

LYNX Board Agenda

Board Date: 5/25/2006

Time: 1:00 PM

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

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

1. Call to Order & Pledge of Allegiance

2. Approval of Minutes

-  Approval of the Minutes for the April 27, 2006 Board Meeting (pgs. 4-11)

3. Recognition








- LYNX will recognize the Roadeo maintenance team of Pat D'Amico, Hemo Harnanan and Fernando Polanco who took first place in the International Bus Roadeo competition sponsored by the American Public Transportation Association.
- LYNX will recognize Kevin Plasterer for receiving the Distinguished Budget Presentation by the Government Finance Officers Association.

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 for the Chief Executive Officer (CEO) to write-off assets as of September 30, 2005 physical inventory count and reconciliation (pgs. 12-14)
- Attachment 
- B.  Authorization for the Chief Executive Officer (CEO) to execute a change order to Contract 03-019 for additional construction services (pgs. 15-17)
- Attachment 
- C.  Authorizing Resolution to execute the Fiscal Year 2007 Transportation Disadvantaged Trip Grant (pgs. 18-20)
- Attachment 
- D.  Authorization to submit applications for Service Development Grants to the Florida Department of Transportation for the Link 30, Link 300, and Regional ITS Trip Planning Project (pgs. 21-23)

7. Work Session









- A. Transit Development Plan (TDP) - Minor year update (2007-2011) (pgs. 24-35)
- Presentation 
- B.  Legislative Update (pgs. 36-38)

8. Other Business

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9. Information Items

(For Review Purposes Only - No action required)

- I.  Monthly Employee Travel Report (pg. 39)
- II.  Ridership Report for March (Final) (pgs. 40-43)
- Attachment 
- III.  Monthly Financial Report (pgs. 44-45)
- Attachment 
- IV.  LYNX Operations Center Project Monthly Update (pgs. 46-47)
- V.  Marketing Report (pgs. 48-51)
- VI.  Planning Division Report for April (pgs. 52-55)

10. Executive Session

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

In accordance with the Americans With Disabilities Act of 1990, persons needing a special accommodation at this meeting because of a disability or physical impairment should contact Sarah Tirado at 455 N. Garland Ave, Orlando, FL 32801 (407) 841-2279, extension 3012, not later than three business days prior to the meeting. If hearing impaired, contact LYNX at (407) 423-0787(TDD).

LYNX
Central Florida Regional Transportation Authority
Monthly Board Meeting

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

DATE: **April 27, 2006**

TIME: **1:00 p.m.**

Audit Committee Members in Attendance:	Not in Attendance:
Osceola County Commissioner Atlee Mercer, Chair	N/A
Seminole County Chair, Carlton Henley, Vice Chair	
Orange County Commissioner, Homer Hartage	
FDOT District 5 Secretary, George Gilhooley	
City of Orlando, Mayor Buddy Dyer	

1. Call to Order and Pledge of Allegiance

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

2. Approval of Minutes

Commissioner Henley moved to approve the minutes of the March 24, 2006 Board meeting, Secretary Gilhooley seconded and the motion passed unanimously.

3. Recognition

Peggy Gies, Chief Marketing Officer, recognized Macon Hart for his 33 years of service with LYNX and wished him well on his retirement.

4. Public Comments

None

5. Chief Executive Officer's Report

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

- USDOT Secretary Norman Mineta chose LYNX to deliver his message about rising fuel costs and the role public transit plays in reducing the impact to the citizens of this community. Secretary Mineta is only visiting three cities in the country and his first stop was Central Florida. As a member of President Bush's cabinet, he is the highest ranking public official that has ever visited LYNX. Ms. Watson presented a commemorative coin to Commissioner Mercer from Secretary Mineta.

- LYNX continues to participate in the City of Orlando's 10th Annual Senior Expo on May 9 and 10. In an effort to show LYNX' appreciation for the many contributions seniors have made to this community, LYNX will allow all seniors over the age of 65 to ride our fixed route service free of charge. LYNX has participated in this event for many years and looks forward to the continued partnership.
- LYNX was contacted by Alexander-Dennis a manufacturer of double-decker buses (Riverside, California) who is loaning a vehicle to LYNX for a few weeks in May as a demonstration project. The vehicle will be on one of the busier routes to track the benefits of higher capacity vehicles. More information on this effort will be reported as the details are finalized.
- Saturday, April 22, 2006, the Orlando Sentinel reported a tragic incident that involved one of LYNX' off-duty bus operators. Bobby Lee Thomas, who was acting as a Good Samaritan, went to the aide of motorists involved in an accident on I-4. Tragically, he was struck by an on-coming vehicle and killed. LYNX will set up a trust in his name for his son who also lost his mother to cancer last year.
- The State Legislature has included in its next year's budget \$300,000 for bus shelters and \$300,000 for alternative fuel buses. While \$300,000 does not fully cover the cost for one bus, it is a start in the right direction to meet the vision of the Governor to increase alternative fueled vehicles in the State of Florida. In addition, legislation to allow transit systems to use XU funds as the local match for trip funds seems to maintain its momentum for passing. It has been a struggle to keep these in the budget to this point.
- Newly-elected Orlando City Council member, Robert Stuart, joined Ms. Watson in unveiling LYNX' FY07 Public Service Bus at a ceremony held on April 24 at the TD Waterhouse. This year's 12 winners were chosen in a random drawing from over 150 entries and had their logos painted on the side of a LYNX bus for the next year. The bus will run regular routes in Orange, Osceola and Seminole counties. LYNX Public Service Bus unveiling is run in conjunction with National Volunteer Week and is in its fifth year. It offers free advertising for one year to 12 non-profit organizations in Orange, Osceola and Seminole counties.
- As of April 20, LYNX has exceeded \$1M in bus advertising contracts. Ms. Watson acknowledged Peggy Gies, Jeff Kaley and their staff for this achievement.
- LYNX received a Golden Brick Award by the Downtown Orlando Partnership for the second year in a row, this year for Fun Friday's. Last year LYNX won the award for the design of the LCS.
- LYNX had 18 school children in for "Take your Children to Work" day.

6. Consent Agenda

- A. **Authorization to rescind Request for Proposal (RFP) No. 06-016, Operational Services for the Downtown Orlando LYMMO Services**
- B. **Authorization to execute a Joint Participation Agreement (JPA) for TRIP Funding and a State Infrastructure Bank Loan Agreement with FDOT for the purchase of buses**
- C. **Authorization for the Chief Executive Officer (CEO) to retire and sell surplus items as listed at a public auction**
- D. **Authorization to execute a second year contract extension to Spencer Fabrications**
- E. **Authorization to award a contract to Florida Detroit Diesel Allison for the purchase of thirteen (13) remanufactured Detroit Diesel series 50 engines**
- F. **Authorization to award a contract to Cummins Power South for the purchase of twenty-three (23) factory remanufactured Cummins M-11 290E engines**

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

7. Work Session

Tim Crobons of Manuel Padron & Associates, consultant on the Comprehensive Operations Analysis (COA), made fixed route bus service recommendations.

This presentation concludes a year-long study on LYNX operations. A tremendous amount of data was collected during the past year through ridership information, on-board surveys, conversations with staff, etc.

This is a needs-based plan. It did not consider budget constraints.

The base assumptions are that the following are in place: FlexBus service in Altamonte Springs, LYMMO expansion in the City of Orlando, Commuter Rail service operating in 2009, Disney circulators, International Drive circulators, and a new Princeton operating base.

The fifteen year plan is designed to meet the community's needs. It is a linkage between the transit development plan (LYNX developed, 5-year plan) and the long range transportation plan (MetroPlan developed, 20-year plan). The COA provides the bridge between the 5-year plan, which is needs based, and the long range plan which is financially constrained.

The fifteen year plan includes a significant departure on route structure. There is a need for several other transit facilities in the community which will be utilized. It will have increased operating requirements and will be more closely comparable to future peers.

The route structure is a layering of services. It includes main-line corridors (the major corridors that currently have high capacities such as SR436, SR17-92, SR50 and SR192. These corridors are the spine of the system. Main-line corridors will have intelligent transportation system (ITS) improvements to speed the bus along, and give better information to the customers waiting for service. This is a transition to a higher capacity

transit mode such as commuter rail. Express routes are another layer of service, as well as local and neighborhood routes. The plan also includes call-and-ride zones, the expansion of LYMMO service and the other services such as paratransit and vanpool.

The 15-year capital plan includes 32 transit centers (currently have 7), 17 park-and rides, and a 551 bus fleet. The fleet would include small, standard, suburban and over-the-road vehicles. The capital plan also includes one to two more maintenance facilities.

Mr. Crobons explained that a peer comparison is very difficult because every system is unique. Each has specific characteristics such as population density, income levels, rail, etc.

How do we get there? A 5-year and 10-year plan has been established. The 5-year plan includes implementing main line corridors, initiating express routes in the community, beginning local and neighborhood route restructuring, building new transit facilities and increasing operating requirements. Capital expenditures include seven transit centers, eight park-and-rides, and a 290 bus fleet using standard and suburban buses and using the existing maintenance facility.

Ms. Watson pointed out, for comparison purposes, LYNX currently has a fleet of 238 vehicles compared to the 290 that would get LYNX through the 5-year capital plan.

Commissioner Hartage stated that LYNX had 238 buses and is 100 buses short. He asked why the study shows 290 buses. Ms. Watson explained that the 100 buses referred to are replacement for current buses. The 290 is an expansion of the fleet, not replacement of buses. In addition to having the need to replace 100 buses today, 52 buses would need to be added.

