

LYNX Board Agenda

Board Date: 6/22/2006

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







-  Approval of the May 25, 2006 Board Minutes (pg. 4-8)






3. Public Comments

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




4. Chief Executive Officer's Report

5. Consent Agenda (pg. 9)

- A.  Denial of Sixth Amendment to the Amalgamated Transit Union Local 1596 Pension Plan
- B.  Authorization for the Chief Executive Officer (CEO) to piggyback on a State contract with Borroughs Corporation to purchase High Density Storage Equipment for the LYNX Operating Center (LOC) (pg. 12-13)
- C.  Authorization for the Chief Executive Officer (CEO) to execute Change Order 043 to Contract 03-019 (pg. 14-16)
 - Attachment 
- D.  Authorization for the Chief Executive Officer (CEO) to execute Change Order 044 to Contract 03-019 (pg. 17-19)
 - Attachment 

- E.  Adoption of the Final Draft 2007-2011 Transit Development Plan (TDP) Minor Update
- F.  Authorization to increase the per-trip group rate reimbursement of LYNX' four coordination agencies by \$1.50 per one-way trip, effective July 1, 2006 (pg. 21-22)
- G.  Authorization to award a contract to Precision Transmission (pg. 23-24)
- H.  Authorization to execute the second one-year option with FDOT for the Road Ranger Assistance Program (pg. 25-26)
- I.  Authorization to purchase up to sixteen new Gillig buses (pg. 27-28)

6. Action Agenda

- A.  Discussion of the Chief Executive Officer's (CEO) contract renewal (pg. 29)
- B.  Authorization to amend Administrative Rule 4 -- Delegation of signature authority
- C.  Authorization to execute a contract with MV Transportation, Inc. for Paratransit Services (pg. 32-64)









- Presentation 

7. Other Business

•

8. Information Items

(For Review Purposes Only - No action required)

- I.  Monthly Employee Travel Report (pg. 65-66)
- II.  Ridership Report For April (Final) (pg. 67- 72)
- Attachment 
- III.  Monthly Financial Reports (pg. 73-77)
- Attachment 
- IV.  Legislative Update (pg. 78-79)
- V.  Marketing Report (pg. 80-82)
- VI.  Planning Division Monthly Update (pg. 83-85)

VII.



LYNX Operations Center Project Monthly Update (pg. 86-91)

- Attachment



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

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

LYNX
Central Florida Regional Transportation Authority
Monthly Board Meeting

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

DATE: **May 25, 2006**

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

Audit Committee Members in Attendance:

Seminole County Chair, Carlton Henley, Vice Chair
FDOT District 5 Secretary, George Gilhooley
City of Orlando, Mayor Buddy Dyer

Not in Attendance:

Osceola County Commissioner, Atlee Mercer, Chair
Orange County Commissioner, Homer Hartage

1. Call to Order and Pledge of Allegiance

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

2. Approval of Minutes

Mayor Dyer moved to approve the minutes of the April 27, 2006 Board meeting, George Gilhooley seconded and the motion passed unanimously.

3. Recognition

- Lisa Darnall, Chief Operating Officer, recognized the Rodeo maintenance team of Pat D'Amico, Hemo Hernanan and Fernando Polanco who took first place in the International Bus Rodeo competition sponsored by the American Public Transportation Association
- Peggy Gies, Chief Marketing Officer, recognized Kevin Plasterer for receiving the distinguished Budget Presentation by the Government Finance Officers Association

4. Public Comments

Chuck Graham, discussed ways the local coordinating board could support paratransit. One way is advertising on the paratransit vehicles. They are also discussing taking over the parking for the disabled in all three counties and the monies collected would be set aside for paratransit. Mr. Graham is hopeful that the Governor will sign the \$2 surcharge. He also mentioned Osceola County now has a shuttle bus to take riders from certain subdivisions to a fixed route bus stop. He is also hoping that the new signage at the bus stops has raised letters for the visually impaired.

Matt Roberts explained that there is currently a disincentive to use both fixed route and paratransit for a one-way trip because if an individual is not able to get to a fixed route location, and chooses to use paratransit to do so, that individual is charged twice if they are not blind. He also mentioned that Title 37 states that bus stop announcements are to be given; however, he is concerned that it is not being done on all buses and some door announcements do not work.

Vice Chairman Henley requests feedback on both issues brought back to the Board in a future meeting.

5. Chief Executive Officer's Report

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

1. Hurricane season begins June 1 and staff is planning for the season by coordinating with each of the emergency management agencies within our service area. A tabletop drill will take place on June 1 to test the structure for handling emergencies. Representatives from the local emergency management agencies will participate in the exercise.
2. The White House Commission on Remembrance requested that LYNX dedicate a bus to help get all Americans to pause for a few moments at 3PM on Memorial Day to reflect and honor those who have given their lives in service to our country. Last week, LYNX unveiled the bus at a very emotional and spirited event. The event included Commissioner Mercer, Mayor Dyer, Sandy Bushue, FTA Deputy Administrator, and Kenneth Conde, Sr., the father of a soldier killed while serving our country. The event was well received by those in attendance and there have been numerous compliments on the bus and how wonderful the event was. Herman Sandoval put together a video to support this event and it is being run on TTN and various local channels here in Central Florida.
3. J Marsh and I joined the Orlando Regional Chamber of Commerce and other members of this community to participate in the Washington, D.C. Fly-in.
4. I have met with various elected officials, as well as City of Orlando and Orange County Commission staff, promoting the need to secure adequate funding for LYNX through the \$2 car rental fee surcharge. The focus was to ensure that transit would be part of the funding allocation and that it would not be used to supplant existing funding. Both the City of Orlando and Orange County have agreed to allocate 25% of the annual revenues to LYNX for enhancing LYNX services.
5. LYNX has initiated a process within the organization to improve the quality of service to our customers. Last month a "Customer Excellence" program was launched that will change this organization's culture to understand the importance of customer service, both internally and externally.
6. Edward Johnson, LYNX Chief of Staff, has been selected by the Orlando Business Journal as one of the areas' "Top 40 Under 40" for 2006. This award recognizes business people under 40 who, although still young, are already influencing their industries and

their communities. Onyx Magazine will also be featuring Mr. Johnson in an upcoming issue of their magazine.

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**
- B. Authorization for the Chief Executive Officer (CEO) to execute a change order to Contract 03-019 for additional construction services**
- C. Authorizing Resolution to execute the Fiscal Year 2007 Transportation Disadvantaged Trip Grant**
- 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 Projects**

Motion: Mayor Dyer moved to approve all consent items, Secretary Gilhooley seconded and the motion passed unanimously.

7. Work Session

A. Transit Development Plan (TDP) – Minor year update (2007-2011)

LaChant Barnett, Manager of Strategic Planning, gave an update on the TDP. She explained that this is a minor update; major updates are every 3 years. This plan is required for State funding from FDOT. LYNX' five-year TDP contains demographic information, peer comparisons, a history and description of LYNX, service plan update, coordination opportunities, transit action plan, Capital improvement program and accomplishments.

The COA focused only on fixed-route whereas the TDP includes all transit offered by LYNX. The TDP looks at historical funding. Services that were in both the TDP and the COA are to increase Link 30 service to 30 minute frequency on Colonial Drive, improve service along Orange Blossom Trail, create a route servicing UCF, Waterford lakes and downtown Orlando, as well as improve service from Pine Hills to Disney.

The key goals of the TDP are increased revenues supporting transit operations, implement COA service recommendations by improving on-time performance, improve service frequencies and service improvements along major corridors. Other goals include improving communication to customers regarding transit options through advanced technology and to increase amenities to provide for customer safety and convenience while accommodating transitions from paratransit services to fixed route.

Some key accomplishments in 2005-2006 include installing digital surveillance on all LYNX buses for passenger and employee safety. Also, during the 1st and 2nd quarter LYNX surpassed its goals by 32% billing over \$604,000 in advertising sales.

B. Legislative Update

J. Marsh introduced Lena Juarez, LYNX' State of Florida Lobbyist. Ms. Juarez reported that the \$71.3B budget passed with the majority going to education and insurance reform;

however, LYNX secured \$300,000 for alternative fuel vehicles and \$300,000 for bus shelters.

LYNX also received \$4.7 M for the purchase of vehicles and replacement equipment as part of the five-year FDOT Work Plan and \$8.2M for block grant operating assistance from the total \$309M for public transit development grants; and \$9.7M for services expansion and enhancement. All of these amounts are increases from last year.

Very few bills passed this session on the legislative side. Only 386 bills passed out of a total of 2,500 bills introduced. However, there were some successes. First and foremost is the passage of the reform bill for the Commission on Transportation Disadvantaged which represents two years of work. This bill went through all the committees, and went through the House and Senate, unanimously. A bill signing ceremony will take place later this summer.

Senator Dan Webster sponsored the \$2 Rental Car Surcharge. This is the first step for LYNX in getting a dedicated funding source.

Other items of interest: Gary Siplin's bill to increase the size of LYNX' board died, and Senator Cary Baker's bill to increase fare-box revenues did not pass.

The growth management "Glitch Bill" legislation sponsored by Representative Randy Johnson did not go through.

Overall, it was a very successful legislative session.

9. Other Business

Linda Watson asked for the Board to authorize an amendment to LYNX' Administrative Rule 4, Contract Administration; specifically, Rule 4.4.1.A, to permit the Chief Executive Officer to delegate his/her authority under the Rule to approve and award procurement contracts to the CFO and/or CAO, provided they meet the following three criteria:

- a. A dollar value less than or equal to \$10,000,
- b. The cost of such procurement has been included in the approved budget,
- c. The contract is necessary for the operations of LYNX within the ordinary course of business.

Vice Chairman Henley explained that this item was discussed at the Audit Committee meeting and the recommendation to the Board is to authorize General Counsel to draft an amendment to accomplish this request.

Motion: Secretary Gilhooley moved to approve all consent items, Mayor Dyer seconded and the motion passed unanimously.

Ms. Watson also mentioned that the CEO would also have the ability to delegate the signing of those contracts to either the CFO or CAO if he/she were out for up to 30 days.

Mayor Dyer discussed the \$2 rental car surcharge. His preference would be to give LYNX more than 25%. 25% as agreed to by the county and city delineates the contribution from not only the County but all the municipalities in Orange County. It also contemplates that there will be a tri-party agreement with the City, County and LYNX.

10. Executive Session – Closed Door

Meeting adjourned at 2:00 p.m.

Consent Agenda Item #5.A

To: LYNX Board of Directors

From: **Peggy Gies**
CHIEF MARKETING OFFICER
Edward Johnson
(Technical Contact)
Lisa Darnall
(Technical Contact)

Presented By: Nadine Schaal, Esquire, Akerman Senterfitt

Phone: 407.841.2279 ext: 3020

Item Name: Denial of Sixth Amendment to the Amalgamated Transit Union Local 1596 Pension Plan

Date: 6/22/2006

ACTION REQUESTED:

Denial of the Sixth Amendment to the Amalgamated Transit Union Local 1596 Pension Plan which would have liberalized the definition of disability and expanded the eligibility for a disability pension benefit outside the collective bargaining process.

BACKGROUND:

The Amalgamated Transit Union Local 1596 (hereinafter "ATU 1596") brought an action against Orange-Seminole-Osceola Transportation Authority (otherwise known as "OSOTA") regarding its qualified retirement plan. The parties entered into a Stipulation of Settlement (hereinafter "Stipulation") on January 2, 1985. LYNX is the successor employer to OSOTA and, as such, entered into an Assignment and Assumption and Release with OSOTA. As a result of the Stipulation and Assignment and Assumption and Release, LYNX established a defined benefit plan consistent with the settlement agreements.

The Stipulation required LYNX to establish a defined benefit pension plan (hereinafter "ATU Plan") that would be subject to collective bargaining. Per the Stipulation, the funding and benefits of the ATU Plan would be subject to any collective bargaining agreement.

The Stipulation assigned the fiduciary roles of trusteeship, named fiduciaries and plan administration to the Board of Trustees created pursuant to the Stipulation. The Board of Trustees would consist of an equal number of appointees, with half being appointed by the Union and half being appointed by management of LYNX.

Generally, the duties and obligations of the trustees, while acting in their fiduciary capacity, include securing the ATU Plan's assets, investing prudently and insuring sufficient liquidity to pay benefits. The plan administrator, also a fiduciary role, has the obligation to interpret and enforce the terms of the ATU Plan, determine eligibility and benefits, and make any other determinations necessary or appropriate to administration of the ATU Plan.

Amendment of a retirement plan sponsored by an employer is usually delegated to the employer. The Stipulation does not state specifically how the ATU Plan would be amended, only that benefits and funding are subject to collective bargaining. While the ATU Plan document does say that the majority of the trustees may amend the ATU Plan, it does not state that this is the only way for the ATU Plan to be amended, nor does it define the complete procedure.

At the May 5, 2005 meeting of the Board of Trustees of the ATU Plan, a majority of the trustees, but not all, voted to amend the ATU Plan with regard to the disability pension provisions. The amendment was not required by statute for the ATU Plan to retain its qualified status. The amendment did change the definition of disability and the terms of eligibility for a disability benefit. Both provisions were significantly liberalized.

Procedurally, when the ATU Plan is amended, a letter must be sent to the Florida Division of Retirement advising that the employer will accept fiscal responsibility for the cost of any changes to a pension plan.

At the September 22, 2005 Audit Committee Meeting this amendment came before the Audit Committee as an information item. At that time potential future costs were not known; the Audit Committee directed LYNX staff to not sign the letter to the Florida Division of Retirement. The ATU has sought to determine whether additional information with regard to costs could be obtained.

The actuary has stated that, based on the information she has (see letter dated November 30, 2005), there is a no cost increase to the ATU Plan based on historical data. She explains the changes the amendment would make, stating the Board of Trustees is the key to administering the revised provision.

