 06-07 compared to \$165,837,680 for FY 05-06.

The Governor is recommending \$67,481,462 for the transportation disadvantaged Medicaid services. Proviso language is attached to this appropriation recommending that the funds be equitably distributed by formula based on Medicaid population and the previous year's actual costs. Under this budget recommendation, LYNX would receive \$6 million for transportation-disadvantaged trips.

Legislation to reform the Commission on the Transportation Disadvantaged is moving forward again this year. Representative Julio Robaina's House Bill 487 was heard in the House Fiscal Council and passed it unanimously with no amendments. On the Senate side, Senator Lee Constantine's Senate Bill 634 unanimously passed the Senate Governmental Oversight and Productivity committee with two technical amendments. One amendment designates that one voting member must be 65 years of age or older. The other amendment cleans up language regarding gubernatorial appointments.

J. Marsh visited Tallahassee to advocate for LYNX' budget requests and to talk with the House Growth Management Committee staff about the use of federal dollars for transit projects specifically why XU funds cannot be used as a match to TRIP funds on transit projects but are automatically used as the match on roadway projects. There is a question of parity regarding this issue. Continued efforts to educate legislators about this issue are ongoing.

Senate Bill 6, a bill filed by Senator Gary Siplin, seeks to reorganize the makeup of the LYNX Board of Directors as well as increase board membership from five to eleven. This bill does not



have a companion bill in the House and as such, it will be hard for this bill to be heard this year. We will continue to monitor this legislation.

Senate Bill 210, the transit fare bill filed by Senator Carey Baker, does not have a companion bill in the House. Like Senate Bill 6, with no companion bill it will be hard for this legislation to be heard this year. We will continue to monitor this legislation.

We are investigating opportunities for LYNX to receive sales tax exemptions for the purchase of alternative fuel buses under the Governor's Energy Incentives proposal which was introduced earlier this year. Fifteen million dollars in energy diversity tax credits are available for hydrogen fuel vehicles, "clean fuel" filling stations, hydrogen fuel cells, and the production of biodiesel and ethanol.

The Florida Department of Transportation has stated that LYNX will lose the \$1.75 million from FDOT for a computer-aided dispatch with automatic vehicle location system without the local match because the State wants to start using unclaimed funds for other projects. If other funding in the form of a local match is not committed, then this FDOT grant will be remanded to the state.

The City of Orlando is still scheduled to release its report concerning the expansion of the LYMMO from the current downtown Orlando route north to Florida Hospital and south to ORMC within the next two weeks. Once this study is released, it can be reviewed as to whether the project could qualify for New Starts funding.

The City of Winter Garden Commission held two hearings this month regarding the commuter rail project. The hearings were held in response to a request by a commissioner to officially oppose the project. During the first hearing, FDOT presented the project to the Commission and at the second hearing, the Commission voted 3-2 not to oppose the project.

The 2006 Legislative Session officially began on March 7.

**Information Item VI: Government Affairs and Communications Report**

**To: LYNX Board of Directors**

**From: Peggy Gies**  
 Chief Marketing Officer  
**Deborah King**  
 (Technical Contact)  
**Brenda Rhodes**  
 (Technical Contact)  
**Jeffrey Kaley**  
 (Technical Contact)

**Phone: 407.841.2279 ext: 3020**

**Item Name: Marketing Department Report**

**Date: 3/24/2006**

**BUS ADVERTISING / SALES**

Advertising Sales Revenue February	\$23,450
Net Revenue to LYNX Fiscal Year to Date	\$461,399

**BUSINESS RELATIONS**

**Commuter Choice Transportation Program**

Activity	CCP Performance	
Carpool/Vanpool Inquires	Phone: 92 Internet: 56	
Carpool/Vanpool Transit Letters & Matches	Letters: 75 Matches: 23	
Number of Commuter Choice Vanpool Participants	619	<u>Total Revenue Miles YTD</u> 242,159
Vanpools	New: 0 Returned: 0	<u>Current Vans In Service</u> 46
Pending Vanpool Interest	Coleman Federal Prison (3) TSA (1) NAVAir (1)	
Number of Employers Contacted	7	
Number of Employees Contacted	25	

# LYNX Board Agenda

Employer Program Presentations	Winter Park Towers Orange Blossom Family Health Universal Studios	
Employee Vanpool Presentations	Hewitt	<u>Total Participants</u> 60
Other Business Presentations/Meetings	Meet the Presidents I-Drive Chamber Tourism Orlando	<u>Total Participants</u> 50

## Business Relations Events

### I-Drive Chamber – Tourism Orlando

Business Relations hosted the “Tourism Orlando” class for a half-day. Business leaders rode the bus, were educated about LYNX services, and got a tour of our LCS administrative building and terminal.