Mr. Crobon went on to discuss the 10-year plan. The plan increases main line corridor service levels, initiates additional express routes, completes local and neighborhood route restructuring, new transit facilities and increased operating requirements. Capital expenditures include 13 transit centers, 4 park-and-rides, 437 buses which include small, standard, suburban and over-the road vehicles. It also calls for one new, large maintenance facility (in 2013). Mr. Crobons explained that it could actually be two smaller maintenance facilities; one north and one south, so the maintenance facilities are closer to where service is provided.

Commissioner Henley asked if that meant adding 30 buses a year to get to this level. Mr. Crobons said yes.

This is a bridge between the transit development plan (TDP) and long term development plan. FDOT is going to ask transit authorities to provide a 10-year TDP instead of the current 5-year TDP. The intent is to look at this plan on a year-by-year basis. The 15-year plan presented here could be used as a first step to update the long range plan.

Chairman Mercer explained that the pressure of gas prices is being felt in our system. The price of gas is not going to go down anytime soon. More and more people will be turning to

transit. Commissioner Hartage stated that if the headway is decreased on the buses, everybody will be a choice rider if they can catch a bus every 15 minutes. Ms. Watson added that the system proposed will add very frequent service on some major corridors with 10 - 15 minute headways. This would definitely attract choice riders.

Mr. Crobons went on to describe, and showed pictures of, the different bus types that could be used.

From an operations and maintenance standpoint, the 5-year plan includes an additional \$16 million of additional service over the existing costs which equates to \$3.17 million per year for 5-years. The 10 year plan is \$47.74 million over the existing costs and the 15-year plan is \$69.21 million.

The transit centers alone will cost an additional \$23 million. Park and ride facilities (bus-only) will cost \$9.35 million. The expansion of buses will cost \$112.60 million and \$122.65 million for replacement buses. If LYNX decided to get one large maintenance facility, it would cost approximately \$45 million; or, if there were two smaller facilities it would cost approximately \$30 million each.

Without the bus replacement and with one large facility it would cost \$190 million in capital costs. With bus replacement capital and two small maintenance facilities it would cost \$268 million.

Commissioner Hartage asked if the capital cost summary was broken down in 5- and 10-year estimates for total cost. Mr. Crobons did not have the information broken down but will provide it to the Board.

Discussion ensued.

Chairman Mercer explained that LYNX is losing ground every year in its level of service. The customers are being inconvenienced. He explained that because \$1-2 million a year is being added to the operational budget the Board feels like it is doing the right thing; however, it is not. The service is still eroding. This study would reverse that trend and we would move ahead to improve service and the first thing to do is to reduce headways on the major routes, and then fan out from that.

Ms. Watson mentioned that commissioner Hartage had called earlier to ask what it would take to get the current service on-time and what it would cost to implement the first year of the COA. Ms. Watson explained that just to maintain current headways, six to seven buses should be added to the fleet annually.

Mr. Crobons explained that LYNX' on-time performance, system average is 74% when it should be in the mid 90's at a minimum.

Mr. Crobons explained that to increase the on-time performance to an acceptable level, it would take 19 buses, right now, to fix the on-time performance. It would cost approximately

\$3.8 million in O&M costs annually to fix the current problem. Ms. Watson explained that this would only get the service on the streets today operating at an acceptable level and not increase service.

Commissioner Hartage indicated that at the beginning of his term, he had a budget discussion with Ms. Watson and explained how LYNX would replace aging buses each year; however, there was no corresponding plan for how to grow and improve the system. When he asked Ms. Watson about that she explained that there was no reason to put that in because there was no place to get the money. Commissioner Hartage stated that if you don't talk to the funding partners and show them what LYNX needs, then they will never get a chance to have a dialogue about it.

Commissioner Hartage indicated he is not interested in a 15-year plan. It is too long to wait for a transit agency to fix the problem. New ideas need to be put in front of the funding partners and it is the Board's responsibility to come up with those ideas.

Orange County increased its share of the budget to \$27 million. Three percent was automatically programmed in for this year. Commissioner Hartage knows that Ms. Watson is recommending increasing Orange County's share to 15%. He explained that Orange County is not in a position to sustain a 15-20% rate of growth for 15 years. Commissioner Hartage stated that what he wants to see is for LYNX to push the envelope and find ways to put before the funding partners that solve these problems not in 15 years, or 10 years, or 5 years, but in 1 year.

Commissioner Hartage explained that people are not driving their cars now because they cannot afford it. He wants to see a more detailed study of how this problem gets solved in 12 months, not 15 years. The public is not going to give LYNX 15 years to solve a problem that they have this morning.

Chairman Mercer clarified that the problem with the gas tax is, as a long-range funding formula, the gas tax is not inflation indexed with the county. It is inflation indexed with the state.

Commissioner Henley indicated that he appreciates the passion Commissioner Hartage brings to the Board. He went on to explain that the biggest problem he and Commissioner Mercer had to deal with when they came on the Board was the budget which was way out of balance, and a reputation that was the lowest of any in the area. The Board had worked hard to regain the trust of the public and must continue to be conscious of it.

Commissioner Henley went on to say that the most important thing the Board needs to do is to educate the funding partners and the Board needs to become better educated, as well as the legislature.

Commissioner Hartage stated "if you can't get to work, if you can't get your product out because of congestion and lack of transportation, the results are going to be catastrophic.

Chairman Mercer summarized by saying, as LYNX makes its budget presentation to the three counties that fund a majority of LYNX, it needs to be explained that the quality of service LYNX is providing to your citizens is deteriorating at about 5- to 8-percent a year. In about 2 or 3 years, there will be such unreliable service that the potential is real for the system to collapse. There are only two solutions: either commit to fix it or commit to have it die. Two budgets should be presented, the one they asked for, and the real budget - the budget that says the funding partners are going to stop watching the system die.

Commissioner Hartage stated that 74% reliability is a system that is already broken. He explained that he has asked the Orange County Board to schedule LYNX prior to the budget session so the two programs can be laid out side-by-side and have the Board deliberate about what level of service they are willing to do. He encouraged each Board member to do the same. He feels it is irresponsible of this Board not to present what it will take to create a great system.

Commissioner Henley said the key to the funding is the level of service. Seminole County has never adopted a level of service, officially. The funding has dictated a level of service and it has not been good. It is important that each of the funding partners understands what the true picture is. Commissioner Henley recommends presenting the plan to the legislative delegation because they are also part of the solution (and part of the problem). He feels that a workshop should be scheduled with the legislative delegation so they understand what the anticipation is for the future rather than nickel and diming LYNX to death.

Commissioner Hartage requested that this come back on the Board agenda for a work session, next month.

Commissioner Henley mentioned that in other sessions a sound strategy to do something has never been developed. However, the information is here to begin formulating a plan of action.

Chairman Mercer asked if it is the consensus of the Board that when LYNX presents the budget to each county, they should not only present the budget as it is currently designed, to stay within the bounds of reasonable ask, but also to add to that what it would really take to bring the level of service up to an appropriate level. And then, secondarily, perhaps present this 15-year plan on what it would take to maintain the established level of service in our community.

Commissioner Henley stated that what he is advocating is to present the worst news first, which is the 15-year plan. The counties/city may buy into it more if they see how bad it really is.

Mayor Dyer asked where the rental car surcharge is in legislation.

Discussion ensued.

Commissioner Mercer requested that at the May Audit Committee, a session to discuss the outcome of the legislative session as it affects transit be placed on the agenda. He also requested that a report be provided on the reality of what funding is available to LYNX and within that the Board will have to decide if they go to the counties/city and funding partners asking for the large budget, or if, the first year is used to catch up. All the information must be available. The Audit Committee can work it out by consensus because staff is going to need direction by that time on how they are to present the budget.

9. Other Business

None

Meeting adjourned at 2:15 p.m.

Consent Agenda Item #6.A

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 3047

Item Name: Authorization for the Chief Executive Officer (CEO) to write-off assets as of September 30, 2005 physical inventory count and reconciliation

Date: 5/25/2006

ACTION REQUESTED:

Staff is requesting the Board of Directors’ authorization for the Chief Executive Officer (CEO) to write-off tangible fixed assets with a book value in the amount of \$2,607. As a result of the September 30, 2005 physical fixed asset inventory count and reconciliation, these assets include office equipment, furniture and fixtures determined to be obsolete and no longer useful, garage and shop equipment that was damaged, capital vehicle parts (video equipment) and other items considered as not found.

BACKGROUND

In accordance with Federal Transit Administration Circular 5010.1C Chapter II, 3.e., LYNX must take a physical inventory of its equipment and reconcile the results to the financial records at least once every two years. As instructed by the LYNX Board, LYNX performs an annual physical inventory at the end of each fiscal year. The results of the September 30, 2005 physical inventory count are as indicated above. The assets considered not found were thoroughly investigated and will be properly documented in LYNX’ financial records. According to the financial records, the following is the description, acquisition value, and net book value of the assets requested for write-off:

Capital Assets	Acquisition Value	Net Book Value
Office Equipment	\$ 28,977	\$ 721
Garage and Shop Equipment	1,857	-
Office Furniture and Fixtures	6,531	62
Capital Vehicle Parts	6,616	1,824
Total	\$ 43,981	\$ 2,607

FISCAL IMPACT

The fiscal impact will be considered a loss of disposal of assets in the amount of \$2,607, which is the net book value of the assets being written-off.