The pension board's attorney, Jill Hanson, has also compiled a comparison of the current disability benefit provision and the disability provisions pursuant to Amendment No. 6. It is clear from the correspondence from the attorney and the actuary that this is a change in benefits in the ATU Plan. The benefit is subject to collective bargaining; however, previously this provision has not been the subject of collective bargaining.

While there may or may not be future costs associated with this benefit, it is likely to increase costs since there is a different definition of disability and additional methods to qualify for a disability pension. However, regardless of the cost, it is a change in benefits that has not been subject to collective bargaining.

It is the recommendation of LYNX staff, based on analysis from its employee benefits and employment attorneys, that this Amendment No. 6 to the ATU Plan should not be accepted by

LYNX Board Agenda

LYNX since it has not been collectively bargained and LYNX does not wish to waive the collective bargaining process to change this benefit.

FISCAL IMPACT:

The fiscal impact this amendment may have to LYNX in the future cannot be quantified at this time. Based on historical data, the only data available, the actuary for the ATU Plan has determined that there is no cost. However, while there is no current increase in cost, based on the changes this amendment would make to the ATU Plan (making disability benefits available under more circumstances), it likely will have a future cost.

Consent Agenda Item #5.B

To: LYNX Board of Directors

From: Bert Francis II
CHIEF FINANCIAL OFFICER
Blanche Sherman
(Technical Contact)
Kenneth Nath
(Technical Contact)
Allan Lemaux
(Technical Contact)

Phone: 407.841.2279 ext: 3047

Item Name: Authorization for the Chief Executive Officer (CEO) to piggyback on a State contract with Borroughs Corporation to purchase high-density storage equipment for the LYNX Operating Center (LOC)

Date: 6/22/2006

ACTION REQUESTED:

LYNX staff is requesting authorization for the Chief Executive Officer (CEO) or designee to piggyback on a State contract with Borroughs Corporation to purchase high-density storage equipment for the LYNX Operating Center (LOC) in the amount of \$216,645.

BACKGROUND:

A high-density storage system is needed to help LYNX become more efficient in the distribution and storage of current vehicle parts inventory items and provide a seamless transition to future needs and requirements. The high-density storage system includes cabinets and additional pallet racks needed to meet the storage requirements at the LOC.

Overall, the objective is to maximize storage space in the Material Control area and improve the parts distribution process. As an added feature, by installing the system at the Princeton facility, it will be the means used to move the inventory to the LOC, while minimizing labor costs and down time related to moving the parts inventory independently.

LYNX staff plans to implement the use of a high-density storage system in two phases.

- Phase I will be the conversion of the Princeton parts room. This process will consist of the purchase and installation of high-density cabinets to handle the current material quantities, the breakdown of existing shelving and cabinets, and the documented relocation of all parts and pieces by category. This will allow LYNX staff to properly secure and track all parts prior to moving to the LOC.

LYNX Board Agenda

- Phase II will consist of the installation of high-density systems at the LOC and the movement of parts inventory from LYNX' Princeton and South Street facilities.

FISCAL IMPACT:

LYNX has included \$366,929 for the purchase, installation, and movement of high-density storage equipment in the LOC project budget. Borroughs Corporation has proposed to provide the related equipment and services under the State contract in the amount of \$216,645.

Consent Agenda Item #5.C

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 Change Order No. 043 to Contract No. 03-019, LYNX Operations Center Construction Project

Date: 6/22/2006

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute Change Order No. 043 to Contract No. 03-019 in the amount of \$157,274.00.

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 will be added to the Collage Design & Construction, d.b.a. The Collage Companies contract for additional material and labor incurred to reinforce the concrete pavement over the storm water piping. This change is needed to provide structural protection for the storm water piping in the bus parking areas south of LYNX Lane.

Pavement constructed over storm water piping requires either sufficient vertical separation from the pavement, or steel reinforcement in the pavement in order to distribute the vehicle loading and protect the piping from destructive pressures that would cause them to collapse. The original design provided neither sufficient cover, nor structural protection for the storm water piping.

The option of providing a sufficient vertical separation (a minimum of one pipe diameter of the pipe being used) was considered. This option would have required the entire site elevation to be raised a minimum of two feet; thus impacting the construction of all the buildings. This option was considered impractical and more expensive than adding reinforcing to the concrete pavement.

FISCAL IMPACT:

LYNX B ard Agenda

This change order will not change the overall budget; however, it will decrease the contingency on this project.

LYNX OPERATIONS CENTER
Revised Budget Including Change Order #43
June 22, 2006

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#43</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,778,062	\$ 157,274	\$ 14,935,336
Collage Owner Direct Purchases	<u>6,340,054</u>		<u>6,340,054</u>
Subtotal Collage Contract + Direct Purchases	21,118,116		21,275,390
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	586,035		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>1,037,532</u>	<u>(157,274)</u>	<u>880,258</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ (157,274)</u>	<u>\$ 33,864,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: Decrease \$ (157,274.00)

Description of Change:

This is an ADDITIVE change order that adds steel reinforcing bars to the concrete pavement over the storm drain pipe to protect the piping from destructive pressures from the buses. The original design did not allow for sufficient cover nor structural protection for the piping directly beneath the pavement.

Consent Agenda Item #5.D

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 Change Order No. 044 to Contract No. 03-019, LYNX Operations Center Construction.

Date: 6/22/2006

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute Change Order No. 044 to Contract No. 03-019 in the amount of \$180,251.00.

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 will be added to the Collage Design & Construction, d.b.a. The Collage Companies contract for additional material and labor incurred to install additional longitudinal, transverse and construction joints in accordance with the Joint Plan dated March 8, 2006.

The additional cost incurred will cover the concrete reinforcement measures to prevent future breach of structural integrity.

After a review of the contract drawings and specifications, insufficient information was provided for the contractor to determine the design requirements regarding the construction of concrete pavement. The City of Orlando Building Department issued a failed inspection notice citing the lack of a signed and sealed drawing that showed the construction requirements. The Engineer of Record was contacted and he provided the additional information required by the City.

FISCAL IMPACT:

This change order will not change the overall budget; however, it will decrease the contingency on this project.

LYNX OPERATIONS CENTER
Revised Budget Including Change Order #44
June 22, 2006

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#44</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,935,336	\$ 180,251	\$ 15,115,587
Collage Owner Direct Purchases	<u>6,340,054</u>		<u>6,340,054</u>
Subtotal Collage Contract + Direct Purchases	21,275,390		21,455,641
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	586,035		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>880,258</u>	<u>(180,251)</u>	<u>700,007</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ (180,251)</u>	<u>\$ 33,864,000</u>

SUMMARY:

Change in Total Budget:		\$ -
Change in Contingency:	Decrease	\$(180,251.00)

Description of Change:

This is an ADDITIVE change order that adds additional reinforcement to the concrete pavement since the drawings and specifications did not provide sufficient information to identify the design intent and requirements regarding the placement of reforcing bars and joint layout of the concrete pavement areas.

Consent Agenda Item #5.E

To: LYNX Board of Directors

From: Lisa Darnall
CHIEF OPERATING OFFICER
Jennifer Clements
(Technical Contact)
Helen Miles
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Adoption of the Final Draft 2007-2011 Transit Development Plan (TDP)
Minor Update

Date: 6/22/2006

ACTION REQUESTED:

Staff is requesting Board adoption of the Transit Development Plan (TDP) 2007-2011 minor year update at the June Board meeting in order for submittal to the Florida Department of Transportation (FDOT) to meet block grant funding requirements.

BACKGROUND:

Staff held a worksession on the draft FY 2007-2011 minor update at last month's Board meeting. A final draft TDP is provided in your Board packet.

This document was presented to the LYNX Transit Advisory Committee. The TDP was also presented to METROPLAN ORLANDO'S Transportation Technical Committee, Citizens Advisory Committee, Municipal Advisory Committee, and the METROPLAN ORLANDO'S Board for comment and review. A public meeting was held on June 8, 2006 at LYNX Central Station Board room. The draft TDP is available on LYNX' web site (www.golynx.com) along with print copies being available at LYNX' reception desk for public viewing during the comment period. To date, there have been no public comments. The comment period will remain open until the June Board meeting. Alternate format TDP's have been provided as requested.

FISCAL IMPACT:

The TDP is part of LYNX' requirement to receive State block grant funds from the Florida Department of Transportation. In FY 06 the block grant was approximately \$8 million.

Consent Agenda Item #5.F

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to increase the per-trip group rate reimbursement of LYNX' four coordination agencies by \$1.50 per one-way trip, effective July 1, 2006.

Date: 6/22/2006

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to increase Medicaid compensable coordination agency reimbursements by \$1.50 per one-way trip; going from \$14.90 per trip (less \$1.00 Medicaid co-pay) to \$16.40 per trip (less \$1.00 Medicaid co-pay) or an additional \$17,750 for the remainder of FY06, effective July 1, 2006.

BACKGROUND:

LYNX maintains coordination agreements with four local mental health providers who provide Medicaid compensable transportation services to their customers traveling to or from their own facilities at a significantly reduced group rate. Those four mental health providers are as follows:

- Lakeside Alternatives
- Seminole Community Mental Health
- Osceola Mental Health/Park Place Behavioral
- Specialized Treatment, Education, and Prevention Services

These entities provide their own services, but are required to maintain the same level of service standards as our primary Medicaid provider, MV Transportation. Due to rising costs of fuel, insurance, and labor/benefits, the coordination agencies have requested a small increase in their reimbursements.

LYNX staff believes this is a reasonable request due to the fact that if these agencies were no longer able to provide this service, or any portion thereof, there would be a substantial cost increase to LYNX. In other words, LYNX' average cost per trip is \$37.50 versus the \$16.40 per trip for the coordinated agency.

FISCAL IMPACT:

With the recent changes in Medicaid eligibility and HMO service provision, these four agencies are estimated to provide nearly 71,000 one-way trips per year in FY07. The additional \$1.50 per one-way trip will cost LYNX \$17,750 in FY06. Year-to-date Medicaid expenses are well below the FY06 budget, and the \$17,750 projected for the remainder of the fiscal year can be covered with no negative impact to the approved budget. The yearly expense of \$106,500 will be budgeted for FY07.

Consent Agenda Item #5.G

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to award a contract to Precision Transmission

Date: 6/22/2006

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a contract in the amount of \$347,820 with Precision Transmission of SW Florida to furnish 33 factory remanufactured ZF 5HP-590 transmissions. The contract term will be for one (1) year with two (2) one-year extensions.

BACKGROUND:

LYNX' bus fleet currently has 115 buses in service with greater than 500,000 miles. In order to extend the life of the bus, it is necessary to replace the transmission. In the IFB for ZF transmissions, LYNX requested a fixed unit price for the supply of 33 factory-remanufactured ZF 5HP-590 transmissions. The mileage on a LYNX owned ZF 5HP-590 transmission being replaced is between 425,000 and 625,000 miles. Under this contract, failed ZF transmissions will be remanufactured by the vendor under factory guidelines and supported by factory remanufactured transmission warranty.

On January 11, 2006, LYNX issued IFB #06-031 for the remanufacture of 33 ZF 5HP-590 transmissions. Two companies were solicited and two responded. Bids were opened on February 9, 2006 and Precision Transmission of SW Florida was the lowest bidder.

LYNX requested two options under IFB #06-031 for remanufactured ZF 5HP-590 transmissions. One option allowed for an exchange of the core unit while the other required the LYNX owned unit be remanufactured and returned. Both vendors did not show a difference in cost between the two options requested.

IFB EVALUATION

The IFB process was conducted in accordance to Purchasing and Contracts Division Invitation for Bid Policy, PRO-004.

The technical specification describes the specific requirements under the IFB for the procurement of rebuilt ZF 5HP-590 transmissions. Transmissions shall be rebuilt to factory specifications. The ZF 5HP-590 transmission may be attached to a DD Series 50 engine or a Cummins M-11 engine. LYNX requested one fixed unit price for the rebuild of all transmissions listed within the specification. The IFB’s scope of work encompasses the technical requirements of a certified and qualified distributor and remanufacturer of ZF transmissions for LYNX transit buses. It is LYNX’ intent to award a contract to Precision Transmission of SW Florida as being a responsible, responsive bidder who affirmatively demonstrates to LYNX that its firm has adequate financial resources and the requisite capacity, capability, and facilities to perform the contract within the delivery period. Based on past performance, the selected contractor (Precision Transmission) has the ability to supply certified equipment with full warranty coverage and the ability to work within the time restraints and scheduling pursuant to the requirements of the IFB.

Name of Bidder	Unit Price Option 1 or 2	Total Price Option 1 or 2
ZF Transmissions	\$12,100	\$399,300
Precision Transmission	\$10,540	\$347,820

FISCAL IMPACT:

Grant funding is available to support the purchase of remanufactured ZF 5HP-590 transmissions in the amount of \$347,820.

Consent Agenda Item #5.H

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to execute the second one-year option with FDOT for the Road Ranger Assistance Program

Date: 6/22/2006

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the second one-year option with the Florida Department of Transportation (FDOT) to continue the existing Road Ranger Assistance Program. The cost, which will be totally funded by FDOT, is not to exceed \$1,752,520 per year as outlined below for the specified coverage areas and hours of operation.

BACKGROUND:

On May 18, 1998, LYNX and the Florida Department of Transportation (FDOT) initiated the Highway Helper Program. The partnership with FDOT began with two technicians assisting stranded motorists, free of charge, on forty miles of the busiest sections of I-4, during weekday rush hour traffic. The goal was to provide a service to assist the stranded motorist and minimize instances where roadside breakdowns and accidents distract and slow down traffic. The trucks are specifically equipped to make minor vehicle repairs and the technicians are trained to assist with non-injury accidents and other emergency services. They also communicate with law enforcement and emergency services to ensure a quick response to traffic incidents, which occur on the most congested corridor of the region. As the Central Florida Regional Transportation Authority, it is the job of LYNX to enhance the movement of people and goods throughout Central Florida by reducing congestion on the area's roadways through a full array of transportation services. After expansions, with 100% funding from the FDOT, this program now consists of 24 Road Rangers, 1 Supervisor and 13 trucks. The patrol coverage area encompasses 76 miles of I-4 beginning at the Champions Gate – Exit 58, Polk County line, through Exit 132, I-95 Daytona Beach area in Volusia County. This is a 24/7/365 operation.