### Kissimmee Wages Program

Kissimmee social services agencies were invited to learn about the WAGES program at the kick-off event. The agencies could sign up to receive bus passes from LYNX to give to their low-income clients that qualify.

### Meet The Presidents

LYNX hosted the presidents and board members of local chambers and business organizations. The purpose for this meeting was to cement relations between LYNX and its community partners. Ms. Linda Watson welcomed our guests and stressed the economic impact that LYNX has on Central Florida’s economy. Each guest was able to deliver a ten-minute presentation to acquaint our Chiefs and staff with their key initiatives.

## MARKETING

### Website Usage

Average Hits per Day	56,794
Average Users per Day	2,552
Average Hits per User	22.25
Average Time Spent on Site	8 min 56sec
Approximate Visits per User	2.43

Total Page Hits	375,735
Total User Visits	71,478
Total Unique IP (visits)	29,381

### Jobs Opened/Completed

Jobs Opened	Jobs Completed	Jobs Completed since 1 Jan 2006
25	32	59

### Marketing Activities

Marketing had a true community event for this month’s Fun Friday by partnering with OLAFEST and the terminal became a true live performance venue! There was Latino-American music with the group QUIJEREMA, a free book distribution of Esperanza Rising, a short live

performance of Esperanza Rising by University of Central Florida CREATE artists and a poetry reading from Antonieta Villamil. Many riders delayed their travel to take it all in!

Marketing was also a part of the Orange County Community Bike Festival which was presented by Orange County at Downey Park. One of the buses with the new trilogy bike rack system was on display as well.

“Munchies with Marketing” was the first part of an initiative to help our fellow employees have a better picture of what each department really does here at LYNX. Along with an innovative power point presentation, Marketing proved that we are not only creative on paper, but we are experts at entertaining employees as well as our riders!

## **Customer Services Division Reports**

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 program and “How to Ride” presentations.

The **Call Center** received 23,119 calls with an average call–wait time of time of :24 (twenty-four seconds).

The **Sales & Information** section serviced 26,735 customers through fixed route inquiries and sales. LYNX fare media sales were \$153,651.

**Customer Services** responded to 508 internet inquiries and assisted over 350 riders and non-riders through “How To Ride” presentations and expos.

The **Customer Relations** section assisted 2,964 customers by telephone, fax and one-on-one. Customer Relations documented:

- 413 concerns/suggestions for fixed route (LYNX)
- 49 compliments for fixed route
- 249 concerns/suggestions for paratransit (MV)
- 7 compliments for paratransit

The **Lost & Found** section recovered 608 items.

28.12% of recovered items were returned to owners.

88 Advantage ID’s were issued.

01 Kids In School ID’s were issued

The **Eligibility** section received 465 paratransit applications.

**Information Item VII: Planning Division Report**

**To:** LYNX Board of Directors

**From:** **Lisa Darnall**  
Chief Operating Officer  
**Jennifer Clements**  
(Technical Contact)  
**Lachant Barnett**  
(Technical Contact)  
**Doug Jamison**  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3036

**Item Name:** Planning Update

**Date:** 3/24/2006

---

**Comprehensive Operations Analysis (COA)**

In March 2005, the LYNX Board approved a contract award to Manuel Padron & Associates, Inc., for the COA. The COA will ultimately provide fixed route bus service recommendations for the near-term (1-3 years), short-term (4-5 years), and long-term (10-15 years).

Staff has completed their detailed analysis of Technical Memorandum #6 “Evaluation of Existing Service” and provided comments to the consultant. Staff and consultants are participating in a detailed two-day workshop to discuss all recommendations and provide feedback prior to making final revisions to the recommendations.