LYNX ASSETS
FY2005 Physical Inventory Recommended Disposals

Acquired Date	Asset #	Description	Acquisition Value	Current Accumulated Depreciation	Net Book Value
Capital Vehicle Parts:					
8/21/2002	3620	VIDEO - CAMERA SYSTEM	3,327.00	2,051.65	1,275.35
7/19/2001	2844	VIDEO-CAMERA SYSTEM	3,289.00	2,740.83	548.17
Subtotal			\$ 6,616.00	\$ 4,792.48	\$ 1,823.52
Office Equipment:					
1/18/2001	2679	DIGITAL CAMERA	699.00	652.40	46.60
4/17/2003	3760	TERMINAL -POINT OF SALE (ORANGES)	446.86	154.29	292.57
4/17/2003	3759	TERMINAL -POINT OF SALE (ORANGES)	446.86	154.29	292.57
9/13/2001	2896	MINI TRANSCRIBER/DICTATOR MACHINE	489.00	399.35	89.65
9/14/2000	2599	BUS WATCH PACKAGE KIT	2,486.95	2,486.95	0.00
9/14/2000	2597	BUS WATCH PACKAGE KIT	2,486.95	2,486.95	0.00
9/14/2000	2592	BUS WATCH PACKAGE KIT	2,486.95	2,486.95	0.00
9/14/2000	2586	BUS WATCH PACKAGE KIT	2,486.95	2,486.95	0.00
9/14/2000	2574	BUS WATCH PACKAGE KIT	2,486.95	2,486.95	0.00
9/14/2000	2570	BUS WATCH PACKAGE KIT	2,486.95	2,486.95	0.00
9/14/2000	2569	BUS WATCH PACKAGE KIT	2,486.95	2,486.95	0.00
9/14/2000	2561	BUS WATCH PACKAGE KIT	2,486.95	2,486.95	0.00
3/9/2000	2516	4 TON AIR CONDITIONER	2,140.00	2,140.00	0.00
3/14/1996	2398	CONVERTOR, SLIDE PROJECTOR	3,482.23	3,482.23	0.00
7/31/1996	2047	AUDIO CONFERENCING SYSTEM	1,377.90	1,377.90	0.00
Subtotal			\$ 28,977.45	\$ 28,256.06	\$ 721.39
Garage and Shop Equipment:					
9/1/2000	2617	HYDRAULIC LIFT TABLE WITH CART	1,527.17	1,527.17	0.00
4/5/2001	2741	HIGH SAFETY VISE	330.25	330.25	0.00
Subtotal			\$ 1,857.42	\$ 1,857.42	\$ -
Office Furniture:					
9/20/2001	2900	CHAIR-UTILITY ERGONOMIC	311.08	248.88	62.20
8/28/1997	2408	DESK, CORNER UNIT W/2DR PED (COMPLETE) GRAY	1,147.00	1,147.00	0.00
9/30/1998	2390	CHAIR	317.05	317.05	0.00
9/30/1998	2382	CHAIR	317.05	317.05	0.00
9/30/1998	2381	CHAIR	317.05	317.05	0.00
9/30/1998	2379	CHAIR	317.05	317.05	0.00
9/30/1998	2374	CHAIR	317.05	317.05	0.00
9/30/1998	2370	CHAIR	317.05	317.05	0.00
9/30/1998	2369	CHAIR	317.05	317.05	0.00
9/30/1998	2363	CHAIR	317.05	317.05	0.00
9/30/1998	2362	CHAIR	317.05	317.05	0.00
9/30/1998	1400	CHAIR	317.05	317.05	0.00
9/30/1998	1375	CHAIR	317.05	317.05	0.00
9/30/1998	1373	CHAIR	317.05	317.05	0.00
9/30/1998	1372	CHAIR	317.05	317.05	0.00
9/30/1998	1371	CHAIR	317.05	317.05	0.00
9/30/1998	1368	CHAIR	317.05	317.05	0.00
9/30/1998	1350	CHAIR-CONF RM 109	317.05	317.05	0.00
Subtotal			\$ 6,530.88	\$ 6,468.68	\$ 62.20
Total			\$ 43,981.75	\$ 41,374.64	\$ 2,607.11

Consent Agenda Item #6.B

To: LYNX Board of Directors

From: Bert Francis II
CHIEF FINANCIAL OFFICER
Allan Lemaux
(Technical Contact)

Phone: 407.841.2279 ext: 3047

Item Name: Authorization for the Chief Executive Officer (CEO) to execute a change order to Contract 03-019 for additional construction services

Date: 5/25/2006

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) to execute a change order to contract 03-019 in the amount of \$274,996.90. Collage Design & Construction, d.b.a. The Collage Companies will install security conduits and raceways that will be utilized by the follow-on Security Systems Installation Contractor.

BACKGROUND:

LYNX is currently constructing the LYNX Operations Center (LOC) that includes an operations base and a maintenance facility on 24.1 acres located at 2500 LYNX Lane (corner of John Young Parkway and Princeton). The construction of the facility is approximately 75% complete.

The change order is added to the Collage contract for the primary reason of project timing. Since the security and structure cabling documents were still under development, underground conduits had to be installed under the floor slabs of the Buildings "A", "B", and "C", in preparation for the security and structures cabling contracts and to alleviate delay claims by the building contractor. Working with the design engineers, the contractor was directed to install the conduit under the floor slab and continue with the project.

In the buildings, the electrical contractor is to run conduits in the walls that will be used by the security and structure cabling contractors. By running the conduit now, all visual electrical inspections have been achieved by the City of Orlando prior to installing the drywall. Should the conduit be installed by the security and structure cabling contractors, the inspections would still be required and would necessitate removal of newly installed wallboard for the visual inspections.

Conduits have to be run between the buildings. This scope of work was added to the electrical contractor for Collage so that there could not be a delay claim in placing the concrete and asphalt

pavement. By giving it to Collage, it becomes a scheduling issue with Collage and the sub-contractors.

The security and structure cabling contracts were prepared so that the contractors would be installing wiring into existing conduit; thus, eliminating the possibility of paying twice for the same conduit and to clearly define the work to be done by each contractor. This decision, in how the contracts were bid, came after the security package had come in considerably higher than the engineer's estimate and it was learned that the bidders assumed that they were installing conduit that had in some cases already been installed.

FISCAL IMPACT:

This Change Order was included under the Systems category in our original project budget estimate prepared in October 2005. Therefore, there is no change to the contingency line item.

LYNX OPERATIONS CENTER
Revised Budget Including Change Order #37
May 25, 2006

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#37</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,681,972	\$ 274,997	\$ 14,956,969
Collage Owner Direct Purchases	<u>6,076,636</u>		<u>6,076,636</u>
Subtotal Collage Contract + Direct Purchases	20,758,608	274,997	21,033,605
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	(274,997)	586,035
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>1,122,043</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: \$ -

Description of Change:

This Change Order adds the cost for additional security conduits and raceways in preparation for the security prepared in October 2005. Therefore, there is no change to the contingency line item.

Consent Agenda Item #6.C

To: LYNX Board of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
William Hearndon
(Technical Contact)
Randolph Cantor
(Technical Contact)
Kevin Plasterer
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Authorizing Resolution to execute the Fiscal Year 2007 Transportation Disadvantaged Trip Grant

Date: 5/25/2006

ACTION REQUESTED:

Staff requests the Board of Directors' Authorizing Resolution to execute the Fiscal Year 2007 Transportation Disadvantaged Trip Grant.

BACKGROUND:

Every year, the Florida Commission for the Transportation Disadvantaged (TD) awards Trip Grants to each Community Transportation Coordinator (CTC) to provide TD trips within their service area. The designated CTC for any one service area, currently under contract with the Commission by way of a five-year Memorandum of Agreement, is the only entity in that service area that is eligible for the Trip Grant.

FISCAL IMPACT:

The Transportation Disadvantaged Trip Grant provides funding for all TD services provided by LYNX' Paratransit Operations Division. Fiscal year 2007's TD allocation is \$2,534,661, which is an increase of \$107,797 over Fiscal Year 2006 and has been included in the proposed Fiscal Year 2007 operating budget. The Grant requires a 10% local match, which is obtained through customer fares.

CFRTA RESOLUTION 06-003

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

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

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

NOW THEREFORE, BE IT RESOLVED THAT:

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

**DULY PASSED AND ADOPTED THIS 25 DAY OF MAY 2006, BOARD
OF the Central Florida Regional Transportation Authority, d/b/a LYNX.**

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Chairman

Attest:

Assistant Secretary

Consent Agenda Item #6.D

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to submit applications for Service Development Grants to the Florida Department of Transportation for the Link 30, Link 300, and Regional ITS Trip Planning Project

Date: 5/25/2006

ACTION REQUESTED:

Authorization by the LYNX Board of Directors for the Chief Executive Officer (CEO) or designee to submit Service Development Grant Applications to the Florida Department of Transportation (FDOT) for the Link 30, Link 300, and a Regional Intelligent Transportation System (ITS) Trip Planning.

BACKGROUND:

The Florida Department of Transportation is currently accepting applications for Service Development Grants for their next funding cycle, beginning July 1, 2007. This program was enacted by the Florida Legislature to provide initial funding for special projects. Service can include the use of new technologies, services or routes for improving operations to the riding public. The program guidelines are selectively applied to determine whether new or innovative techniques or measures can be used to improve or expand public transit.

While several possibilities were under consideration, the projects below have continued to advance. Link 30 and Downtown Disney Direct services were identified in the recent LYNX Comprehensive Operations Analysis as first-year needs to address.