LYNX and our partners at FDOT are in the business of providing mobility. Our effort to maintain passable roads will improve this community's mobility and maintain an environment where transportation is part of the wonderful experience of being in Central Florida.

FISCAL IMPACT:

The services provided under the existing contract agreement are funded 100% by the Florida Department of Transportation. The current FDOT agreement #BD999 was originally executed in June 2004 in the amount of \$1,495,014 in year 1 and \$1,562,000 in year 2 of the contract. An amendment in the amount of \$190,520 was executed in January 2006 to cover excess expenses in LYNX' FY2005. Due to the various increases, such as fuel and other operating expense over the past year, the annual contract amount was increased to \$1,752,520 for the new contract periods of July 2006 to June 2007. This agreement will execute the second one-year option of the original contract.

Consent Agenda Item #5.I

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to purchase up to sixteen new Gillig buses

Date: 6/22/2006

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a contract with the Gillig Corporation for the purchase of up to sixteen 2006 Gillig transit buses at an estimated per vehicle price of \$355,000 for a total cost not to exceed the budgeted amount of \$5,680,000, per the terms of Hillsborough Area Regional Transit (HART) contract #2003-07-01 for buses as defined below.

BACKGROUND:

In accordance with the Transit Development Plan, LYNX has a continuous need to acquire new buses to accommodate the fleet requirement. Up to sixteen buses will be purchased in this bus order to provide new services as part of the Service Development Grants approved in 2006 and anticipated Service Development Grants for 2007. Service Development Grants are FDOT awarded funding designed to cover up to 50% of operations and maintenance costs for the first two years of service. LYNX currently has an active bus fleet of 238 revenue vehicles; this will increase the fleet to 254 buses.

In 2003, Hillsborough Area Regional Transit (HART) developed an RFP for multi-year pricing for the purchase of transit buses, which allows the Florida Public Transportation Association Finance Corporation members and other Florida transit agencies to purchase transit buses on an as needed basis from Gillig Corporation under the contract administered by HART. This contract, also referred to as a "pooled procurement" contract, allows for reduced procurement time, lower and stabilized prices, and achieves production efficiencies from an established relationship with Gillig Corporation. This is the second multi-year contract made available for Florida transit agencies. There is an administrative fee of \$500 per bus that will be paid to the Florida Public Transportation Association Finance Corporation. The fee of \$500 per bus would be paid on the first twenty buses in any given order. The contract term is for a five-year period, which began February 2, 2004 and ends February 1, 2009. The cost of each unit is based on the current HART contract price under the multi-year contract, which is tied to the Producer Price Index (PPI) for Truck and Bus Bodies.

LYNX Board Agenda

The Federal Transit Administration (FTA) fully supports and encourages the use of creative and innovative procurement techniques and strategies, such as joint or pooled procurements, for rolling stock to procure their actual needs. These tools have afforded agencies the freedom to collaborate and partner with each other in order to facilitate and to maximize leverage bargaining power and achieve economies-of-scale.

Service Development Grants were awarded to LYNX for the following services, which are scheduled to begin in December 2006; 11 buses are required to operate these services:

- Lake County Clermont Express (5 buses)
- Lake County extension of Link 55 (1 bus)
- UCF Alafaya Circulator, including Avalon extension (3 buses)
- Spares (2 buses)

Additionally, Service Development Grant applications have been submitted for the Link 30 and 3-Downtown Disney Direct Service. If approved, we anticipate a need for an additional five buses with service beginning as early as July 2007:

- Link 30 increased frequencies (from 60 minutes to 30 minutes) (4 buses)
- 3-Downtown Disney Direct Service (1 bus.)

By ordering buses now, we can be placed on the Gillig production schedule sooner and receive these buses beginning April 2007. To cover the gap between December 2006 service and the April 2007 delivery, LYNX can postpone retirement of buses needed for these services. Additionally, due to a PPI increase in January of each year, we will recognize a savings by ordering these buses now.

FISCAL IMPACT:

The estimated cost of these sixteen buses is \$5,680,000. The funding to pay for these buses will come from the following sources:

- \$2,640,000 from FDOT, Transportation Regional Incentive Program (TRIP) funds
- \$2,640,000 from a State Infrastructure Bank (SIB) Loan
- \$400,000 from a Federal Section 5309 Formula grant

LYNX will issue a contract directly with Gillig under HART's contract #2003-07-01 for up to sixteen 2006 Gillig transit buses at a not-to-exceed budgeted amount of \$5,680,000.

In the event any or all of the services planned for December 2006 or July 2007 are not implemented, the sixteen buses will be used for replacement buses and grant funded using 100% FTA funds. The capital funds are programmed for bus acquisition and are included in the FY07 LYNX Capital Improvement Budget.

Action Agenda Item #6.A

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 3017

Item Name: Discussion of the Chief Executive Officer's (CEO) contract renewal

Date: 6/22/2006

Action Agenda Item #6.B

To: LYNX Board of Directors

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

Presented By: Pat Christiansen, Legal Counsel

Phone: 407.841.2279 ext: 3017

Item Name: Authorization to amend Administrative Rule 4 -- Delegation of signature authority

Date: 6/22/2006

ACTION REQUESTED:

Staff is requesting the Board of Director's authorization to amend Section 4.4.1.A. of Administrative Rule 4.

BACKGROUND:

At its meeting on May 25, 2006, the Board authorized an amendment to LYNX' Administrative Rule 4, Contract Administration, specifically Rule 4.4.1.A thereof, to permit the Chief Executive Officer to delegate his or her authority under rule 4.4.1.A to the Chief Financial Officer and/or Chief Administrative Officer to approve and award Procurements and Contracts. At that meeting, LYNX General Counsel was directed to draft an amendment to such Rule 4.4.1.A to implement this authorization for submittal to the Board at its June 22, 2006 meeting.

The conditions approved by the Board at its May 25, 2006 meeting for such delegation was that any such Procurement and/or Contract has; (i) a dollar value less than or equal to \$10,000.00; (ii) the cost for such Procurement or Contract has been included in the approved budget; and (iii) such Procurement or Contract is necessary for the operations of LYNX within the ordinary course of business. In addition, the Chief Executive Officer shall be permitted to delegate his or her authority under Rule 4.4.1.A to approve and award Procurements and Contracts to the Chief Financial Officer and/or the Chief Administrative Officer provided such Procurements and Contracts fall with the parameters (i), (ii) and (iii) set forth in such Rule 4.4.1.A, and such delegation is necessary in the event of the Chief Executive Officer's temporary absence as a result of illness or travel; provided, however, that such delegation shall not exceed a term of

LYNX Board Agenda

thirty-days, and further provided that the Chief Executive Officer shall review, approve and ratify such Procurements, or Contracts upon his or her return from absence.

Request is hereby made for the Board to modify the above conditions for delegation to delete the last proviso (beginning with "...provided such Procurements...") and for the actual language to read as follows, and for there to be added to Rule 4.4.1.A. the following additional language:

The Chief Executive Officer may delegate his or her authority under this Section 4.4.1.A. to approve and award Procurements and Contracts to the Chief Financial Officer and/or the Chief Administrative Officer; provided, (a) that any such Procurement and/or Contract has a dollar value less than or equal to TEN THOUSAND AND NO/100 DOLLARS (\$10,000.00); (b) the cost of such Procurement or Contract has been included in the approved budget; and (c) such Procurement or Contract is within the ordinary course of LYNX business.

The foregoing paragraph will be added to Section 4.4.1.A. as above read.

Action Agenda Item #6.C

To: LYNX Board of Directors

From: **Lisa Darnall**
CHIEF OPERATING OFFICER
William Hearndon
(Technical Contact)
Blanche Sherman
(Technical Contact)
Genevieve Iacovazzi
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to execute a contract with MV Transportation, Inc. for Paratransit Services

Date: 6/22/2006

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a contract with MV Transportation, Inc. for Paratransit Services, as a result of Request For Proposal (RFP), contract #06-034. This contract is for an initial term of three years and two one-year options with negotiated annual amounts for fixed costs, vehicle capital costs, and variable costs per revenue hour. The total costs have been proposed as follows: \$14,276,156 for year one, \$14,783,616 for year two, \$15,508,935 for year three, \$16,301,502 for option year one, and \$17,010,817 for option year two. Annual increases were based on anticipated revenue hours of 320,915 for year one, 330,543 for year two, 340,459 for year three, 350,672 for option year one, and 361,192 for option year two, as projected by LYNX staff and projected variable cost increases as identified by MV. A summary table detailing these costs and comparing the three top candidates is attached.

BACKGROUND:

MV Transportation has been the provider of paratransit and stretcher service for LYNX for the past four and one-half years. The current FY06 budget for LYNX paratransit service provided by MV Transportation is \$14,200,000. The current Paratransit Services and Stretcher Services Contracts expire on September 30, 2006.

Prior to the release of the Request for Proposal (RFP), one of the LYNX management consulting agencies was issued a Work Order to assist in the development of the RFP. The purpose of this was to ensure that the proposals included best practices available within the transit industry. Additionally, LYNX formed a focus group of individuals with disabilities or associated with an

agency that provides service to individuals with disabilities to ensure that we addressed any ongoing issues with the current service. With the help of a consultant and the paratransit focus group, LYNX was able to develop an RFP that meets the needs of the community and LYNX. Additionally, the Audit Committee was briefed on March 24, 2006.

LYNX released a Request for Proposal for Paratransit Services in March 2006. The following five services are included under this RFP:

- ADA Complementary Paratransit Service (as required by the Americans with Disabilities Act of 1990)
- Transportation Disadvantaged (TD) Services
- Medicaid Non-Emergency Medical Transportation
- Medicaid Non-Emergency Stretcher Transportation
- Local Human Service Agency Transportation (under specific contracts)

Five responses were received – three from national paratransit providers, one from a local paratransit provider, and one from a local start-up company. The proposers are:

ACAP Special Transportation
4048 Shannon Brown Drive
Orlando, Florida 32808

Laidlaw Transit Services, Inc.
5360 College Blvd., Suite 200
Overland Park, Kansas 66211

D’Faithful Transportation, Inc.
181 Oxford Road, Suite 121
Casselberry, Florida 32730

MV Transportation, Inc.
360 Campus Lane, Suite 201
Fairfield, California 94534

First Transit, Inc.
705 Central Ave., Suite 300
Cincinnati, Ohio 45202

Proposers were asked to submit responses according to a specified outline. The RFP included a set of required forms as well as information about the scoring criteria that would be used to evaluate proposals. The RFP also included a detailed set of performance incentives and disincentives, aimed at improving overall service quality while managing costs. It also included specific requirements related to managing/minimizing employee turnover. In order to attract and retain a high quality work force, proposers were asked to develop appropriate wage rates and benefits packages for all employees, particularly for drivers and other hourly employees. Additionally, the designated Project Manager is required to remain in that position for three years, unless LYNX mutually agrees that the person may be reassigned to another project.

The RFP required development of a cost proposal that includes three components: fixed costs, variable costs, and vehicle capital costs. These cost categories are described in the Evaluation Process section below. The selected firm will be paid in accordance with this cost structure. It is anticipated that the performance incentives and disincentives, coupled with other performance

LYNX Board Agenda

requirements included in the RFP, and this cost structure should result in improved service quality.

Our contractor is currently monitored quarterly in only six areas. Each area has the ability to receive a \$2,000 incentive or a \$2,000 disincentive or neither. These areas include:

- Quarterly Inspections
- Complaints
- On Time Performance
- Accidents
- Reporting
- Telephone Standards

Under the new RFP, the contractor will be monitored monthly in multiple areas, with most areas having the ability to receive incentives and/or disincentives on a monthly or per incident basis. For more information on the new service standards, please reference Attachment 1 of this document.

EVALUATION PROCESS:

This recommendation is the result of a rigorous evaluation process undertaken by the Paratransit Services Source Evaluation Committee (SEC), which included the following five voting members and three non-voting members:

Voting Members

Lisa Darnall, Chief Operating Officer, LYNX
Bill Hearndon, Manager of Paratransit, LYNX
Blanche Sherman, Manager of Finance, LYNX
Jack Couture, Chair, LYNX Transit Advisory Committee
Marilyn Baldwin, Member, Transportation Disadvantaged Local Coordinating Board

Non-Voting Members

Mark Forsyth, Contracts Administrator, LYNX
Karen Kenning, Document Control Specialist, LYNX
Rosemary Gerty Mathias, Paratransit Consultant, TranSystems

Scoring Criteria

The following criteria were used for scoring the proposals.

- a. Experience of the respondent, references, experience of key project personnel, staffing plan and the compensation packages – 30%
- b. Safety and Training Programs – 20%
- c. Maintenance Program and Procedures – 10%
- d. Proposed Vehicles and Equipment – 5%
- e. Transition Plan – 10%

f. Costs – 25%

Experience

Experience of the firm and on-site key personnel are critical to the success of this program. Proposers were asked to describe the experience and expertise of key personnel, their staffing plan, and compensation packages. Particular emphasis was placed on identifying the proposed Project Manager and on-site senior management staff, including their relevant past experience and projected roles for the LYNX project. The firm's track record for similar projects was considered (i.e., experience with similar sized comparable paratransit projects). Detailed staffing plans were required to be commensurate with the expected level of effort and as specified in the RFP. Reference checks were conducted on proposers selected for oral presentations and were also part of the evaluation.

Safety and Training Programs

Safety and training are important elements of a successful paratransit program and must be compliant with Florida Vehicle System Safety Plan requirements under Rule 14-90, Florida Administrative Code and other regulations and policies. It is imperative that the contractor be responsive to these concerns for the safety of passengers, their employees, and other drivers. Proposers were asked to describe in detail their proposed training program and training/safety personnel.