**Comprehensive Plan Updates**

Many local governments are in the process of updating their comprehensive plans. Planning is working closely with their counterparts to provide any requested transit information needed to update these plans. Each jurisdiction’s plan is unique to its area, and each has different needs of LYNX; however, this is a good opportunity for LYNX to advance many good ideas and initiatives important to the agency.

**FlexBus**

Surveys concerning the future FlexBus project were distributed on board LYNX buses beginning the week of March 5<sup>th</sup> and continuing for approximately three weeks. This will occur on Links 1, 23, 39 (possibly), and 41 in the Altamonte Springs area. The survey is an eight-page tool designed to collect information on current travel patterns and choices of residents and visitors to Altamonte Springs. In addition to bus riders, the survey will be distributed to residents and employees of Altamonte Springs. This information will assist in the on-going design for the new service. Customers who complete and return the surveys will be eligible for LYNX passes and

other prizes from the project. The goal of this effort is to receive a total of 500 completed surveys.

The FlexBus project is planned to deploy demand-response bus service in the Altamonte Springs area starting in 2009. There will be predetermined origin and destination locations. Customers will be able to request a trip (phone, web, or kiosk) from any origin to any destination. A bus will be dispatched to provide the trip with a faster travel time than fixed route. This service is not a replacement for current transit service, but will be in addition to LYNX' existing routes, the planned commuter rail, and potential future light rail systems. It is anticipated that the FlexBus system will be operated by LYNX as a new route initially in the Altamonte Springs area and later expanding to surrounding areas. This project is in the early design phase.

## **Fare Collection**

In an effort to improve upon staff knowledge of smart cards and innovative bus transportation delivery, Planning through PBS&J has coordinated a demonstration on the T-Money/Topis system currently in use in Seoul, Korea. Staff from LG CNS and Rutgers University will present how Seoul transformed public transportation through technology, coordination and a transport management concept.

An excerpt from their work, *Public Transport Reforms in Seoul: Innovations Motivated by Funding Crisis*, includes the following: "Problems can sometimes generate solutions that yield long-term benefits. That appears to be the case in Seoul, Korea, where congestion, air pollution, traffic injuries, and increasingly serious funding shortages have forced government officials to introduce a range of innovative transport programs. Most recently, the acute funding crisis of Seoul's public transport system has prompted a complete reexamination of ways to improve service quality while keeping costs and subsidies affordable. Seoul has been one of the fastest growing cities in the world. Indeed, the Greater Seoul metropolitan area quadrupled in population between 1960 and 2002 (Korea National Statistical Office 2005). With more than 22 million residents, it is now one of the world's largest and fastest growing megacities. More people obviously generate more trips and more overall travel demand. In addition, however, rapid economic growth has yet further stimulated travel."

Staff will gain first hand knowledge of lessons learned from the Seoul experience. Central Florida is experiencing many of the same problems noted above. The demonstration provided a more global view to these issues while allowing staff an opportunity to become better informed transit decision makers.

## **Geographic Information Systems GIS**

Orange County's GIS employee group, a section of the Growth Management Department, attended the LYNX Geography Network training held on February 9, 2006. As a result of their attendance, discussions occurred regarding LYNX publishing current routes and bus stop data on the Orange County INFOMAP service. The Orange County INFOMAP service provides an interactive mapping tool for residents via the internet that includes information on law enforcement, fire rescue, political boundaries, economic development, zoning, land use, education, transportation and soon LYNX. This cooperative effort will provide access to a spatial display of the LYNX system data for all Orange County residents and visitors to the

www.orangecounty.fl.net site. Staff is working out the details of the new and updated INFOMAP service and will update the Board when the service is fully operational.

The Geography Network, LYNX' in-house software to access route, bus stop, amenities and local area mapping information received 1,219 hits for the month of January and 829 hits for the month of February 2006.

## **Model Proportionate Share**

Staff has attended state and local meetings related to the Growth Management Legislation (S.B. 360). Planning has been reviewing related documents and developed a white paper on this topic. The white paper details future opportunities for transit as it relates to growth management. Staff will continue working with local governments to address the transit element of the Proportionate Share Model they are developing.