Link 30

Link 30 is a cross-town route serving Colonial Drive from West Oaks Mall to the University of Central Florida. The need for improvements on this route has existed for the past ten years, and LYNX continues to receive numerous requests for additional service in this corridor. Link 30 currently departs UCF and West Oaks Mall 7-days a week at 60-minute frequency. That means if a customer misses the bus, they will have to wait an hour for another bus. LYNX proposes the following improvements:

- Increase frequency between West Oaks Mall and UCF to 30-minutes, Monday-Saturday, effectively doubling service during the morning and evening peak times
- Additional peak buses – 4
- All 4 vehicles secured through TRIP funding
- Funding – 50% state, 50% local (two-year grant)
- Total annualized cost - \$476,582

Downtown Disney Direct (3-D)

Downtown Disney Direct (currently Links 300-304) is an employee oriented service connecting residential areas in south and west Orange County with job opportunities at Walt Disney World and the surrounding resort areas. The services are routinely crowded and expected to grow as Central Florida's tourism industry surpasses pre-9/11 levels. Standees are common as the route travels Interstate 4 to and from the Walt Disney World and resort areas. Links 300-304 only operate one trip daily in each direction. Passengers board the route between 6:00 and 7:00 a.m. All of the routes then converge at a joint-use transfer center provided by Disney at Downtown Disney's West Side. From there, passengers connect to the various LYNX Downtown Disney Direct routes and their work locations by 8:00 a.m. The reverse operation occurs in the afternoon, picking up passengers from their work locations starting at 4:30 p.m. and delivering them to their neighboring communities by 6:15 p.m. LYNX proposes the following improvements to address overcrowding and safety issues as well as trip length:

- Implement four new Downtown Disney Direct routes as identified in the COA to address existing overcrowding and demand throughout Orange County, plus reduce scheduling conflicts with the various resorts on Disney property;
 1. New 3-D route from Silver Star to Epcot/Pop Century;
 2. New 3-D route serving Florida Mall, Orlando Premium Outlets, and Downtown Disney;
 3. New 3-D route from Buenaventura Lakes to Downtown Disney and all Star Resorts, and;
 4. New 3-D route from South S.R. 436 to Downtown Disney and Gaylord Palms;
- Another option would be to expand existing 3-D service for additional trips and expanded hours to serve additional Disney shifts
- Additional peak buses – 4
- One vehicle secured through TRIP funding
- Funding – 50% state, 50% local (two-year grant)
- Total annualized cost - \$253,160

Regional ITS Trip Planning Project

This proposed project entails the system development and design of a model travel management coordination center across all modes within the region and across a variety of operational environments, both rural and urban settings. Beyond systems development and design, with implementation this project will expand and optimally utilize Intelligent Transportation System (ITS) capabilities that LYNX has planned, such as the Advanced Traveler Information System

(ATIS), Interactive Voice Response (IVR), and Automatic Vehicle Locator (AVL)/Next Bus applications.

The vision of a Regional ITS Travel Planning Center is a system that:

- ✓ From a customer perspective
 - Provides a convenient access point for comprehensive traveler support. The types of services provided may range from general customer support and trip planning (including accessibility, scheduling and fare information), to automated reservation management, and real-time traveler information. The services should be conveniently accessible to all users, regardless of eligible programs, funding sources and travel modes.

- ✓ From an Operational perspective
 - Supports coordinated transportation service operations and management, including customer management, real-time fleet monitoring, automated scheduling, dispatching and routing, vehicle matching, automated reporting and invoicing.

- ✓ From a human service program management perspective
 - Streamlines program management requirements, including consumer management, automated accounting, financial transaction back-office coordination, reporting, and data collection for program evaluation. LYNX as the Community Transportation Coordinator (CTC) will have an overall interagency coordination mechanism that will address needed efficiencies in the delivery of human services transportation.

This project will have statewide significance as the systems concept and detailed designs will be deployment ready, replicable and scalable in different environments across transit agencies. LYNX intends to leverage and use the service development funding as a subset of a larger project that LYNX is currently developing as part of a Federal Transit Administration (FTA) initiative, Demonstration of Enhanced Human Services Transportation Models: Phase 1- System Development and Design.

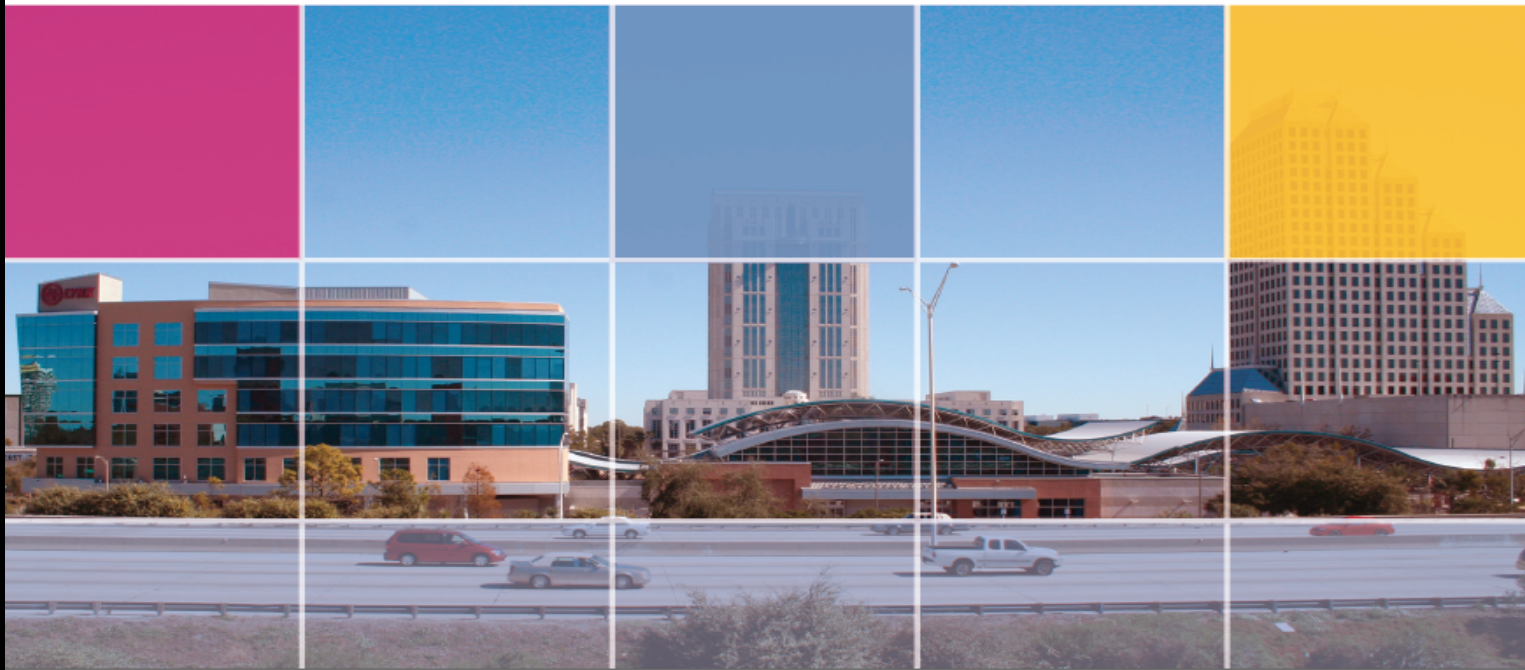
Funding: \$125,000 - 100%. State share which will be a match to a FTA demonstration project.

FISCAL IMPACT:

Projects to be funded by FDOT will be programmed in the applicable fiscal year budgets. The Regional ITS Travel Planning Center, if selected, will be funded at 100% state funding beginning July 2007. The local match requirements for the service development grants will be funded.

FY 2007 - 2011 TDP DRAFT

TRANSIT DEVELOPMENT PLAN Minor Update for Fiscal Years 2007-2011



Presentation Outline

What is a TDP & Why Do One

TDP Contents

TDP & The COA

FY2007-2011 Goals

Service Statistics

FY2005-2006 Key Accomplishments

TDP Schedule & Actions Needed

Contact Information



What is a TDP & Why Do One

- Transit Development Plan
- This is a Minor update
- Major updates are every 3 years
- Needs-based plan
- Strategic 5-year plan for LYNX
- Required for state funding via FDOT
- Satisfies FTA requirements for Program of Projects
- Refocus on community needs, desires, and direction



LYNX' Five Year TDP Contains

- Demographic Information
- Peer Comparisons
- History and Description of LYNX
- Service Plan Updated
- Coordination Opportunities
- Transit Action Plan
- Capital Improvement Program
- Accomplishments



THE TDP & COA

- Differences between the TDP & the COA
- Integrate on-time performance and service expansion
- Services for FY07 in the TDP and COA
 - Increased Link 30 service to thirty minute frequency on Colonial Drive
 - Improve service along Orange Blossom Trail
 - Create route servicing UCF, Waterford Lakes and Downtown Orlando
 - Improve service to Pine Hills and Disney