Maintenance Program and Procedures

Preventive maintenance programs are key elements to retaining fleet availability and reliability. In addition, adequate numbers of mechanics and supervisors with appropriate skill levels are needed to repair and manage the fleet, to ensure an adequate spare ratio, and to be sure that vehicles are kept clean and in good repair. Particular emphasis is placed on the age and mileage of the fleet proposed. A new fleet will have some coverage under warranty work; however, routine and non-warranty work must be addressed in a timely way.

Proposed Vehicles and Equipment

Paratransit service requires sensitivity to the needs of its passengers and using appropriate vehicles and equipment are key. The RFP listed specific requirements for different types of vehicles. Finally, the proposed number of vehicles should be adequate to provide the required service while maintaining an adequate spare ratio (15% spare ratio at peak pullout was specified in the RFP).

Transition Plan

Whenever a contract is changed, it is important to have a realistic and detailed plan to minimize service disruption and to provide a smooth transition for passengers and employees. This is particularly true when a contractor is changed. Proposers were asked to specify the elements of a transition plan, including timing, anticipated for this project.

Cost Proposal

The cost proposals included three components: fixed costs, variable costs, and vehicle capital costs. The selected firm will be paid in accordance with this cost structure. It is expected that

the performance incentives and disincentives, coupled with this cost structure, will result in improved service.

1. **Fixed Costs** include the following items:

- A. Facility lease and renovation
- B. Facility furnishings and office equipment
- C. Utilities (including facility upkeep and maintenance)
- D. Facility insurance
- E. Facility taxes, permits, licenses
- F. Telephone system and services
- G. Computer hardware and maintenance
- H. Software installation and training
- I. Management staff labor (including project manager, assistant project manager, call center/IT and data manager, maintenance manager)
- J. Management staff fringe benefits
- K. Other (asked to list)

2. **Variable Costs** include the following items:

- A. Direct labor (i.e., reservationists, schedulers, dispatchers, dispatch assistance, office-clerical, mechanics, trainers, road supervisors, drivers, other)
- B. Fringe benefits
- C. Office supplies
- D. Uniforms and driver equipment
- E. Training material
- F. Maintenance, parts, tires
- G. Insurance
- H. Fuel and lubricants
- I. Management fees, profit, overhead
- J. Other (asked to detail)

3. **Vehicle Costs** (lease cost or purchase price depreciated over five years)

Evaluation

The SEC met four times to discuss the proposals:

- May 10, 2006 – Initial proposal review and ranking
- May 17, 2006 – Interviews with the three firms in the competitive range
- May 23, 2006 – Discussion of additional information received from interviews and reference checks
- May 25, 2006 – Final scoring

May 10, 2006 - Meeting

The first meeting on May 10 included a discussion of perceived strengths and weaknesses for each proposal. SEC voting members were asked to initially rank the proposals based on the scoring criteria described above. The resulting rankings were as follows:

1. MV Transportation
2. Laidlaw
3. First Transit
4. D'Faithful
5. ACAP Special Transportation

Based on the information provided in the proposals and the perceived strengths and weaknesses of the five proposers, MV Transportation, Laidlaw, and First Transit were identified as being in the competitive range and were asked to move forward in the selection process. These three firms were asked to respond to six itemized topics in oral presentations at the second meeting of the SEC.

May 17, 2006 - Meeting

The second meeting on May 17 included presentations by each of the firms in the competitive range (First Transit, Laidlaw, and MV Transportation). Each proposer was asked to answer the same pre-determined set of six questions, which were provided in advance. Proposers were asked not to make PowerPoint presentations but to answer each question, supplying additional information and clarification as needed. They were also required to bring the proposed on-site Project Manager. Additional questions were asked by the SEC to clarify the points made during the presentation, as needed. Each presentation lasted approximately one hour. Three reference checks were conducted for each of the three top candidates.

May 23, 2006 - Meeting

The third meeting on May 23 included a detailed discussion of the proposers' strengths and weaknesses. Ms. Mathias of TranSystems provided an overview of the strengths and weaknesses of each proposal and provided information about the reference checks she conducted for each proposer. Each voting and non-voting member also was asked to contribute to the discussion. A key discussion point centered on the level of service proposed and the corresponding cost proposals for each of the candidates.

May 25, 2006 - Meeting

The fourth meeting on May 25 included a final discussion of strengths and weaknesses of the proposals and the official scoring of proposals by voting members of the SEC. A summary of the scoring is included in Table 1 below.

Table 1 – Summary Evaluation Form

Evaluators	First Transit	Laidlaw	MV
Bill Hearndon	285	400	420
Lisa Darnall	340	435	440
Blanche Sherman	320	405	410
Marilyn Baldwin	390	475	500
Jack Couture	400	455	490
Total Score	1,735	2,170	2,260
Final Ranking	3	2	1

The SEC is recommending the proposal of MV because the SEC believes MV represents the best of the three proposals. Specifically, MV has already established themselves with LYNX and in the Central Florida area. A transition can be disruptive and the fact that there will be no transition with MV is an advantage. Furthermore, the cost savings of MV when compared to the next higher price of Laidlaw is about \$13.4M over the five-year life of the contract (including options).

The strengths of the MV proposal include a Project Manager who has good knowledge of Florida and LYNX, a driver compensation plan that is strong, a customer advocate position, and the inherent advantages of an incumbent – trained staff in place and a vehicle fleet on-site and available.

Laidlaw appeared to offer certain operational advantages over the MV proposal. These would include a better fleet mix, the most competitive compensation plan for non-drivers of the three proposers, and a better staffing plan. While these advantages are tangible, the SEC believes that MV Transportation is the most advantageous for LYNX.

The proposal of First Transit is considered to be less desirable than that of MV and Laidlaw.

Additional detailed information related to the three firms in the competitive range, specific to strengths and weaknesses, cost analysis, and fiscal impact are described below.

PROPOSAL STRENGTHS AND WEAKNESSES:

A summary of the strengths and weaknesses for the three firms in the competitive range as identified by the SEC members is shown in Attachment 2.

COST ANALYSIS:

Attachment 3 A, B, and C shows a cost comparison of the firms in the competitive range (MV Transportation, Laidlaw, and First Transit). The total cost proposal for MV totaled \$77,881,026 over five years. The total cost proposal for Laidlaw totaled \$91,339,920 over five years. The difference in cost is primarily attributable to higher variable costs proposed by Laidlaw when compared to MV. The total cost for First Transit totaled \$92,674,283.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

The Authority has established an approved annual DBE goal of 12.25%. The approved annual goal was established for the Request For Proposal (RFP) #06-034 Paratransit Services. MV Transportation has stated and agreed it will work with the Authority's Disadvantaged Business Enterprise (DBE) Officer to ensure a good faith effort to contract with DBE firms to meet the established goal. The DBE Officer will work with MV Transportation to ensure full contract compliance.

OUTSTANDING NEGOTIATIONS

MV has offered optional items, which have yet to be negotiated. We do not anticipate any significant cost increases. Those optional items are as follows:

Interactive Voice Response – additional \$80,000 annually

Web Based Reservation Option – additional \$50,000 annually

Progress Payment

If LYNX continues to allow progress payment, MV has offered to discount the cost of service by \$100,000 annually.

Stretcher Service Reimbursed

MV has requested that stretcher service be paid on a per-trip basis.

FISCAL IMPACT:

The cost of the LYNX Paratransit Services contract is estimated at \$14,276,156 for year one, \$14,783,616 for year two, \$15,508,935 for year three, \$16,301,502 for option year one, and \$17,010,817 for option year two. Funding is included in the LYNX 2007 Budget for Purchased Transportation Services in the amount of \$15,000,000.

**Attachment 1
Summary of New Service Standards**

Standard	Request for Proposal Standards
Complaints	Must be responded to within 5 business days. Goal of less than 3 valid complaints for every 1,000 one-way passenger trips provided. \$50 per unresolved complaint per day beyond 5 days.
Accidents and Incidents	Goal of less than 1 preventable accident for every 100,000 miles.
On Time Performance	<p>92% is required; 95% is desired. \$2,000 incentive for every whole percentage point (when rounded) above 95%. \$2,000 disincentive for every whole percentage point (when rounded) below 92%.</p> <p>\$2,000 incentive if no more than 1% of scheduled pick-ups are “very late” and no more than 1% of drop offs are “very late”. “Very late” is defined as more than 30-minutes after the end of the pick-up window.</p> <p>\$25 disincentive per trip for all pick-ups and drop-offs that are “very late” in excess of 1% of all scheduled trips.</p>
Missed Trips	No more than 0.3% of all trips scheduled. \$50 disincentive per missed trip where the contractor is at fault.
Ride Time	Fixed route time, plus 20-minutes. \$25 per trip disincentive for each 1-10 mile trip in excess of 60 minutes or greater than 10 mile trip in excess of 90 minutes.
Productivity	1.2 to 1.4 trips per hour. Incentive of 3% in the rate per vehicle revenue hour for every 0.1 increase in productivity above the 1.4 trips per hour goal. Disincentive of 3% reduction for every 0.1 decrease in productivity below 1.2 trips per hour.
Telephone Service Performance	Average of no more than two minutes hold time for any given hourly period, 95% of the time. \$2,000 disincentive charged if all call groups do not meet the above goal.
Vehicle Maintenance	Vehicles found in service that fail to meet requirements of the RFP will be charged \$500 per vehicle per day until the deficiency is corrected.
Driver Uniform	Drivers found in revenue service who’s uniform fails to meet the requirements of the RFP will be assessed \$25 per driver for each occurrence.
Driver Qualifications	\$100 per driver per day for drivers found to be in service without the required documentation of training in their employment file.
Accident Reporting	\$500 per accident per day for late reported accidents to LYNX; \$1,000 per accident per day where an injury is involved.

Summary of New Service Standards Continued

Unauthorized Use of Vehicles	\$2,000 per vehicle per incident.
Subcontracting	Up to 15% of all service may be subcontracted.
DBE Goal	12.25%
Fuel	On site fueling required. Fuel purchased through LYNX contract.
Phone System	Must be able to report by call groups; must be able to integrate with IVR in the future. Must have call recording for all non-administrative lines.
MDT/CAD/AVL System	Provided by LYNX.
Computer Software and Servers	Provided by LYNX.
Vehicles	<p>15% spare ratio. At least 75% of the fleet must be wheelchair accessible vehicles.</p> <p>Sedans and vans must not exceed 5 years in age or 200,000 miles.</p> <p>Body on chassis must not exceed 7 years in age or 250,000 miles.</p> <p>Stretcher vehicles must not exceed 7 years in age or 200,000 miles.</p> <p>On board cameras are required.</p>
Project Staffing	<p>Project Manager must be in place for a minimum of 2 consecutive year or face a \$50,000 disincentive</p> <p>A disincentive of \$100 per day, beyond 30-days, if the Project Manager, Assistant Project Manager, or Maintenance Supervisor position is unfilled.</p> <p>Goal of no more than 25% annual turnover of drivers, reservationists, and dispatch assistants; no more than 15% annual turnover of schedulers, dispatchers, road supervisors, and mechanics. \$1,000 per month incentive or disincentive for each whole percentage above or below the goals indicated above.</p>
Billing and Payment	Fixed, vehicle capital, and revenue hour reimbursements.

**Attachment 2
Strengths and Weaknesses**

Company/Bidder	Strengths	Weaknesses
<u>MV Transportation</u>	<ul style="list-style-type: none"> ○ Overall paratransit experience ○ LYNX experience ○ No transition necessary ○ Already established locally ○ Progress payment discount ○ Training meets timetable ○ Comprehensive fleet replacement program 	<ul style="list-style-type: none"> ○ Staffing plan and compensation package ○ Vehicle plan ○ Sick leave benefits not detailed
<u>Laidlaw Transit</u>	<ul style="list-style-type: none"> ○ Hourly wages competitive ○ Experience – key management staff ○ Staffing plan ○ Good Accident Plan ○ New vehicle fleet ○ Expanded training program 	<ul style="list-style-type: none"> ○ Cost higher ○ Exception to turnover rate ○ Need to establish local facility
<u>First Transit</u>	<ul style="list-style-type: none"> ○ Varied experience ○ Program vehicle maintenance plan ○ Safety/Training transition plan ○ Call Center experience ○ Meets timetable ○ Adequate number of operators 	<ul style="list-style-type: none"> ○ Low staff wages, driver and call center ○ High overall costs ○ Not as many benefits as other bidders ○ Start up cost too low, spread over 5 years ○ Need to establish local facility

**Attachment 3A
MV Transportation, Inc.
Proposed Costs**

LYNX Paratransit Contract Carrier Service (MV Transportation)						
	Contract Year 1 FY2007	Contract Year 2 FY2008	Contract Year 3 FY2009	Option Year 1 FY2010	Option Year 2 FY2011	Total Contract Amount
Vehicle Revenue Hours	320,915	330,543	340,459	350,672	361,192	1,703,781
Operating Cost:						
Fixed Cost	\$ 1,191,222	\$ 1,163,432	\$ 1,166,240	\$ 1,192,329	\$ 1,228,254	\$ 5,941,477
Variable Cost	<u>11,978,685</u>	<u>12,573,933</u>	<u>13,257,953</u>	<u>13,969,695</u>	<u>14,706,415</u>	<u>66,486,681</u>
Total Operating Cost	\$13,169,907	\$13,737,365	\$14,424,193	\$15,162,024	\$15,934,669	\$72,428,158
Capital Cost – Vehicle Purchase	<u>\$ 1,106,249</u>	<u>\$ 1,046,251</u>	<u>\$ 1,084,742</u>	<u>\$ 1,139,476</u>	<u>\$ 1,076,148</u>	<u>\$ 5,452,868</u>
Total Operating and Capital Cost	\$14,276,156	\$14,783,616	\$15,508,935	\$16,301,502	\$17,010,817	\$77,881,026
Hourly Rate – Variable Operating Cost	\$ 37.33	\$ 38.04	\$ 38.94	\$ 39.84	\$ 40.72	\$ 39.02
Hourly Rate – Operating & Capital Cost*	\$ 44.49	\$ 44.73	\$ 45.55	\$ 46.49	\$ 47.10	\$ 45.71

*Fixed costs, variable costs, and vehicle capital cost have been converted to a flat hourly cost for side-by-side comparison purposes.