## **Presentations**

Staff made a presentation to the West Orange/South Lake Chamber's Transportation Task Force at their request about upcoming services in the area, including two new service development grants from FDOT. These were approved last year for the Clermont Express and also an extension of Link 55 into Lake County, with FDOT paying 50% of operating costs for the first two years to help grow the service. The group was also very interested in shelters, paratransit, and other LYNX services. The group has requested, and staff will provide periodic updates.

Doug Jamison presented the Lessons Learned for the ORANGES Project at the ITS America Mid-West Electronic Payment Workshop in Chicago on February 8, 2006. Mr. Jamison was invited to present as one of three speakers addressing electronic payment system deploys across the nation. Also represented were Washington, D.C. and Seattle, Washington. ORANGES is still considered one of the most advanced integrated regional payment systems deployed in the United States (Orlando Regional Alliance for Next Generation Electronic payment Systems O.R.A.N.G.E.S.)

## **Requests**

Staff has been working with Government Relations and Grants to develop local, state, and federal requests for funding various programs, projects, services, capital items, and intelligent transportation systems (ITS) items. In addition, staff has been developing maps and other related data such as ridership and development information to back up these requests.

## **Service**

Staff has been working with Orange County and the developer in east Orange County to develop routing options for the Alafaya Circulator service slated to begin in December 2006. This project received a service development grant from FDOT last year with the state paying 50% of operations and maintenance costs for the first two years of service.

FDOT has advised that they will begin their service development grant process for FY08 in the next few months. Staff from FDOT will be working with LYNX staff and jurisdictional staff through Regional Working Group to develop applications for FY08 requests. Because FDOT has

changed their procedures, close coordination will be critical in this grant funding cycle to work through the new requirements. The applications are typically due in June.

## **Shelters**

The four shelters located off Conroy Road have been installed. The shelters were available for use as of February 19, 2006. These sites will provide coverage from Central Florida's weather to passengers of Links 24 (Millenia) and 40 (Americana Boulevard/Universal Orlando). These two routes carried a combined fiscal year 2005 monthly average of 44,000 passenger trips.

On March 2, 2006 site plans for four shelters within the City of Lake Mary will go to the Seminole County Commission for approval. The shelters will serve passengers of Link 45, currently the only route serving Lake Mary residents.



**Information Item VIII: LYNX Operating Center Report**

**To:** LYNX Board of Directors

**From:** Bert Francis II  
Chief Financial Officer  
Allan Lemaux  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3047

**Item Name:** LYNX Operations Center Monthly Update

**Date:** 3/24/2006

---

**Project Update**

**Summary:**

This project includes an operations base and a maintenance facility on 24.1 acres located at 2500 LYNX Lane (corner of John Young Parkway and Princeton).

**General Site Construction**

- Grading and compacting of the sub-base for all parking areas is ongoing
- Two concrete pavement strips in the bus parking lot have been poured
- Approximately two-percent of the 14 acres of bus parking lot have been poured
- Forms for future pours are continuing
- Masonry work on the site perimeter fence is continuing

**Maintenance Building (Building “A”)** – The “L” shaped building is a pre-engineered structural steel structure with an exterior wall system consisting of a ten-foot high textured masonry wall and insulating metal panels above the masonry.

The construction of this building is approximately 60% complete. The following are the major ongoing activities:

- Conduits and wiring installation
- Sheet rock installation
- Piping installation for the lubrication system
- Overhead sprinkler system installation
- Roll-up doors in the maintenance area are being installed
- Interior priming along with the initial coats of paint has commenced
- Roof mounted HVAC units installed
- Interior and exterior masonry walls in the west wing
- Plumbing throughout the building

**Administration Building (Building “B”)** – This building consists of structural steel interior framing and tilt-up exterior wall panels.

The construction of this building is approximately 60% complete. The following are the major ongoing activities:

- Electrical conduits and wiring installation on the first and second floors
- First and second floor plumbing
- First and second floor HVAC ductwork
- HVAC duct insulation
- Sheet rock installation
- Window glass and glazing installation
- An exterior drainage pipe around the perimeter of the building completed

**Pre-wash/Fueling/Wash Facilities (Building “C”)** – The building consists of structural steel framing and tilt-up exterior wall panels.

The construction of this building is approximately 80% complete. There were no new activities.

**Fuel Storage Facility (Building “D”)** – The building consists of structural steel framing and tilt-up exterior wall panels.