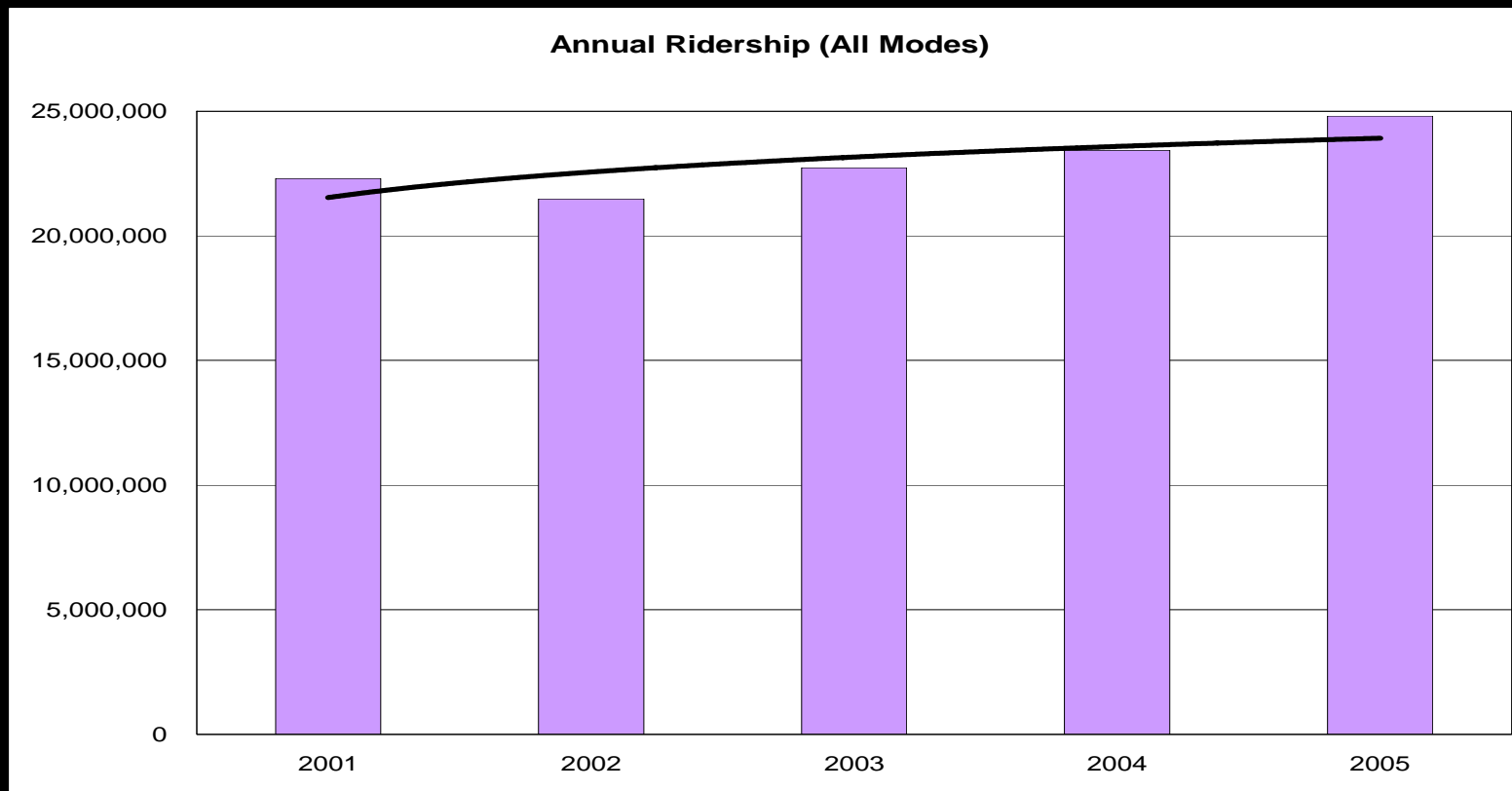


FY2007-2011 TDP Key Goals

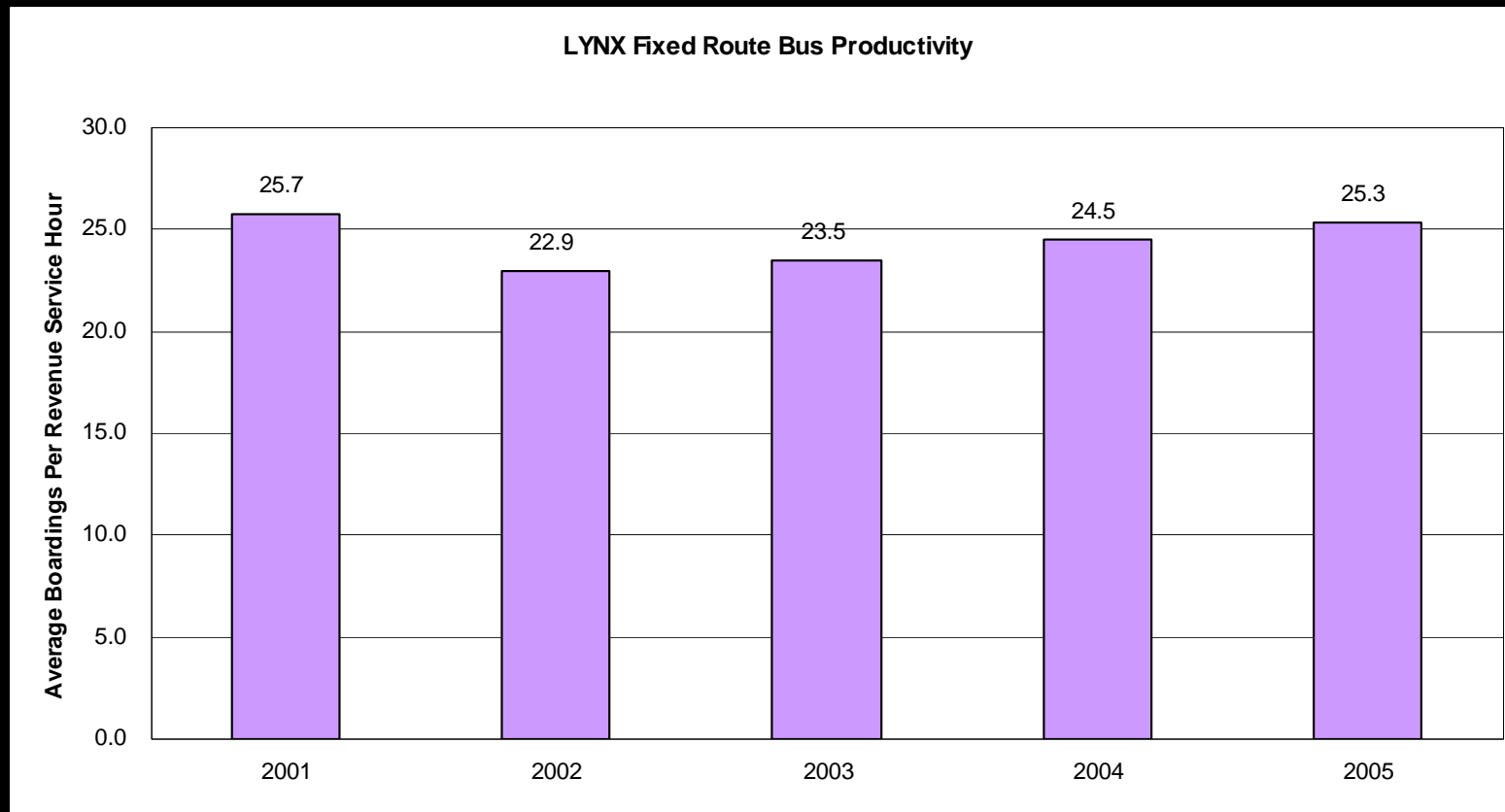
- Increase revenues supporting transit operations
- Implement COA service recommendations
 - Improved on-time performance
 - Improved service frequencies
 - Service improvements along major corridors
- Through advanced technology improve communication to customers regarding transit options
- Increase amenities to provide for customer safety and convenience while accommodating transitions from paratransit services to fixed route.



Ridership Trends



Fixed Route Productivity



Key Accomplishments for 2005-2006

- Business Relations significantly increased the number of vans in service in this fiscal year to 42, selling out the current fleet and employers were placed on a waiting list until additional vehicles arrived.
- New Motorola radios were installed in the existing fleet. LYNX became part of the Orange County radio system resulting in easier access for radio transmissions and extended coverage in the tri-county area.



Key Accomplishments for 2005-2006

- Digital surveillance installed on all LYNX buses for passenger and employee safety.
- During 1st & 2nd Quarter surpassed goal by 32% billing over \$604,000 in advertising sales.
- Introduced Fun Friday at LYNX Central Station – an appreciation event held on the third Friday of every month to thank our customers for their support of public transportation.



Schedule & Actions Needed

- Comment & Review
 - LYNX Board & Committees – May/June
 - METROPLAN ORLANDO Board & Committees – May/June
- Public Comment Period 5/19/06 – 6/16/06
- Public Meeting 6/8/06, 6:30 – 8:00 PM
LYNX Central Station Boardroom
- LYNX Board Adoption 6/22/06
- Due to FDOT 7/1/06



Comments?

Please provide any comments in writing by
June 16, 2006:

Jennifer Stults, AICP
LYNX

455 North Garland Avenue

Orlando, FL 32801

407-254-6009

FAX 407-254-6142

jstults@golynx.com



Work Session Item #7.B

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 3064

Item Name: Legislative Update

Date: 5/25/2006

LYNX LEGISLATIVE UPDATE
Week Nine
May 1-5, 2006

The pace was fast this week as members completed the final priorities for the 2006 Legislative Session. Those included insurance reform, eminent domain and the appropriations bill. Adding to the urgency was the 72 hour requirement for review of the budget prior to a vote. The appropriations bills were placed on the members' desks by Tuesday afternoon. This allowed for a timely final vote on Friday.

The Legislature voted on the appropriations bill late on the afternoon of Friday, May 5. In it includes \$300,000 for LYNX's bus shelters and \$300,000 for alternate fuel buses. Lena Juarez has already begun the process of contacting the Governor's Office to emphasize the importance of these two budget items for the Central Florida community. Because the Governor has a line item veto over appropriations, it is necessary that a strong case be made to him and his staff to avoid a possible veto.

The budget also includes \$72,939,505 for transportation disadvantaged-Medicaid services funding, which represented a 5.7% increase. LYNX joined with several other transit companies to advocate for this increase. Lastly, the appropriations bill included \$39,534,276 for the transportation disadvantaged from the trust fund.