**Attachment 3B
Laidlaw
Proposed Costs**

LYNX Paratransit Contract Carrier Service (Laidlaw)						
	Contract Year 1 FY2007	Contract Year 2 FY2008	Contract Year 3 FY2009	Option Year 1 FY2010	Option Year 2 FY2011	Total Contract Amount
Vehicle Revenue Hours	320,915	330,543	340,459	350,672	361,192	1,703,781
Operating Cost:						
Fixed Cost	\$ 897,105	\$ 920,415	\$ 944,731	\$ 951,798	\$ 978,363	\$ 4,692,413
Variable Cost	14,978,188	14,869,927	15,775,430	16,754,344	17,736,249	80,114,138
Total Operating Cost	\$15,875,293	\$15,790,342	\$16,720,161	\$17,706,142	\$18,714,612	\$84,806,551
Capital Cost – Vehicle Purchase	\$ 1,248,936	\$ 1,354,037	\$ 1,331,676	\$ 1,383,456	\$ 1,215,264	\$ 6,533,369
Total Operating and Capital Cost	\$17,124,229	\$17,144,379	\$18,051,837	\$19,089,598	\$19,929,876	\$91,339,920
Hourly Rate – Variable Operating Cost	\$ 46.67	\$ 44.99	\$ 46.34	\$ 47.78	\$ 49.10	\$ 47.02
Hourly Rate – Operating & Capital Cost*	\$ 53.36	\$ 51.87	\$ 53.02	\$ 54.44	\$ 55.18	\$ 53.61

*Fixed cost, variable costs, and vehicle capital costs have been converted to a flat hourly cost for side-by-side comparison purposes.

**Attachment 3C
First Transit
Proposed Costs**

LYNX Paratransit Contract Carrier Service (First Transit)						
	Contract Year 1 FY2007	Contract Year 2 FY2008	Contract Year 3 FY2009	Option Year 1 FY2010	Option Year 2 FY2011	Total Contract Amount
Vehicle Revenue Hours	309,916	310,137	313,330	322,730	332,412	1,588,525
Operating Cost:						
Fixed Cost	\$ 1,399,211	\$ 1,438,645	\$ 1,483,567	\$ 1,539,890	\$ 1,601,861	\$ 7,463,174
Variable Cost	<u>13,860,704</u>	<u>14,382,961</u>	<u>15,299,221</u>	<u>16,333,461</u>	<u>17,460,732</u>	<u>77,337,079</u>
Total Operating Cost	\$15,259,915	\$15,821,606	\$16,782,788	\$17,873,351	\$19,062,593	\$84,800,253
Capital Cost – Vehicle Purchase	<u>\$ 1,463,086</u>	<u>\$ 1,520,362</u>	<u>\$ 1,568,015</u>	<u>\$ 1,629,965</u>	<u>\$ 1,692,602</u>	<u>\$ 7,874,030</u>
Total Operating and Capital Cost	\$16,723,001	\$17,341,968	\$18,350,803	\$19,503,316	\$20,755,195	\$92,674,283
Hourly Rate – Variable Operating Cost	\$ 44.72	\$ 46.38	\$ 48.83	\$ 50.61	\$ 52.53	\$ 48.68
Hourly Rate – Operating & Capital Cost*	\$ 52.11	\$ 52.47	\$ 53.90	\$ 55.62	\$ 57.46	\$ 54.39

*Fixed cost, variable costs, and vehicle capital costs have been converted to a flat hourly cost for side-by-side comparison purposes.

Paratransit Services Contract

LYNX Board Meeting
Thursday, June 22, 2006



Background

- Current MV contract began March 2002
- Extended through September 30, 2006
- New contract coincides with LYNX fiscal year
- Identified goals for the next contract
 - Stabilized work force
 - Improved on time performance
 - Reduced fleet age
 - Decreased telephone hold time



Timeline

- December - Issued Work Order to consultant
- February - Staff and legal review
- Early March - Focus group review
- March - Released RFP
- May - Four SEC meetings
- June - Board approval
- October - Contract implementation



Source Evaluation Committee (SEC)

Voting Members:

Lisa Darnall, Chief Operating Officer, LYNX
Bill Hearndon, Manager of Paratransit, LYNX
Blanche Sherman, Manager of Finance, LYNX
Jack Couture, Chairman, LYNX Transit Advisory Committee
Marilyn Baldwin, Member, TDLCB

Non-Voting Members:

Mark Forsyth, Contract Administrator, LYNX
Karen Kenning, Document Control Specialist, LYNX
Rosemary Mathias, Paratransit Consultant, TranSystems



RFP Responses

ACAP Special Transportation
D'Faithful Transportation, Inc.
First Transit, Inc.
Laidlaw Transit Services, Inc.
MV Transportation, Inc.



Strengths and Weaknesses

First Transit, Inc.

Strengths

- Varied experience
- Program vehicle maintenance plan
- Safety/training transition plan
- Call Center experience
- Meets timetable
- Adequate number of operators

Weaknesses

- Low staff wages, driver and call center
- High overall costs
- Not as many benefits as other bidders
- Start up cost too low
- Need to establish local facility



Strengths and Weaknesses Laidlaw Transit

Strengths

- Hourly wages competitive
- Experience – key management staff
- Staffing plan
- Good accident plan
- New vehicle fleet
- Expanded training program

Weaknesses

- Costs higher
- Exception to turnover rate
- Need to establish local facility



Strengths and Weaknesses MV Transportation, Inc.

Strengths

- Overall paratransit experience
- LYNX experience
- No transition necessary
- Already established locally
- Progress payment discount
- Training meets timetable
- Comprehensive fleet replacement program

Weaknesses

- Staffing plan and compensation package
- Vehicle plan
- Sick leave benefits not detailed



LYNX Paratransit Contract Proposed Costs – Year 1

First Transit, Inc.

Vehicle Revenue Hours	309,916
Operating Cost:	
Fixed Cost	\$ 1,399,211
Variable Cost	<u>13,860,704</u>
Total Operating Cost	\$15,259,915
Capital Cost – Vehicle Purchase	\$ 1,463,086
Total Operating & Capital Cost	\$16,723,001
Hourly Rate – Variable Ops Cost	\$ 44.72
Hourly Rate – Operating & Capital	\$ 52.11



LYNX Paratransit Contract Proposed Costs – Year 1

Laidlaw Transit

Vehicle Revenue Hours	320,915
Operating Cost:	
Fixed Cost	\$ 897,105
Variable Cost	<u>14,978,188</u>
Total Operating Cost	\$15,875,293
Capital Cost – Vehicle Purchase	\$ 1,248,936
Total Operating & Capital Cost	\$17,124,229
Hourly Rate – Variable Operating Cost	\$ 46.67
Hourly Rate – Operating & Capital Cost	\$ 53.36



LYNX Paratransit Contract Proposed Costs – Year 1

MV Transportation, Inc.

Vehicle Revenue Hours	320,915
Operating Cost:	
Fixed Cost	\$ 1,191,222
Variable Cost	<u>11,978,685</u>
Total Operating Cost	\$13,169,907
Capital Cost – Vehicle Purchase	\$ 1,106,249
Total Operating & Capital Cost	\$14,276,156
Hourly Rate – Variable Operating Cost	\$ 37.33
Hourly Rate – Operating & Capital Cost	\$ 44.49



LYNX Paratransit Contract Proposed Total Costs – Over 5 Years

First Transit, Inc.

Vehicle Revenue Hours	1,588,525
Operating Cost:	
Fixed Cost	\$ 7,463,174
Variable Cost	<u>77,337,079</u>
Total Operating Cost	\$84,800,253
Capital Cost – Vehicle Purchase	\$ 7,874,030
Total Operating & Capital Cost	\$92,674,283
Hourly Rate – Variable Ops Cost	\$ 48.68
Hourly Rate – Operating & Capital	\$ 54.39



LYNX Paratransit Contract Proposed Total Costs – Over 5 Years

Laidlaw Transit

Vehicle Revenue Hours	1,703,781
Operating Cost:	
Fixed Cost	\$ 4,692,413
Variable Cost	<u>80,114,138</u>
Total Operating Cost	\$84,806,551
Capital Cost – Vehicle Purchase	\$ 6,533,369
Total Operating & Capital Cost	\$ 91,339,920
Hourly Rate – Variable Operating Cost	\$ 47.02
Hourly Rate – Operating & Capital Cost	\$ 53.61



LYNX Paratransit Contract Proposed Total Costs – Over 5 Years

MV Transportation, Inc.

Vehicle Revenue Hours	1,703,781
Operating Cost:	
Fixed Cost	\$ 5,941,477
Variable Cost	<u>66,486,681</u>
Total Operating Cost	\$72,428,158
Capital Cost – Vehicle Purchase	\$ 5,452,868
Total Operating & Capital Cost	\$77,881,026
Hourly Rate – Variable Operating Cost	\$ 39.02
Hourly Rate – Operating & Capital Cost	\$ 45.71



Scoring Criteria

Criteria	Weighted Percentage
Experience of the respondent, references, experience of key project personnel, staffing plan and the compensation package	30%
Safety and Training Programs	20%
Maintenance Program and Procedures	10%
Proposed Vehicles and Equipment	5%
Transition Plan	10%
Costs	25%



Summary of Scores

<u>Evaluators</u>	<u>First Transit</u>	<u>Laidlaw</u>	<u>MV</u>
Bill Hearndon	285	400	420
Lisa Darnall	340	435	440
Blanche Sherman	320	405	410
Marilyn Baldwin	390	475	500
Jack Couture	400	455	490
Total Score	1,735	2,170	2,260
Final Ranking	3	2	1



Next Steps

- Authorization to award contract
- Negotiate optional items
- Issue Notice to Proceed
- Execute contract
- Begin service - October 1, 2006



Action Requested

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer or designee to execute a Contract with MV Transportation, Inc. for Paratransit Services based an estimated cost of \$14,276,156 for year one with an annual increase based on anticipated revenue hours.



Thank you



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: 6/22/2006

EMPLOYEE/ DEPARTMENT	DESTINATION	PURPOSE	DATE Departure and Return	COMPANY COST
Dennis Brown Operations	Gainesville, FL	Attend Funeral	04/29/06	-
William Hearndon Operations	Ft Lauderdale, FL	Trans. Disadvantage Public Hearing	05/11-05/12/06	370
Brenda Rhodes Business Development	Ashville, NC	Southeast Chapter – Assoc. for Commuter Tansportation	05/24-05/28/06	1,083
Mira Bourova Planning	Volusia County	Volusia County GIS Users Group	05/26/06	-
Deochandra Sarjou Operations	Clearwater, FL	Air conditioning w/ 608 training	06/05-06/08/06	CUTR
William McCurdy Jr Operations	Clearwater, FL	Air conditioning w/608 training	06/05-06/08/06	CUTR
Blanche Sherman Finance	Marco Island, FL	Attend FGFO annual conf.	06/09/-06/14/06	1,509
Starlin Rolle Finance	Marco Island, FL	Attend FGFO annual conf.	06/09/-06/14/06	1,312
Bert Francis II Finance	Marco Island, FL	Attend FGFO annual conf.	06/09/-06/14/06	1,176
Doug Jamison Planning	Berkely, CA	Vehicle Assist and Automation	06/11/-06/14/06	1,225
Arthur Whitfield Risk Management	San Diego, CA	AtRisk Management Seminar	06/18-06/22/06	1,499

LYNX Board Agenda

Ellisa Darnall Operations	Washington, DC	ENO Center for Transit Leadership	07/9-07/14/06	4,058
Linda Watson Executive	Washington, DC	ENO Center for Transit Leadership	07/11/2006	ENO
			Total	12,232

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 April (Final)

Date: 6/22/2006

April 2006 – DRAFT

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

	April 2005	April 2006	Percentage +/-
Total Monthly Boardings	2,045,358	2,056,859	+0.6%
Average Weekday Boardings	79,983	82,743	+3.5%
Annual Ridership to Date	14,544,377	14,579,769	+0.2%

April 2006 experienced a system wide ridership total of 2,056,859 or an increase of 0.6% (or 11,501 passengers) compared to the 2,045,358 boardings recorded in April 2005.

Fixed Route – Comparison to Prior Year

	April 2005	April 2006	Percentage +/-
Total Monthly Boardings	1,983,698	2,001,487	+0.9%
Average Weekday Boardings	77,332	79,967	+3.4%
Annual Ridership to Date	14,068,867	14,148,941	+0.6%

Fixed route ridership for the month April 2006 totaled 2,001,487, reflecting a slight increase of 0.9% when compared to the 1,983,698 passengers carried in April 2005.

Fixed Route – Comparison to Prior Month

	March 2006	April 2006	Percentage +/-
Total Monthly Boardings	2,131,691	2,001,487	-6.1%
Average Weekday Boardings	78,457	79,967	+1.9%
Number of Weekdays	23	20	-15.0%

When compared to the near record setting fixed route boardings in March 2006, April 2006 experienced a decrease of 6.1%. However April 2006 saw an increase of 1.9% in the average number of passengers riding per weekday when compared to the average weekday ridership in March 2006 of 78,457.

Individual Fixed Route Comparison to Prior Year

Comparisons of individual route ridership during April 2006 show eight routes to have experienced a decline in ridership greater than 10% when compared to April 2005.