The construction of this building is approximately 75% complete. Two-30,000-gallon diesel and one, 10,000-gallon gasoline tanks installed.

**Canopy Building (Building “E”)** – Pre-engineered metal building.

The construction of this building is approximately 85% complete. There were no new activities.

**LOC Schedule:**

Issue IFB	September 15,2003
Due Date for Bids	November 19, 2003
LYNX Board Approval-Construction	January 22, 2004
Construction Start	May 2004
Receipt of Building permit	August 2004
Construction Completion	August 2006
Facility Start-up	September 2006
Grand Opening	October 2006

**LYNX OPERATIONS CENTER**  
**Revised Budget Including Change Order #33**  
**March 23, 2006**

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#33</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,715,881	\$ (42,994)	\$ 14,672,887
Collage Owner Direct Purchases	<u>5,874,177</u>	<u>40,296</u>	<u>5,914,473</u>
Subtotal Collage Contract + Direct Purchases	20,590,058	(2,698)	20,587,360
LYNX Lane	\$ 1,151,500	\$ -	\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996	0	369,996
Specialties	180,000	0	180,000
Equipment	2,040,000	0	2,040,000
Systems	861,032	0	861,032
Furnishings	209,262	0	209,262
Program Management	1,525,465	0	1,525,465
Permitting	537,356	0	537,356
Design Services	3,320,164	0	3,320,164
Construction Management	1,378,813	0	1,378,813
LYNX Oversight	409,761	0	409,761
Contingency	<u>1,290,593</u>	<u>2,698</u>	<u>1,293,291</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ (0)</u>	<u>\$ 33,864,000</u>

**SUMMARY:**

Change in Total Budget:	\$ -
Change in Contingency:	Increase \$ 2,698.00

Description of Change:

This is a DEDUCTIVE Change Order for the direct purchase of additional hollow metal doors and frames and hardware sets for the expansion to Building "A".

**LYNX OPERATIONS CENTER**  
**Revised Budget Including Change Order #34**  
**March 23, 2006**

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#34</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,672,887	\$ 53,441	\$ 14,726,328
Collage Owner Direct Purchases	<u>5,914,473</u>		<u>5,914,473</u>
Subtotal Collage Contract + Direct Purchases	20,587,360	53,441	20,640,801
LYNX Lane	\$ 1,151,500	\$ -	\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996	0	369,996
Specialties	180,000	0	180,000
Equipment	2,040,000	0	2,040,000
Systems	861,032	0	861,032
Furnishings	209,262	0	209,262
Program Management	1,525,465	0	1,525,465
Permitting	537,356	0	537,356
Design Services	3,320,164	0	3,320,164
Construction Management	1,378,813	0	1,378,813
LYNX Oversight	409,761	0	409,761
Contingency	<u>1,293,291</u>	<u>(53,441)</u>	<u>1,239,850</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ -</u>	<u>\$ 33,864,000</u>

**SUMMARY:**

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$ (53,441.36)

Description of Change:

This Change Order adds the cost for the contractor to apply an exterior textured coating system to the tilt-up walls to satisfy the City of Orlando Development Order architectural concept requirements for the project. This change was not included in our original budget estimate prepared in October. Therefore, we will need to apply \$53,441.36 from the Contingency line item.

**LYNX OPERATIONS CENTER**  
**Revised Budget Including Change Order #35**  
**March 23, 2006**

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#35</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,726,328	\$ (172,971)	\$ 14,553,357
Collage Owner Direct Purchases	<u>5,914,473</u>	<u>162,164</u>	<u>6,076,637</u>
Subtotal Collage Contract + Direct Purchases	20,640,801	(10,808)	20,629,993
LYNX Lane	\$ 1,151,500	\$ -	\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996	0	369,996
Specialties	180,000	0	180,000
Equipment	2,040,000	0	2,040,000
Systems	861,032	0	861,032
Furnishings	209,262	0	209,262
Program Management	1,525,465	0	1,525,465
Permitting	537,356	0	537,356
Design Services	3,320,164	0	3,320,164
Construction Management	1,378,813	0	1,378,813
LYNX Oversight	409,761	0	409,761
Contingency	<u>1,239,850</u>	<u>10,808</u>	<u>1,250,658</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ 0</u>	<u>\$ 33,864,000</u>

**SUMMARY:**

Change in Total Budget:	\$ -
Change in Contingency:	Increase \$ 10,808.00

Description of Change:

This is a DEDUCTIVE Change Order for the direct purchase of a variety of mechanical equipment such as water heaters, restroom furnishings, showers, water coolers, and other mechanical equipment.