LYNX did well this legislative session, receiving \$4,758,525 for the purchase of vehicles and relocate equipment as part of the five-year FDOT Work Plan and \$8,185,690 for block grant operating assistance from the total \$309,975,751 for public transit development grants; and \$9,780,000 for services expansion and enhancement. All of these amounts are increases from last year.

As happens during so many legislative sessions, time ran out to complete important tasks. Time was definitely an issue with the transportation legislative package for this year. While there were several bills addressing transportation, none of them matched up in the House and Senate. Another issue holding up the transportation bills concerned a disagreement between the Senate Transportation Committee Chairman Jim Sebesta and Representative Bill Galvano (R-Bradenton) regarding the creation of the Bay Area Transportation Regional Planning Organization.

HB 7077, the House transportation bill, was broken up and passed in a piecemeal fashion. The rental car surcharge legislation did pass, but not in its original form. After the inadvertent removal of the LYNX XU amendment last week, the language was replaced in SB 1766 on May 3 on the Senate floor. Neither of these bills passed, however, with HB 7077 dying on the House calendar and SB 1766 dying in messages. The growth management legislation (HB 7253 by Representative Randy Johnson) died on the calendar.

The only major piece of transportation legislation that did pass, and will soon be sent to the Governor, included several items. The first of these gave the Department of Transportation the ability to issue rail project bonds that will provide for 50% of the cost, including debt service of those bonds. The second item was an increase in the turnpike bond cap from the current \$4.5 billion to \$6 billion. Thirdly, the Local Rental Car Surcharge passed, but the Charter County Transportation Surtax did not. If interested in passing the local rental car surcharge, County governments would have to approve the proposal through an ordinance, which will then be approved by the voters through a referendum. Such a surcharge would not be applicable until January 1 the following year.

The energy bill, SB 888 by Senator Lee Constantine, passed the Senate unanimously on May 3 and the House 119-1 on May 5. It establishes the Florida Renewable Energy Technologies & Energy Efficiency Act. Included in this legislation is a matching grants program for demonstration and development projects relating to renewable energy technologies. This bill passed the Senate on May 1 and was sent to the House. The House substituted it for HB 1473 by Representative Adam Hasner, attached amendments on May 2, and passed it on May 3. The Senate concurred with the amendments in a vote on May 5. Once the bill becomes law, and the administrative rules governing its administration adopted, LYNX will have an opportunity to seek funds from the renewable energy technologies grants.

Senator Gary Siplin's bill to reorganize LYNX's board (SB 6) died in the Transportation Committee. Senator Cary Baker's bill to increase firebox revenues (SB 210) also died in the Transportation Committee. Neither of these bills ever had a committee hearing. As reported earlier, HB 487 by Representative Julio Robaina regarding the Commission on the Transportation Disadvantaged, passed both chambers unanimously and will soon be sent to the Governor.

Overall, the Legislature only passed 386 bills this session. On the last day, members sat in recess for over six hours as they negotiated the property insurance bill (SB 1980 by Senator Rudy Garcia). The Legislature finally concluded the 2006 Session and adjourned at 12:11 a.m.

On the **Federal** side, things have been equally interesting. In April, Congress was out of session for two weeks, returning on April 24. Once back in session, the House Appropriations Committee began marking up the Fiscal Year 2007 appropriations bills. The first bill to move, the Agriculture Appropriations bill, was reported out of the committee on May 12 and may go to the House floor today or tomorrow. The reason this is relevant is that the House conservative Republicans are planning to offer a number of amendments to that bill to eliminate some of the earmarks when the bill is on the floor. They have chosen only to attack a few of the earmarks, and the ones they will try to delete are fairly frivolous. However, if they succeed, they may attack other earmarks on future bills including transportation projects. This will cause havoc in the appropriations process. We will carefully monitor the progress of the appropriations bills.

The Transportation, Treasury, HUD appropriations bill is currently scheduled for markup in the House appropriations subcommittee on May 24. The bill is one of the largest and most complicated, and it would not surprise us if that date slipped. The Congress is scheduled to be out of session May 26 – June 5. Thus, it may be June before the bill is marked up in the House. Also during the last month, a site visit was arranged with Tonnie Wybensinger, the Legislative Director for Congressman Tom Feeney. One of our goals for the year is to get Congressman Feeney engaged and supportive of Lynx. In the past, and particularly when he was in the Florida State Legislature, Mr. Feeney has had concerns about the operations and management of Lynx. Already this year Linda Watson and J Marsh McLawhorn had a personal meeting with the Congressman in Washington. They explained how Lynx had corrected its management problems and how efficient its operations were. This message was reinforced during the visit by Ms. Wybensinger. Included during the visit were discussions about how Lynx and bus service were helping alleviate traffic congestion in Central Florida, and how essential bus service is to the employment picture of the area.

We also continued our ongoing contacts with the Central Florida delegation to make sure they supported Lynx's appropriations requests.

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: Monthly Employee Travel Report

Date: 5/25/2006

EMPLOYEE/ DEPARTMENT	DESTINATION	PURPOSE	DATE Departure and Return	COMPANY COST
Bryan Stutts Executive	Tallahassee, FL	Lobbying Trip	04/17/-04/19/06	438
James McLawhorn Executive	Tallahassee, FL	Lobbying Trip	04/17/-04/19/06	642
Doug Jamison Planning	Washington, DC	Characteristics of Bus Rapid Transit	04/19-04/21/06	942
Elvis Davales Operations	Philadelphia,	Maximus/FA Suite User Conference	04/22-04/26/06	1,157
Edward Flynn Operations	Philadelphia,	Maximus/FA Suite User Conference	04/22-04/26/06	1,157
Jerry Jenkins Operations	Tampa, FL	Advance Electrical (Mod III) Training	05/08-05/12/06	CUTR
Michael Nath Operations	Tampa, FL	Advance Electrical (Mod III) Training	05/08-05/12/06	CUTR
Harryram Mootoo Operations	Tampa, FL	Advance Electrical (Mod III) Training	05/08-05/12/06	CUTR
George Hazlewood Operations	Tampa, FL	Advance Electrical (Mod III) Training	05/08-05/12/06	CUTR
James VanSpankeren Operations	Hayward, CA	Travel to Gillig plant QA standard for pre- delivery inspection	05/17-06/09/06	3,292
			Total	7,628

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 for March (Final)

Date: 5/25/2006

March 2006 – FINAL

All Services (Fixed Route, Special Shuttles, Access LYNX and VanPlan)

Comparison to Prior Year

	March 2005	March 2006	Percentage +/-
Total Monthly Boardings	2,099,086	2,200,728	+4.8%
Average Weekday Boardings	77,113	81,245	+5.3%
Annual Ridership to Date	12,499,019	12,522,910	+0.2%

March 2006 experienced a near record setting system wide ridership total of 2,200,728 or an increase of 4.8% compared to the 2,099,086 boardings recorded in March 2005. The current record for riders on all services in a single month was set in August 2005 with a system wide total of 2,211,735.

Fixed Route – Comparison to Prior Year

	March 2005	March 2006	Percentage +/-
Total Monthly Boardings	2,030,993	2,131,691	+4.5%
Average Weekday Boardings	74,401	78,457	+5.5%
Annual Ridership to Date	12,085,169	12,147,454	+0.5%

Fixed route ridership for the month March 2006 totaled 2,131,691, reflecting an increase of 4.5% when compared to the 2,030,993 passengers carried in March 2005.

Fixed Route – Comparison to Prior Month

	February 2006	March 2006	Percentage +/-
Total Monthly Boardings	1,927,702	2,131,691	+10.6%
Average Weekday Boardings	80,760	78,457	-2.8%
Number of Weekdays	20	23	+15.0%

Fixed route boardings for March had a significant increase of 10.6% as compared to February 2006. However March 2006 saw a slight decrease of -2.8% in the average number of passengers riding per weekday when compared to the impressive average weekday ridership of 80,760 in February 2006.

Individual Fixed Route Comparison to Prior Year

Comparisons of individual route ridership during March 2006 show only one route to have experienced a decline in ridership greater than 10%.

Route Decreases Greater Than 10%

- Link 12 – Buenaventura Lakes/Boggy Creek (-10.8%)

In contrast, March 2006 produced 15 routes with increases of 10% or greater when compared to March 2005.

Route Increases Greater Than 10%

- Link 1 – North Orange Avenue/Altamonte Springs (+14.3%)
- Link 3 – Lake Margaret (+12.5%)
- Link 9 - North Orange Avenue/Rosemont (+10.3%)
- Link 19 – Richmond Heights (+10.1%)
- Link 20 – Malibu/Pine Hills (+10.4%)
- Link 24 – Millenia (+14.2%)
- Link 26 – Pleasant Hills Road/Poinciana (+12.9%)
- Link 28 – East Colonial Drive/Azalea Park (+11.4%)
- Link 32 – Union Park/Bithlo (+25.4%)
- Link 33 – Midway/Sanford Airport (+14.0%)
- Link 34 – Sanford/Goldsboro (+18.0%)
- Link 46 – West S.R. 46/Seminole Towne Center (+20.9%)
- Link 47 – Oviedo (+16.8%)
- Link 49 – West Colonial Drive/Pine Hills (+12.4%)
- Link 53 – Story Road/Tildenville (+18.7%)

Paratransit

There were 52,865 trips booked in March 2006. Of the 52,865 trips scheduled to operate, 9,176 (17.36%) were cancelled and 1,116 (2.11%) were classified as “no-shows.” The number of billable trips provided by Paratransit Operations in March 2006 was 42,573 (80.53% of the total trips booked), with an additional 3,113 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 242,391 with an additional 17,290 trips provided to personal care 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 9.4% in March 2006. Year-to-date, we are under our budgeted billable trip level by approximately 15.49%.