Route Decreases Greater Than 10%

- Link 6 – Dixie Belle (-14.4%)
- Link 10 – East U.S. 192/St. Cloud (-14.4%)
- Link 12 – Buenaventura Lakes/Boggy Creek (-20.0%)
- Link 16 – College Park/The Meadows (-12.5%)
- Link 27 – Plant Street/Oakland (-10.4%)
- Link 43 – Central Florida Parkway (-18.6%)
- Link 52 – Pine Castle/Tradeport (-12.9%)
- Link 54 – Story Road/Tildenville (-10.8%)

LYNX MONTHLY RIDERSHIP APRIL 2006 - DRAFT

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	96,949						678,535
25% OF VOTRAN	323	280	218	273	226	350	295						1,966
(all other Links)	1,937,622	1,920,566	1,975,403	1,869,830	1,834,244	2,026,533	1,904,243						13,468,440
Total Fixed Route	2,036,671	2,018,428	2,071,897	1,961,065	1,927,702	2,131,691	2,001,487						14,148,941
Special Shuttles	0	125	91	24,932	84	56	136						25,424
Access LYNX	44,693	45,409	42,823	42,680	40,117	52,251	40,590						308,563
VanPlan	12,472	12,194	13,054	13,473	14,272	16,730	14,646						96,841
TOTAL	2,093,836	2,076,156	2,127,865	2,042,150	1,982,175	2,200,728	2,056,859						14,579,769

DRAFT

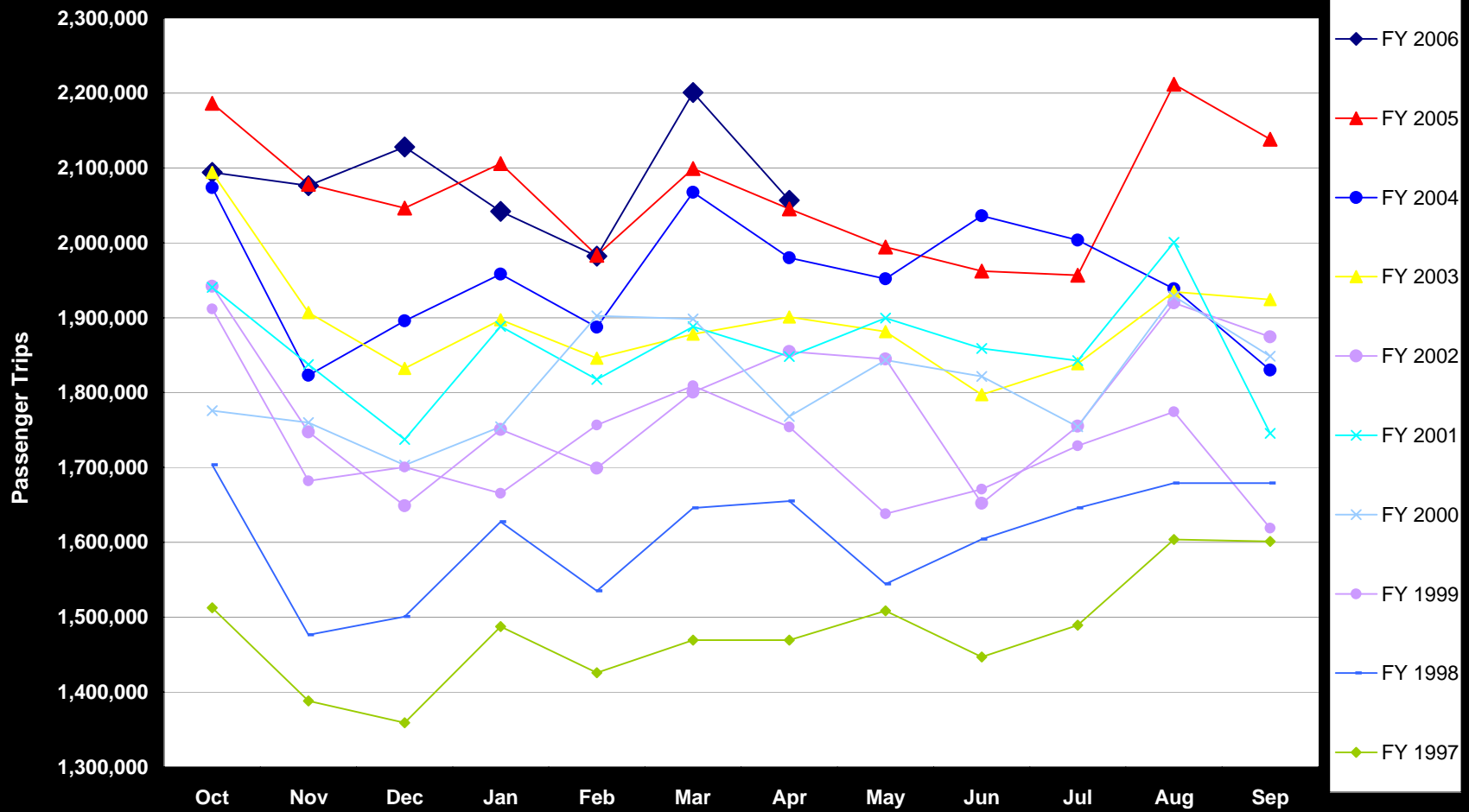
% CHANGE FROM FY 2005 TO FY 2006

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%	-8.9%						-0.4%
25% OF VOTRAN	-1.9%	-4.8%	-24.5%	-9.5%	-27.7%	1.4%	1.9%						-9.1%
(all other Links)	-4.5%	0.0%	4.4%	-2.5%	0.6%	5.2%	1.5%						0.6%
Total Fixed Route	-3.8%	0.3%	4.4%	-2.8%	0.2%	5.0%	0.9%						0.6%
Special Shuttles	-100.0%	145.1%	-13.3%	-5.3%	-25.0%	-87.9%	83.8%						-9.5%
Access LYNX	-11.5%	-7.9%	-7.7%	-12.8%	-12.5%	-1.2%	-16.7%						-9.9%
VanPlan	-29.2%	-27.4%	-15.3%	0.9%	1.7%	13.6%	13.8%						-7.6%
TOTAL	-4.2%	-0.1%	4.0%	-3.0%	0.0%	4.8%	0.6%						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

LYNX Ridership Growth - All Modes



LYNX AVERAGE DAILY RIDERSHIP APRIL 2006- DRAFT

FY 2006

<i>Service Mode</i>	<i>Day</i>	<i>Oct-05</i>	<i>Nov-05</i>	<i>Dec-05</i>	<i>Jan-06</i>	<i>Feb-06</i>	<i>Mar-06</i>	<i>Apr-06</i>	<i>May-06</i>	<i>Jun-06</i>	<i>Jul-06</i>	<i>Aug-06</i>	<i>Sep-06</i>	<i>AVG DAILY FOR YEAR</i>
LYMMO	Wkday	4,176	4,178	3,091	3,720	4,264	4,145	4,298						3,982
	Sat	1469	1562	895	1,387	1,181	1,497	1,377						1,338
	Sun	738	719	676	713	809	870	820						764
25% of Votran (all other Links)	Wkday	15	14	10	13	11	15	15						13
	Wkday	73,284	75,246	63,736	70,343	76,485	74,297	75,654						42,420
	Sat	49,640	50,522	42,215	49,487	49,154	50,882	50,612						28,543
	Sun	29,711	27,589	23,225	24,635	26,926	28,457	27,562						15,675
Total Fixed Route	Wkday	77,475	79,438	66,837	74,076	80,760	78,457	79,967						76,716
	Sat	51,109	52,084	43,110	50,874	50,335	52,379	51,989						50,269
	Sun	30,449	28,308	23,901	25,348	27,735	29,327	28,382						27,636
Access LYNX	Wkday	1,879	1,863	1,726	1,743	1,806	2,121	2,121						1,894
	Sat	741	770	732	732	720	776	776						750
	Sun	306	337	296	283	282	340	340						312
VanPlan	Wkday	542	521	557	563	567	667	655						582
	Sat	142	99	124	142	161	183	166						145
	Sun	74	83	83	103	158	167	143						116
TOTAL LYNX SERVICES	Wkday	79,896	81,822	69,120	76,382	83,133	81,245	82,743						46,195
	Sat	51,992	52,953	43,966	51,748	51,216	53,338	52,931						29,845
	Sun	30,829	28,728	24,280	25,734	28,175	29,834	28,865						16,370

DRAFT

% CHANGE FROM FY 2005 TO FY 2006

<i>Service Mode</i>	<i>Day</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>YEAR</i>
LYMMO	Wkday	6.9%	5.0%	-16.8%	-11.0%	-6.2%	1.4%	-6.5%						-5.3%
	Sat	100.7%	48.2%	-34.0%	-14.5%	-18.0%	-2.7%	6.4%						3.8%
	Sun	21.2%	0.3%	14.4%	-4.3%	-1.5%	1.9%	-5.4%						3.1%
25% of Votran (all other Links)	Wkday	-2.1%	-0.3%	-21.1%	-9.6%	-27.8%	1.4%	6.8%						-9.6%
	Wkday	-5.2%	-0.5%	-9.0%	-5.0%	1.1%	5.7%	4.0%						-41.8%
	Sat	-2.9%	4.4%	-15.2%	0.0%	-2.1%	4.3%	6.0%						-42.0%
	Sun	0.4%	1.9%	-9.4%	-10.3%	0.7%	0.5%	0.5%						-43.9%
Total Fixed Route	Wkday	-4.6%	-0.2%	-9.4%	-5.3%	0.7%	5.5%	3.4%						-0.6%
	Sat	-1.4%	5.3%	-15.7%	-0.5%	-2.6%	4.1%	6.1%						-0.5%
	Sun	0.8%	1.9%	-8.9%	-10.2%	0.7%	0.5%	0.4%						-3.7%
Access LYNX	Wkday	-12.3%	-7.3%	-10.4%	-14.6%	-13.6%	0.4%	2.0%						-6.4%
	Sat	-1.7%	1.9%	14.6%	11.6%	-1.9%	1.2%	2.2%						4.1%
	Sun	-1.9%	1.5%	-32.4%	-21.4%	-5.7%	2.4%	4.0%						-2.0%
VanPlan	Wkday	-22.7%	-26.7%	-9.1%	-3.4%	-8.4%	11.2%	14.7%						-1.1%
	Sat	-37.7%	-43.8%	-27.9%	35.2%	-35.9%	23.6%	40.7%						-9.4%
	Sun	-68.2%	-23.9%	-48.4%	-13.4%	-0.6%	87.6%	107.2%						1.9%
TOTAL LYNX SERVICES	Wkday	-5.0%	-0.6%	-9.4%	-5.6%	0.3%	5.4%	3.5%						-42.1%
	Sat	-1.6%	5.1%	-15.4%	-0.2%	-2.7%	4.1%	6.1%						-41.9%
	Sun	0.2%	1.8%	-9.5%	-10.3%	0.6%	0.8%	0.7%						-43.8%

FY 2005

<i>Service Mode</i>	<i>Day</i>	<i>Oct-04</i>	<i>Nov-04</i>	<i>Dec-04</i>	<i>Jan-05</i>	<i>Feb-05</i>	<i>Mar-05</i>	<i>Apr-05</i>	<i>May-05</i>	<i>Jun-05</i>	<i>Jul-05</i>	<i>Aug-05</i>	<i>Sep-05</i>	<i>AVG DAILY FOR YEAR</i>
LYMMO	Wkday	3,908	3,978	3,713	4,182	4,544	4,089	4,595	4,201	4,065	4,234	4,433	4,517	4,205
	Sat	732	1054	1357	1,623	1,440	1,539	1,294	1,315	1,093	1,205	1,373	1,447	1,289
	Sun	609	717	591	745	821	854	867	651	679	836	763	756	741
25% of Votran (all other Links)	Wkday	16	14	13	14	16	15	14	14	14	15	15	15	15
	Wkday	77,294	75,616	70,045	74,058	75,646	70,297	72,723	70,699	68,499	69,541	74,373	76,602	72,949
	Sat	51,126	48,411	49,800	49,483	50,215	48,793	47,729	47,622	46,424	48,093	50,897	52,213	49,234
	Sun	29,606	27,075	25,636	27,472	26,726	28,325	27,414	26,849	27,737	28,416	30,031	30,084	27,948
Total Fixed Route	Wkday	81,218	79,608	73,771	78,254	80,206	74,401	77,332	74,914	72,578	73,790	78,821	81,137	77,169
	Sat	51,858	49,465	51,157	51,106	51,655	50,332	49,023	48,937	47,517	49,298	52,270	53,660	50,523
	Sun	30,215	27,792	26,227	28,217	27,547	29,179	28,281	27,500	28,416	29,252	30,794	30,840	28,688
Access LYNX	Wkday	2,142	2,009	1,927	2,040	2,090	2,112	2,080	1,933	2,032	1,912	2,019	1,990	2,024
	Sat	754	756	639	656	734	767	759	727	714	686	707	743	720
	Sun	312	332	438	360	299	332	327	312	278	271	268	291	318
VanPlan	Wkday	701	711	613	583	619	600	571	532	496	502	560	570	588
	Sat	228	176	172	105	251	148	118	79	55	97	382	113	160
	Sun	233	109	161	119	159	89	69	71	70	129	83	72	114
TOTAL LYNX SERVICES	Wkday	84,061	82,328	76,311	80,877	82,915	77,113	79,983	77,379	75,106	76,204	81,400	83,697	79,781
	Sat	52,840	50,397	51,968	51,867	52,640	51,247	49,900	49,743	48,286	50,081	53,359	54,516	51,404
	Sun	30,760	28,233	26,826	28,696	28,005	29,600	28,677	27,883	28,764	29,652	31,145	31,203	29,120