**LYNX OPERATIONS CENTER**  
**Revised Budget Including Change Order #36**  
**March 23, 2006**

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#36</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,553,357	\$ 128,615	\$ 14,681,972
Collage Owner Direct Purchases	<u>6,076,636</u>		<u>6,076,636</u>
Subtotal Collage Contract + Direct Purchases	20,629,993	128,615	20,758,608
LYNX Lane	\$ 1,151,500	\$ -	\$ 1,151,500
Hazardous Waste Removal - Earth Tech	369,996	0	369,996
Specialties	180,000	0	180,000
Equipment	2,040,000	0	2,040,000
Systems	861,032	0	861,032
Furnishings	209,262	0	209,262
Program Management	1,525,465	0	1,525,465
Permitting	537,356	0	537,356
Design Services	3,320,164	0	3,320,164
Construction Management	1,378,813	0	1,378,813
LYNX Oversight	409,761	0	409,761
Contingency	<u>1,250,658</u>	<u>(128,615)</u>	<u>1,122,043</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ -</u>	<u>\$ 33,864,000</u>

**SUMMARY:**

Change in Total Budget: \$ -

Change in Contingency: Decreases \$(128,615.17)

Description of Change:

This Change Order adds the cost of concrete used in the foundations of Bldgs. A, B, and C. The foundations were changed when the contractor went to a pre-engineered building. Structural steel was added to manufacturing and shipping of hollow metal doors and frames to avoid costly delays in the project due to protective sealer is being incurred for the split faced block on Bldg A. Additional cost for material and the

**Information Item IX: Rail Update**

**To:** LYNX Board of Directors

**From:** **Lisa Darnall**  
Chief Operating Officer  
**Jennifer Clements**  
(Technical Contact)  
**Sherry Zielonka**  
(Technical Contact)

**Phone:** 407.841.2279 ext: 3036

**Item Name:** Rail Updates

**Date:** 3/24/2006

---

The Commuter Rail progress report provided by the Florida Department of Transportation (FDOT) for the month of January 2006 is attached for review. The Commuter Rail, Flex Bus and the OIA Intermodal Center are ongoing projects with FDOT.



## Production Meeting Summary

January 2006

**Project ID Number:** 412994  
**Description:** North/South Commuter Corridor Environmental Assessment

**Project Manager:** Olore  
**Project Consultant:** Earth Tech

### **Current Activities:**

- Conducted Field Visit with the State Historic Preservation Office January 5, 2006
- Presented Project Update Information to METROPLAN ORLANDO January 11, 2006
- Met with Altamonte Springs and Seminole County to discuss Altamonte Springs Station January 13, 2006
- Met with funding partners to discuss project.
- Met with LYNX on January 18, 2006 to discuss station at LYNX Central Station January 18, 2006.
- Presentation to Orlando Chamber of Commerce Leadership retreat January 22, 2006.
- Presented Project Update Information to Volusia County MPO on January 24, 2006.
- Met with VoTran to discuss the project on January 24, 2006.
- Draft Environmental Assessment submitted to FDOT and Technical Review Committee for review.
- Draft Station Development Report submitted to FDOT and Technical Review Committee for review and comment.
- Final Operations Plan submitted to FDOT.
- Final Operations Cost Methodology Report submitted to FDOT.
- Final Wetlands Report submitted to FDOT.
- Final ESBP submitted to FDOT.
- Freight Operations Plan being coordinated with CSXT.
- Continued model refinement associated with Florida Hospital and ORHS stations.
- Continued to calculate volume-to-capacity ratios for 2025 No-Build condition.
- Continued evaluation of potential grade closures.
- Progressed VSMF technical memorandum.

### **Upcoming Activities:**

- Final Draft Environmental Assessment submission to FTA.
- Preparing Engineering Documentation

### **Schedule Status:**

- EA to be finalized in Winter 2005/2006.

### **Project Issues:**

None