LYNX MONTHLY RIDERSHIP MARCH 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	97,582	96,276	90,962	93,232	104,808							581,586
25% OF VOTRAN	323	280	218	273	226	350							1,671
(all other Links)	1,937,622	1,920,566	1,975,403	1,869,830	1,834,244	2,026,533							11,564,197
Total Fixed Route	2,036,671	2,018,428	2,071,897	1,961,065	1,927,702	2,131,691							12,147,454
Special Shuttles	0	125	91	24,932	84	56							25,288
Access LYNX	44,693	45,409	42,823	42,680	40,117	52,251							267,973
VanPlan	12,472	12,194	13,054	13,473	14,272	16,730							82,195
TOTAL	2,093,836	2,076,156	2,127,865	2,042,150	1,982,175	2,200,728							12,522,910

% 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%	-6.7%	1.2%							1.2%
25% OF VOTRAN	-1.9%	-4.8%	-24.5%	-9.5%	-27.7%	1.4%							-10.8%
(all other Links)	-4.5%	0.0%	4.4%	-2.5%	0.6%	5.2%							0.5%
Total Fixed Route	-3.8%	0.3%	4.4%	-2.8%	0.2%	5.0%							0.5%
Special Shuttles	-100.0%	145.1%	-13.3%	-5.3%	-25.0%	-87.9%							-9.8%
Access LYNX	-11.5%	-7.9%	-7.7%	-12.8%	-12.5%	-1.2%							-8.8%
VanPlan	-29.2%	-27.4%	-15.3%	0.9%	1.7%	13.6%							-10.6%
TOTAL	-4.2%	-0.1%	4.0%	-3.0%	0.0%	4.8%							0.2%

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	24,030,153
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
TOTAL	2,186,332	2,078,162	2,046,332	2,105,976	1,983,131	2,099,086	2,045,358	1,994,401	1,962,054	1,956,661	2,211,735	2,138,419	24,807,647

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 Report

Date: 5/25/2006

Please find attached the monthly financial reports for the six months ending March 31, 2006, which includes LYNX' Balance Sheet as of March 31, 2006 for your review and information. LYNX' Operating Statement for the six months ending March 31, 2006 indicates total revenue earned in the amount of \$45,394,613 and total expenses incurred in the amount of \$42,388,657 resulting in a net operating profit of \$3,005,994. In addition:

- Fixed route and mobility services resulted in an operating profit of \$2,634,895 for the six months of operations.
- Paratransit services resulted in an operating profit of \$371,099 for the six 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. Shelter advertising revenue and interest income is higher than anticipated, which contributes to the positive results year-to-date. 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 Medicaid trip levels are down due to the creation of the new HMO transportation systems and recent changes in the Medicaid customers' eligibility status. 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 that the provider is in compliance with service performance standards and other contract obligations.

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

	Year to Date:			Month of March:		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
OPERATING REVENUES						
Customer Fares	\$ 8,983,434	\$ 9,268,078	103.2%	\$ 1,497,239	\$ 1,627,754	108.7%
Contract Services:						
Local Financial Assistance	3,870,461	3,806,737	98.4%	645,077	634,456	98.4%
Other Contractual Services	4,372,597	3,848,984	88.0%	719,775	636,921	88.5%
Advertising	755,000	920,346	121.9%	145,715	161,061	110.5%
Other Operating Income	<u>278,174</u>	<u>280,425</u>	<u>100.8%</u>	<u>46,362</u>	<u>35,301</u>	<u>76.1%</u>
 Total Operating Revenues	 <u>18,259,666</u>	 <u>18,124,571</u>	 <u>99.3%</u>	 <u>3,054,168</u>	 <u>3,095,493</u>	 <u>101.4%</u>
 NONOPERATING REVENUES:						
Operating assistance grants:						
Federal	350,000	350,000	100.0%	58,333	58,333	100.0%
State of Florida	3,975,844	3,975,843	100.0%	662,641	662,641	100.0%
Local	16,694,714	16,694,714	100.0%	2,782,452	2,782,452	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	1,082	1,082	100.0%	-	-	0.0%
Federal - Other	4,925,907	4,925,907	100.0%	954,305	954,305	100.0%
State of Florida - Commuter Rail Project	-	-	0.0%	-	-	0.0%
State of Florida - BRT Circulator Project	93,961	93,962	100.0%	29,124	29,124	100.0%
State of Florida - Other	916,399	959,190	104.7%	152,733	136,820	89.6%
Local Matching - BRT Circulator Project	-	-	0.0%	-	-	0.0%
Local Matching - Other	-	-	0.0%	-	-	0.0%
Interest Income	132,054	269,383	204.0%	22,009	56,000	254.4%
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>27,089,960</u>	 <u>27,270,080</u>	 <u>100.7%</u>	 <u>4,661,597</u>	 <u>4,679,675</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>45,349,626</u>	 <u>45,394,651</u>	 <u>100.1%</u>	 <u>7,715,766</u>	 <u>7,775,168</u>	 <u>100.8%</u>
 OPERATING EXPENSES:						
Salaries and Wages	16,911,713	16,345,012	96.6%	2,822,624	2,819,980	99.9%
Fringe Benefits	9,208,095	8,900,243	96.7%	1,529,991	1,468,577	96.0%
Purchased Transportation Services	7,889,899	6,180,187	78.3%	1,314,983	975,740	74.2%
Fuel	3,704,426	4,496,291	121.4%	617,404	804,217	130.3%
Other Materials and Supplies	2,141,903	2,141,903	100.0%	414,055	414,056	100.0%
Professional Services	452,617	452,617	100.0%	123,552	123,551	100.0%
Other Services	1,709,605	1,709,604	100.0%	422,080	422,079	100.0%
Lease and Miscellaneous Expenses	653,261	683,301	104.6%	129,937	126,485	97.3%
Casualty and Liability Insurance	626,059	626,058	100.0%	108,883	108,883	100.0%
Utilities	318,039	409,369	128.7%	62,730	66,716	106.4%
Taxes and Licenses	191,740	442,725	230.9%	31,392	60,285	192.0%
Interest Expense	<u>7,996</u>	<u>1,346</u>	<u>16.8%</u>	<u>1,333</u>	<u>161</u>	<u>12.1%</u>
 Total Operating Expenses Before Depreciation	 <u>43,815,350</u>	 <u>42,388,657</u>	 <u>96.7%</u>	 <u>7,578,964</u>	 <u>7,390,731</u>	 <u>97.5%</u>
 OPERATING GAIN / (LOSS)	 <u>\$ 1,534,277</u>	 <u>\$ 3,005,994</u>	 <u>195.9%</u>	 <u>\$ 136,801</u>	 <u>\$ 384,437</u>	 <u>281.0%</u>

Information Item IV: Finance and Administrative Support 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 Project Monthly Update

Date: 5/25/2006

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
- Concrete pavement strips in the bus parking lot are being poured
- Approximately 60% of the 14 acres of parking have been poured
- Concrete forms for future pours are being set
- Masonry work on the site perimeter fence is continuing

Maintenance Building (Building “A”) – The “L” shaped building is 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 70% complete. The following are the major activities for last month:

- Conduits and wiring installation
- Interior painting continues
- Piping installation for the lubrication system
- Overhead sprinkler system installation
- Interior masonry wall installation completed in the west wing
- HVAC equipment and ductwork installation on the second floor
- Metal façade installation around building perimeter

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 70% complete. The following are the major activities for last month:

- Electrical conduits and wiring installation on the first and second floors
- First and second floor plumbing
- First and second floor HVAC ductwork
- Interior painting
- Second floor sheet rock installation

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 80% complete. The following are the major activities for last month:

- Fuel lines installation

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

Information Item V: 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 Report

Date: 5/25/2006

BUS ADVERTISING / SALES

April Advertising Sales Revenue	\$97,313
Net Revenue to LYNX Fiscal Year to Date	\$700,887

BUSINESS RELATIONS

Commuter Choice Transportation Program

Activity	CCP Performance	
Carpool/Vanpool Inquiries	Phone: 140 Internet: 8	
Carpool/Vanpool Transit Letters & Matches	Letters: 24 Matches: 2	
Number of Commuter Choice Vanpool Participants	825	<u>Total Revenue Miles YTD</u> 461,255
Vanpools	New: 1 Returned: 1	<u>Current Vans In Service</u> 47
Pending Vanpool Interest	TSA (2) Coleman (1) Northrop Grumman HMS Host	
Number of Employers Contacted	8	
Number of Employees Contacted	290	

LYNX Board Agenda

Employer Program Presentations	Universal Studios Fairfield Resorts Orlando Regional Healthcare I-Con Systems	
Employee Vanpool Presentations	Disney Earth day Magic Kingdom (20) Disney Earth day Grand Floridian Resort (70) Heritage Day Event Orlando VA (30)	<u>Total Participants</u> 120
Other Business Presentations/Meetings	Orlando Jaycees Monthly Meeting	<u>Total Participants</u> 30

Business Relations Events

American Red Cross Bus Dedication: LYNX teamed up with American Red Cross of Central Florida to promote emergency preparedness and training. The new American Red Cross bus will promote awareness of American Red Cross services and programs. As part of the partnership, the Red Cross will provide first aid, CPR and AED training. The Red Cross will help to promote LYNX TEAR (Transportation Emergency Action Response) plan, which help businesses provide transportation options for employees in emergencies.

EDC Economic Outlook LYNX Sponsored the Metro Orlando EDC's "Renaissance of Art and Technology" themed Economic Outlook event. We also promoted the specialized technology of TTN on the LYMMO buses.