ROUTE RIDERSHIP REPORT

Link No	Route	FY05 Average Monthly Ridership	Feb-06	% Change February 06 to March 06	Mar-06	% Change March 06 to April 06	Apr-06	% Change April 06 to April 05	Change April 06 as Compared to FY05 Avg. Monthly Ridership
1	N Orange Ave./Altamonte Mall	17,758	16,206	17.6%	19,059	-6.6%	17,798	14.4%	0.22%
2	Colonialtown	3,605	4,164	-12.1%	3,661	-9.8%	3,303	17.7%	-8.38%
3	Lake Margaret	17,630	17,174	13.0%	19,407	-4.0%	18,623	3.3%	5.63%
4	South U.S. 441/Kissimmee	141,616	138,335	13.8%	157,411	-8.7%	143,732	4.2%	1.49%
5	Lake George/Fort Gatlin	5,013	4,477	16.3%	5,205	-8.6%	4,758	-6.6%	-5.08%
6	Dixie Belle	19,003	16,143	12.5%	18,154	-9.1%	16,499	-14.4%	-13.18%
7	S. Orange Ave./Florida Mall	25,426	22,423	15.0%	25,797	-6.3%	24,163	-4.2%	-4.97%
8	W. Oak Ridge Rd./Int'l Dr.	155,602	148,806	12.3%	167,160	-2.8%	162,455	5.8%	4.40%
9	N. Orange Ave./Rosemont	29,726	30,101	13.3%	34,112	-9.9%	30,735	5.5%	3.39%
10	East U.S. 192/St. Cloud	20,147	20,849	8.1%	22,530	-14.9%	19,167	-14.4%	-4.86%
11	S. Orange Ave./OIA	35,133	31,857	12.7%	35,910	-6.0%	33,741	-2.4%	-3.96%
12	Buenaventura Lks/Boggy Ck	8,124	7,531	9.1%	8,215	-5.1%	7,796	-20.0%	-4.04%
13	University of Central Florida	35,077	31,901	13.3%	36,139	-10.1%	32,485	-8.1%	-7.39%
14	Princeton Street/Plymouth Apts.	6,564	5,690	6.5%	6,058	-2.7%	5,897	-8.2%	-10.16%
15	Curry Ford Rd./V.C.C. East	47,552	47,587	10.2%	52,454	-7.8%	48,363	-0.8%	1.71%
16	College Park/The Meadows	11,004	9,881	5.1%	10,384	-2.0%	10,181	-12.5%	-7.48%
17	North U.S. 441/Apopka	51,586	49,554	12.8%	55,889	-6.2%	52,401	3.3%	1.58%
18	S. Orange Ave./Kissimmee	35,515	33,837	14.7%	38,803	-9.9%	34,971	-4.8%	-1.53%
19	Richmond Heights	28,605	27,809	7.8%	29,974	-5.0%	28,467	3.6%	-0.48%
20	Malibu/Pine Hills	64,130	64,973	11.5%	72,464	-8.4%	66,372	5.3%	3.50%
200	Volusia Express	316	226	54.9%	350	-15.7%	295	1.7%	-6.70%
21	Carver Shores/Tangelo Park	81,009	75,011	8.2%	81,139	-1.0%	80,324	2.6%	-0.85%
22	Richmond Estates	27,498	26,755	5.4%	28,188	-10.3%	25,295	-4.3%	-8.01%
23	Winter Park/Forest City	26,783	24,702	17.1%	28,917	-7.1%	26,861	-1.1%	0.29%
24	Millenia	9,006	8,557	15.7%	9,899	-7.5%	9,154	3.6%	1.65%
25	Silver Star Rd.	73,995	71,229	8.9%	77,585	-9.3%	70,396	-3.9%	-4.86%
26	Pleasant Hill Rd./Poinciana	14,778	14,901	13.8%	16,961	-6.0%	15,939	0.5%	7.85%
27	Plant St./Oakland	7,585	6,485	15.1%	7,463	-5.5%	7,053	-10.4%	-7.02%
28	E. Colonial Dr./Azalea Park	43,223	42,437	14.7%	48,663	-9.1%	44,226	5.8%	2.32%
29	E. Colonial Dr./Goldenrod	42,028	38,556	16.4%	44,891	-10.1%	40,355	-2.0%	-3.98%
30	Colonial Dr. Crosstown	51,192	48,292	15.2%	55,648	-5.7%	52,465	0.2%	2.49%
300-304	Downtown Disney Direct	15,924	15,524	12.4%	17,452	-6.1%	16,384	2.7%	2.89%
Lymmo	Lymmo	98,820	93,232	12.4%	104,808	-7.5%	96,949	-8.9%	-1.89%
32	Union Park/Bithlo	4,362	4,364	20.0%	5,236	-16.8%	4,355	2.0%	-0.17%
33	Midway/Sanford Airport	2,148	2,125	23.0%	2,614	-17.3%	2,163	4.9%	0.71%
34	Sanford/Goldsboro	7,297	7,033	17.4%	8,256	-12.8%	7,199	7.0%	-1.34%
36	Lake Richmond	24,681	22,037	9.0%	24,016	0.0%	24,028	-2.8%	-2.65%
37	Park Promenade Plaza/Florida Mall	59,510	59,332	10.1%	65,297	-5.7%	61,576	2.8%	3.47%
38	Downtown Orlando/Int'l Dr.	14,845	13,739	16.1%	15,945	-3.0%	15,464	9.4%	4.17%
39	U.S. 17-92/Sanford	61,948	57,916	11.8%	64,763	-6.1%	60,812	-3.3%	-1.83%
40	Americana/Universal Orlando	35,384	30,663	16.4%	35,683	-4.0%	34,247	1.0%	-3.21%
41	S.R. 436 Crosstown	124,669	115,875	13.0%	130,930	-7.9%	120,566	-2.2%	-3.29%
42	International Dr./OIA	77,359	70,901	18.1%	83,724	-4.0%	80,357	8.5%	3.88%
43	Central Florida Pkwy.	13,859	11,466	19.4%	13,696	-15.5%	11,579	-18.6%	-16.45%
44	Clarcona/Zellwood	18,176	17,958	7.5%	19,305	-6.5%	18,052	-3.5%	-0.68%
45	Lake Mary	3,811	4,245	10.6%	4,696	-6.7%	4,383	8.9%	15.02%
46	W. S.R. 46/Seminole Towne Ctr.	11,761	12,731	18.1%	15,030	-11.2%	13,345	10.5%	13.47%
47	Oviedo	3,823	4,151	13.4%	4,707	-5.4%	4,453	25.7%	16.48%
48	W. Colonial Dr./Park Promenade	46,929	46,157	11.4%	51,428	-1.9%	50,466	8.8%	7.54%
49	W. Colonial Dr./Pine Hills	47,945	48,009	13.4%	54,460	-7.3%	50,486	5.6%	5.30%
50	Downtown Orlando/Magic Kingdom	37,170	32,046	16.4%	37,296	10.9%	41,347	24.4%	11.24%
51	Conway/OIA	34,533	33,317	10.8%	36,917	-7.0%	34,340	0.4%	-0.56%
52	Pine Castle/Tradeport	6,010	5,181	19.4%	6,187	-10.1%	5,564	-12.9%	-7.42%
53	Story Rd./Tildenville	8,923	9,069	13.9%	10,330	-11.6%	9,129	-0.2%	2.31%
54	Old Winter Garden Rd.	15,223	13,982	9.5%	15,312	-8.0%	14,084	-10.8%	-7.48%
55	West U.S. 192/Orange Lake	29,090	30,119	11.6%	33,618	-6.2%	31,540	7.1%	8.42%
56	West U.S. 192/Magic Kingdom	30,715	31,784	10.8%	35,210	-2.7%	34,258	16.8%	11.54%
57	John Young Pkwy.	14,780	13,919	17.0%	16,285	-11.0%	14,500	7.6%	-1.90%
Unknown	Farebox Errors	16,589	34,378				5,591	-48.6%	-66.30%
Total		2,002,513	1,927,702	10.6%	2,131,691	-6.1%	2,001,487	0.9%	-0.1%

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: 6/22/2006

Please find attached the monthly financial reports for the seven months ending April 30 2006, which includes LYNX' Balance Sheets as of April 30, 2006 and 2005 for your review and information as needed. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the seven months ending April 30, 2006 indicates total revenue earned in the amount of \$52,991,748 and total expenses incurred in the amount of \$49,860,942 resulting in a net operating profit of \$3,130,806.

In addition:

- Fixed route and mobility services resulted in an operating profit of \$2,613,502 for the seven months of operations.
- Paratransit services resulted in an operating profit of \$517,304 for the seven months 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)
BALANCE SHEETS
APRIL 30, 2005 AND 2006
(UNAUDITED)**

	2006	2005
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents	\$ 6,006,694	\$ 6,343,533
Receivables:		
Local, trade and operating assistance	7,694,307	7,079,940
Federal grants	731,678	6,197,490
State grants	9,257,432	2,624,049
Inventory	1,660,420	1,243,795
Prepaid expenses and other assets	2,872,180	270,762
Restricted cash and cash equivalents	2,193,237	774,550
Total current assets	30,415,948	24,534,119
 NONCURRENT ASSETS:		
Restricted cash and cash equivalents	5,085,767	4,768,185
 Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	39,457,783	38,295,582
Revenue vehicles	68,984,354	67,410,076
Furniture, Fixtures & Equipment	14,715,448	12,185,712
Leasehold improvements	1,705,204	1,802,285
Total property and equipment	133,434,254	128,265,120
Less accumulated depreciation	(69,075,283)	(68,180,132)
Construction work in progress	28,010,130	15,417,603
Net property and equipment	92,369,101	75,502,591
Other assets	1,017,079	1,650,833
Total noncurrent assets	98,471,947	81,921,609
TOTAL ASSETS	\$ 128,887,895	\$ 106,455,728

C.F.R.T.A. (LYNX)
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
FOR THE MONTH OF APRIL AND THE SEVEN MONTHS ENDED APRIL 30, 2006
(UNAUDITED)

	Year to Date:			Month of April:		
	<u>Budget</u>	<u>Actual</u>	%	<u>Budget</u>	<u>Actual</u>	%
OPERATING REVENUES						
Customer Fares	\$ 10,480,673	\$ 10,807,394	103.1%	\$ 1,497,239	\$ 1,539,317	102.8%
Contract Services:						
Local Financial Assistance	4,515,538	4,441,193	98.4%	645,077	634,456	98.4%
Other Contractual Services	5,104,026	4,533,184	88.8%	731,429	684,199	93.5%
Advertising	880,833	1,048,398	119.0%	125,833	128,052	101.8%
Other Operating Income	<u>324,536</u>	<u>294,624</u>	<u>90.8%</u>	<u>46,362</u>	<u>14,199</u>	<u>30.6%</u>
 Total Operating Revenues	 <u>21,305,606</u>	 <u>21,124,793</u>	 <u>99.2%</u>	 <u>3,045,940</u>	 <u>3,000,223</u>	 <u>98.5%</u>
NONOPERATING REVENUES:						
Operating assistance grants:						
Federal	408,333	408,333	100.0%	58,333	58,333	100.0%
State of Florida	4,638,484	4,638,484	100.0%	662,641	662,641	100.0%
Local	19,477,167	19,477,167	100.0%	2,782,453	2,782,453	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	109,078	109,078	100.0%	107,996	107,996	100.0%
Federal - Other	5,703,578	5,703,578	100.0%	777,671	777,671	100.0%
State of Florida - Commuter Rail Project	-	-	0.0%	-	-	0.0%
State of Florida - BRT Circulator Project	93,962	93,962	100.0%	-	-	0.0%
State of Florida - Other	1,069,132	1,107,261	103.6%	152,733	148,071	96.9%
Local Matching - BRT Circulator Project	-	-	0.0%	-	-	0.0%
Local Matching - Other	-	-	0.0%	-	-	0.0%
Interest Income	154,063	329,092	213.6%	22,009	59,710	271.3%
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>31,653,797</u>	 <u>31,866,955</u>	 <u>100.7%</u>	 <u>4,563,836</u>	 <u>4,596,875</u>	 <u>100.7%</u>
 Fund Balance	 <u>-</u>	 <u>-</u>	 <u>0.0%</u>	 <u>-</u>	 <u>-</u>	 <u>0.0%</u>
 Total Revenues	 <u>52,959,403</u>	 <u>52,991,748</u>	 <u>100.1%</u>	 <u>7,609,776</u>	 <u>7,597,098</u>	 <u>99.8%</u>
OPERATING EXPENSES:						
Salaries and Wages	19,819,709	19,104,751	96.4%	2,907,996	2,759,740	94.9%
Fringe Benefits	10,775,539	10,520,017	97.6%	1,567,445	1,619,773	103.3%
Purchased Transportation Services	9,204,882	7,075,717	76.9%	1,314,983	895,530	68.1%
Fuel	4,321,830	5,371,301	124.3%	617,404	875,010	141.7%
Other Materials and Supplies	2,497,599	2,497,599	100.0%	355,695	355,695	100.0%
Professional Services	794,879	794,879	100.0%	342,262	342,261	100.0%
Other Services	1,952,995	1,952,995	100.0%	243,391	243,391	100.0%
Lease and Miscellaneous Expenses	779,071	809,716	103.9%	125,812	126,418	100.5%
Casualty and Liability Insurance	718,165	718,165	100.0%	92,106	92,106	100.0%
Utilities	365,417	502,669	137.6%	47,379	93,301	196.9%
Taxes and Licenses	224,197	511,625	228.2%	32,458	68,900	212.3%
Interest Expense	<u>9,328</u>	<u>1,508</u>	<u>16.2%</u>	<u>1,333</u>	<u>161</u>	<u>12.1%</u>
 Total Operating Expenses Before Depreciation	 <u>51,463,611</u>	 <u>49,860,942</u>	 <u>96.9%</u>	 <u>7,648,264</u>	 <u>7,472,286</u>	 <u>97.7%</u>
 OPERATING GAIN / (LOSS)	 <u>\$ 1,495,792</u>	 <u>\$ 3,130,806</u>	 <u>209.3%</u>	 <u>\$ (38,488)</u>	 <u>\$ 124,812</u>	 <u>324.3%</u>

C.F.R.T.A. (LYNX)
FIXED-ROUTE AND MOBILITY SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF APRIL AND THE SEVEN MONTHS ENDED APRIL 30, 2006
(UNAUDITED)