Disney Earth Day LYNX representative were invited to two Disney properties, the Magic Kingdom and the Grand Floridian hotel to promote carpool and vanpool as part of Disney's Earth day celebration. LYNX Representatives talked to over 90 employees and some signed up for carpool or vanpool or for Disney's bus pass program.

Orlando Jaycees – LYNX representatives were invited to speak at the Jaycees monthly meeting about our programs and services. Over 30 members attended the meeting, and as a result the Orlando Jaycees are interested in the Adopt a Stop program.

VA Employee Fair – LYNX Representatives were invited to promote the carpool and vanpool programs to employees of the Orlando VA. We talked to over 30 employees about our programs and services.

Women Council of Realtors- LYNX representative presented to approximately 60 members about LYNX economic impact, transportation benefits and partnership opportunities arising from increased residential and commercial real estate development.

MARKETING

Website Usage

Average Hits per Day	58,309
Average Users per Day	2,838
Average Hits per User	20.55
Average Time Spent on Site	9 min 5 sec
Approximate Visits per User	2.55

Total Page Hits	431,772
Total User Visits	85,125
Total Unique IP (visits)	33,393

Jobs Opened/Completed

Jobs Opened	Jobs Completed	Jobs Completed since 1 Jan 2006
28	25	103

Marketing Activities

Fun Friday hosted a real member of the blues musical community, Mr. David Butler. We have received many compliments about the musical diversity and how much people enjoy spending their lunch hour at LCS. We had 110 people enter our drawing for the chance to win a bus pass.

Jazz Under the Stars - We had 223 entries for the Taste of Chicago Contest. 56 of those people signed up to receive our Community Update Newsletter.

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 24,552 calls with an average call–wait time of time of :21 (twenty-three seconds).

SALES

The **Sales & Information** section serviced 24, 067 customers through fixed route inquiries and sales. LYNX fare media sales were \$153,372.

Customer Services responded to 505 Internet inquiries and assisted with three (3) “How To Ride” presentations/expo outreach program.

The **Customer Relations** section assisted 3,181 customers by telephone, fax and one-on-one. Customer Relations documented:

390/concerns/suggestions for fixed route (LYNX)

84 compliments for fixed route

LYNX Board Agenda

184/concerns/suggestions for paratransit (MV)
5 compliments for paratransit

The **Lost & Found** section recovered 590 items.
29.49% of recovered items were returned to owners.
85 Advantage ID's were issued.
24 Kids In School & Senior ID's were issued

The **Eligibility** section received over 600 paratransit applications.

Information Item VI: Planning Division Report

To: LYNX Board of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
Jennifer Clements
(Technical Contact)
Lachant Barnett
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Planning Division Report for April

Date: 5/25/2006

Comprehensive Operations Analysis (COA)

In March 2005, the LYNX Board approved a contract award to Manuel Padron & Associates, Inc., for the COA. The COA was presented to the LYNX Board in April 2006, and provided fixed route bus service recommendations for the next 15 years. The consultant has finalized the COA Final Report. An Executive Summary is being developed and Technical Memoranda numbers 5 and 7 are being finalized.

In addition, staff has broken out information as requested for International Drive, City of Orlando, Orange County and Osceola County. Additional information is being coordinated with other agency projects, such as: Orange County's Canadian Court Intermodal Center and model validation for METROPLAN ORLANDO's Long Range Transportation Plan 2030 update.

Comprehensive Plan Updates

A CD of transit development and design guidelines was developed by staff and distributed to the jurisdictions at the April 2006 Regional Working Group meeting to assist in the advancement of transit and transportation information for City and County Comprehensive Plans.

Developments of Regional Impact (DRIs)/Project Development & Environment (PD&Es)

Staff commented on or participated in meetings on the following projects:

- Edgewater DRI in Osceola County
- Bella Tara DRI in Osceola County
- Green Island DRI in Osceola County
- Mariner's Cove DRI in Osceola County
- Westlake Cove DRI in Osceola County
- Southchase DRI in Orange County
- S.R. 46 Roadway PD&E

FTA Briefing Papers

Staff coordinated with the Grants Division on updates to FTA's briefing papers which are utilized to prep visiting officials on the status of LYNX' projects. This data provided an overview of LYNX operations, statistics, and capital projects in the region.

Geographic Information Systems (GIS)

LYNX staff met with Bill Donegan, Orange County Property Appraiser, for an overview of their Geographic Information System maps. LYNX currently uses the Property Appraiser maps and data for base map development and route planning and is interested in other ways to partner on data sharing.

GIS staff has begun preparing jurisdictional map updates for the fiscal years 06-08 budget presentations. These annual updates provide the local government entities valuable ridership, ACCESS LYNX, and other information for display over a geographic image of the service area. Maps were also prepared for state and federal elected officials' briefings with LYNX staff and lobbyists.

Intelligent Transportation Systems (ITS)

Doug Jamison participated in the Characteristics of Bus Rapid Transit (CRBT) for Decision Makers Workshop held in Washington, D.C. This was in response to an invitation from the Transportation and Development Institute of the American Society of Civil Engineers based upon knowledge and experience with Bus Rapid Transit. Participants in the workshop reviewed the Federal Transit Administration's CBRT document in detail and provided technical comments for an upcoming update of the document. LYNX' LYMMO project is one of the existing BRT systems used as an example in the CBRT to provide "real world" experiences and data on the deployment of Bus Rapid Transit systems.

Doug Jamison has also been invited to participate in an expert panel peer review of bus automation by the U.S. Department of Transportation and the Federal Transit Administration. He will assist in reviewing the work underway by the University of California at Berkley's Path Program regarding the development of standards for the deployment of driver assist technology for bus automation. LYNX has submitted a proposal to be a demonstration site for a test deployment of this technology.

Job Access Reverse Commute (JARC)/New Freedom Program (NFP)

LYNX hosted a kickoff meeting to identify potential stakeholders for these new federal programs. The meeting was publicly noticed, and over 150 potential participants were contacted via e-mail. The meeting was well attended by groups such as: Foster Grandparents Program, Goodwill Job Placement Services, Jobs Partnership, FDOT, Senior Living, Jobs Partnership, Osceola County Corrections/WRC, Metropolitan Orlando Urban League, Neighborhood & Community Affairs staff from the City of Orlando and planning staff from the City of Kissimmee. These two federal programs provide formula funds to advance transit projects that assist low-income, unemployed, elderly and disabled populations once a Locally Developed Coordinated Human Services Transportation Plan is established. A stakeholders group will be formed and projects selected. Some of the projects LYNX will submit for selection are additional

amenities that are ADA accessible such as curb cuts and sidewalks and remote infrared audible signs.

Model Proportionate Share

LYNX recently participated in the Florida Department of Transportation's quarterly Metropolitan Planning Organization (MPO) meeting. Model Proportionate Share was one of the topics of discussion, and both FDOT and the MPOs were interested in transit opportunities provided through Senate Bill 360.

LYNX has also released a work order for a consultant to assist staff in drafting transit recommendations that could be adopted by local jurisdictions. Staff will be attending the May 2, 2006 Transportation Proportionate Fair Share, Concurrency & Financial Feasibility Workshop to be held at the Maitland Civic Center to obtain additional information on efforts occurring at the state level.

Presentations

Jennifer Clements presented a LYNX update to the International Drive Master Transit & Improvement District's Advisory Board Meeting on Wednesday, April 19. There is high interest in expanded LYNX service to the I-Drive area, particularly for the Universal extension and the Turkey Lake/Palm Parkway extension. Linda Watson will return this summer to present a detailed update on the COA plans.

Running Time Committee

This Committee has been meeting monthly to address various running time issues as identified through bus operators, Nip It in the Bud reports, customer concerns, and other sources. Where possible, these issues are addressed immediately through improved coordination amongst the many departments and divisions represented at the meetings. In addition, running time issues that can be fixed through minor adjustments during divisional bids will be implemented where possible, if there are no fiscal impacts. Otherwise, these changes may require additional research and resources.

Service

Staff has developed routing scenarios for several future potential services, as requested. This includes various bus operating and maintenance scenarios for the new LYNX Operations Center, the Double Decker Enviro 500 bus demonstration, the hydrogen vehicle demonstration, as well as options for service to Holopaw, Narcoossee, and Kenansville; and circulators for Winter Park and Baldwin Park.

Staff continues to work with Disney during roadway construction and new roadway openings to ensure smooth transitions and minimal routing or service disruptions to LYNX passengers traveling to Disney property.

Service Development Grant applications are now due to FDOT on June 5, 2006. Staff is coordinating with affected jurisdictions to develop the application forms. LYNX, as the CTC, is responsible for applying to FDOT for these grants on behalf of the jurisdictions.

Trapeze

Staff has scheduled training dates with Trapeze Software to close out the FX installation project contract. In addition, Trapeze will be on-site May 15, 2006 to install and beta-test the Bus Stop Management Tool software. This software is newly developed software for the Trapeze product line that LYNX staff have collaborated on the development of and will be the first transit agency to test. Due to this collaboration, the software will be utilized at LYNX with virtually no expenses to the agency. The Bus Stop Management Tool will increase the efficiency of bus stop modifications throughout the service area and the corresponding updates in the LYNX Geography Network.

Travel/Training

Planning staff attended the Introduction to Transit Operations Planning course, a national course that FDOT sponsored for Florida properties in Tampa. This course offered a primer and refresher on service planning concepts such as run cutting, scheduling, and rostering, as well as cost and demand estimation.

UCF Stadium

LYNX staff attended a kickoff meeting for this project, which is looking to develop a football stadium on the University of Central Florida campus. The project has extensive traffic management issues to address, and is looking to transit to provide part of the solution.