	Year to Date:			Month of April:		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
OPERATING REVENUES						
Customer Fares	\$ 9,978,413	\$ 10,356,607	103.8%	\$ 1,425,488	\$ 1,484,004	104.1%
Contract Services:						
Local Financial Assistance	4,515,538	4,441,193	98.4%	645,077	634,456	98.4%
Other Contractual Services	235,490	235,490	100.0%	35,924	35,924	100.0%
Advertising	880,833	1,048,398	119.0%	125,833	128,052	101.8%
Other Income	<u>324,536</u>	<u>294,624</u>	<u>90.8%</u>	<u>46,362</u>	<u>14,199</u>	<u>30.6%</u>
Total Operating Revenues	<u>15,934,810</u>	<u>16,376,312</u>	<u>102.8%</u>	<u>2,278,684</u>	<u>2,296,635</u>	<u>100.8%</u>
NONOPERATING REVENUES:						
Operating assistance grants:						
Federal	408,333	408,333	100.0%	58,333	58,333	100.0%
State of Florida	4,638,484	4,638,484	100.0%	662,641	662,641	100.0%
Local	15,966,549	15,966,549	100.0%	2,280,936	2,280,936	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	109,078	109,078	100.0%	107,996	107,996	100.0%
Federal - Other	4,840,245	4,840,245	100.0%	654,338	654,338	100.0%
State of Florida - Commuter Rail Project	-	-	0.0%	-	-	0.0%
State of Florida - BRT Circulator Project	93,962	93,962	100.0%	-	-	0.0%
State of Florida - Other	1,069,132	1,107,261	103.6%	152,733	148,071	96.9%
Local Matching - BRT Circulator Project	-	-	0.0%	-	-	0.0%
Local Matching - Other	-	-	0.0%	-	-	0.0%
Interest Income	154,063	329,092	213.6%	22,009	59,710	271.3%
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>27,279,846</u>	<u>27,493,004</u>	<u>100.8%</u>	<u>3,938,986</u>	<u>3,972,025</u>	<u>100.8%</u>
Total Revenues	<u>43,214,656</u>	<u>43,869,316</u>	<u>101.5%</u>	<u>6,217,670</u>	<u>6,268,660</u>	<u>100.8%</u>
OPERATING EXPENSES:						
Salaries and Wages	19,639,532	18,919,434	96.3%	2,882,256	2,725,851	94.6%
Fringe Benefits	10,666,440	10,408,810	97.6%	1,551,859	1,600,735	103.1%
Purchased Transportation Services	-	-	0.0%	-	-	0.0%
Fuel	4,321,830	4,554,108	105.4%	617,404	735,347	119.1%
Other Materials and Supplies	2,483,996	2,483,996	100.0%	355,684	355,684	100.0%
Professional Services	708,309	708,309	100.0%	289,351	289,350	100.0%
Other Services	1,748,833	1,748,833	100.0%	214,225	214,225	100.0%
Lease and Miscellaneous Expenses	776,815	807,460	103.9%	125,560	126,166	100.5%
Casualty and Liability Insurance	718,165	718,165	100.0%	92,106	92,106	100.0%
Utilities	350,074	487,326	139.2%	45,384	91,306	201.2%
Taxes and Licenses	224,197	417,865	186.4%	32,458	59,124	182.2%
Interest Expense	<u>9,328</u>	<u>1,508</u>	<u>16.2%</u>	<u>1,333</u>	<u>161</u>	<u>12.1%</u>
Total Operating Expenses Before Depreciation	<u>41,647,519</u>	<u>41,255,814</u>	<u>99.1%</u>	<u>6,207,620</u>	<u>6,290,055</u>	<u>101.3%</u>
OPERATING GAIN / (LOSS)	<u>\$ 1,567,137</u>	<u>\$ 2,613,502</u>	<u>166.8%</u>	<u>\$ 10,050</u>	<u>\$ (21,395)</u>	<u>-212.9%</u>

C.F.R.T.A. (LYNX)
PARATRANSIT SEGMENT
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH OF APRIL AND THE SEVEN MONTHS ENDED APRIL 30, 2006
(UNAUDITED)

	Year to Date:			Month of April:		
	<u>Budget</u>	<u>Actual</u>	<u>%</u>	<u>Budget</u>	<u>Actual</u>	<u>%</u>
OPERATING REVENUES						
Customer Fares	\$ 502,260	\$ 450,787	89.8%	\$ 71,751	\$ 55,313	77.1%
Contract Services:						
Local Financial Assistance	-	-	0.0%	-	-	0.0%
Other Contractual Services	4,868,536	4,297,694	88.3%	695,505	648,275	93.2%
Advertising	-	-	0.0%	-	-	0.0%
Other Operating Income	-	-	0.0%	-	-	0.0%
	<u>5,370,796</u>	<u>4,748,481</u>	<u>88.4%</u>	<u>767,256</u>	<u>703,588</u>	<u>91.7%</u>
Total Operating Revenues						
	<u>5,370,796</u>	<u>4,748,481</u>	<u>88.4%</u>	<u>767,256</u>	<u>703,588</u>	<u>91.7%</u>
NONOPERATING REVENUES:						
Operating assistance grants:						
Federal	-	-	0.0%	-	-	0.0%
State of Florida	-	-	0.0%	-	-	0.0%
Local	3,510,618	3,510,618	100.0%	501,517	501,517	100.0%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0.0%	-	-	0.0%
Federal - Other	863,333	863,333	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>4,373,951</u>	<u>4,373,951</u>	<u>100.0%</u>	<u>624,850</u>	<u>624,850</u>	<u>100.0%</u>
Total Nonoperating Revenues						
	<u>4,373,951</u>	<u>4,373,951</u>	<u>100.0%</u>	<u>624,850</u>	<u>624,850</u>	<u>100.0%</u>
Total Revenues	<u>9,744,747</u>	<u>9,122,432</u>	<u>93.6%</u>	<u>1,392,106</u>	<u>1,328,438</u>	<u>95.4%</u>
OPERATING EXPENSES:						
Salaries and Wages	180,177	185,317	102.9%	25,740	33,889	131.7%
Fringe Benefits	109,099	111,207	101.9%	15,586	19,038	122.1%
Purchased Transportation Services	9,204,882	7,075,717	76.9%	1,314,983	895,530	68.1%
Fuel	-	817,193	N/A	-	139,663	N/A
Other Materials and Supplies	13,603	13,603	100.0%	11	11	100.0%
Professional Services	86,570	86,570	100.0%	52,911	52,911	100.0%
Other Services	204,162	204,162	100.0%	29,166	29,166	100.0%
Lease and Miscellaneous Expenses	2,256	2,256	100.0%	252	252	100.0%
Casualty and Liability Insurance	-	-	0.0%	-	-	0.0%
Utilities	15,343	15,343	100.0%	1,995	1,995	100.0%
Taxes and Licenses	-	93,760	N/A	-	9,776	N/A
	<u>9,816,092</u>	<u>8,605,128</u>	<u>87.7%</u>	<u>1,440,644</u>	<u>1,182,231</u>	<u>82.1%</u>
Total Operating Expenses Before Depreciation						
	<u>9,816,092</u>	<u>8,605,128</u>	<u>87.7%</u>	<u>1,440,644</u>	<u>1,182,231</u>	<u>82.1%</u>
OPERATING GAIN / (LOSS)	<u>\$ (71,345)</u>	<u>\$ 517,304</u>	<u>725.1%</u>	<u>\$ (48,538)</u>	<u>\$ 146,207</u>	<u>301.2%</u>

Information Item IV: Government Affairs and Communications Report

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: 6/22/2006

With the legislators' work completed with the end of the 2006 Legislative Session on May 6, all eyes turned to Governor Jeb Bush to see what actions he would take on various bills and appropriations items. The Legislature sent him HB 5001, the appropriations bill, on May 16. While he had 14 days to take final action, the Governor scheduled a budget signing ceremony for May 25. Prior to that date, his staff had been making inquiries about the various appropriations items, contacting J.Marsh McLawhorn about LYNX' alternative fuel buses at the end of April.

Lena Juarez and Robert Miller attended the LYNX Board meeting on May 25. Lena gave a legislative update on LYNX' appropriations and legislative successes. Among the items she discussed were the \$300,000 for the alternate fuel buses and \$300,000 for the bus shelters, which were included in the budget the Legislature submitted to the Governor. After the Board meeting, it was learned that the Governor had elected to veto over \$430 million in appropriations contained within the bill. Among the items vetoed were the two \$300,000 LYNX appropriations.

LYNX had several legislative successes, however, including the passage of the CTD reform bill, the energy bill and the rental car surcharge language. CS/HB 487, the legislation to reform the Commission on the Transportation Disadvantaged was sent to the Governor on May 26. Lena Juarez was present when the Governor signed CS/HB 487 in his office on May 31. Governor Bush asked several questions about various aspects of the bill, and indicated that he will be making the seven appointments to the Commission soon. The bill was effective upon his signature.

The energy bill, CS/CS/SB 888 by Senator Constantine, passed the House on May 3 and the Senate on May 5. A grants program, entitled the Renewable Energy Technologies Grants Program, is included in the bill which will allow the Department of Environmental Protection to make funds available for specific renewable energy technologies. LYNX may be interested in looking at this option once the grant program, and the specific rules governing the awarding of

grants, is announced later this summer. Lena Juarez has learned that the Governor is intending to sign CS/CS/SB 888 on June 19.

CS/SB 1350 was the transportation legislative package which included the Local Option Rental Car Surcharge. Should the Governor elect to sign the bill into law, each county would have the opportunity through approval of their governing board and a voter referendum, to enact an additional \$2 per day surcharge which would be used to fund transportation projects. The funds received from the surcharge would be distributed through inter-governmental agreements in each county. Mayors Rich Crotty and Buddy Dyer indicated favorable support of dedicating 50 cents of the \$2 rental car surcharge to transit. They completed their inter-local agreement on May 23. This would be the beginning of finding a dedicated revenue source for LYNX. The State has estimated that Orange County would collect approximately \$32 million in the first year, of which LYNX would receive \$8,000,000.

Of interest to LYNX is the passage of CS/HB 1115 by Representative Ron Greenstein concerning the South Florida Regional Transportation Authority. The bill gave the Authority the ability to bypass the inter-local agreement process to partially determine how many dollars transit receives. The fixed amount of \$45 million for the Authority that would come from a state-authorized, local option recurring funding source (i.e., the Rental Car Surcharge). The bill also could delete their ability to collect a \$2 fee on initial and renewal vehicle registrations within the tri-county area depending on the passage of a voter approved referendum.

Robert Miller attended a workshop held in Maitland on May 2 by the Florida Department of Community Affairs. While this workshop was geared toward municipalities and how they will need to comply with new regulations contained in later year's growth management legislation (SB 360), there were a couple items of interest. Concurrency requirements maintain that local governments MUST ensure that necessary public facilities, including transportation, are available concurrent with the impact of development. Transportation facilities needed to serve new development shall be in place or under construction within three years of building permit approval for DRI's.

There were a few recent announcements regarding personnel changes. George Gilhooley, the District V Secretary for FDOT and current LYNX Board member, announced he was stepping down as District Secretary on May 31. While he no longer will serve as District Secretary, he will continue to work for FDOT in another capacity. Kevin Thibault, one of Secretary Gilhooley's deputy assistants, will become the acting head of District V and thus will serve on the LYNX Board. AHCA Secretary Alan Levine has applied for the CEO position with the North Broward Hospital District. Secretary Levine has been at AHCA for over two years, overseeing the Medicaid programs which fund the transportation disadvantaged services throughout the state. In the event that the job is offered and he accepts, it is likely that Secretary Levine will immediately resign his current position.

Information Item V: Government Affairs and Communications Report

To: LYNX Board Of Directors

From: Peggy Gies
 CHIEF MARKETING OFFICER
Deborah King
 (Technical Contact)
Jeffrey Kaley
 (Technical Contact)
Brenda Rhodes
 (Technical Contact)

Phone: 407.841.2279 ext: 3020

Item Name: Marketing Report

Date: 6/22/2006

BUS ADVERTISING / SALES

May Advertising Sales Revenue	\$105,794
Net Revenue to LYNX Fiscal Year to Date	\$806,681

BUSINESS RELATIONS

Commuter Choice Transportation Program

Activity	CCP Performance	
Carpool/Vanpool Inquires	Phone: 151 Internet: 101	
Carpool/Vanpool Transit Letters & Matches	Letters: 165 Matches: 42 estimate	
Number of Commuter Choice Vanpool Participants	745	<u>Total Revenue Miles YTD</u> 544,757
Vanpools	New: 0 Returned: 0	<u>Current Vans In Service</u> 47
Pending Vanpool Interest	TSA (1) Coleman (5) US Geological Survey Northrop Grumman HMS Host	
Number of Employers Contacted	13	
Number of Employees Contacted	820	

LYNX Board Agenda

Employer Program Presentations	Windor HMS Host Northrop Grumman	
Employee Vanpool Presentations	Northrop Grumman 70	<u>Total Participants</u> 70
Other Business Presentations/Meetings	Mayor's Job Fair 150 Hispanic Expo 600	<u>Total Participants</u> 750

Business Relations Events

National Bike To Work Day- LYNX representatives joined Mayor Buddy Dyer in his promotion of Bike to Work Day for a ride from Edgewater Dr to the City of Orlando building.

Hispanic Business Expo – LYNX representatives participated in the Hispanic expo. Over 600 individuals learned about LYNX programs and services. Some of LYNX Community Partners joined us at our booth to talk about their programs and services.

CFEC – Mayor's Job Fair – LYNX representatives participated in the Mayor's Job fair on May 24th. Over 150 individuals were given the opportunity to apply for jobs at LYNX and also learn about different ways of commuting to work where ever they get employed.

MARKETING

Website Usage

Average Hits per Day	96439.19
Average Users per Day	2886.32
Average Hits per User	33.41
Average Time Spent on Site	9 min. 16 sec.
Approximate Visits per User	2.65 times
Total Page Hits	743230
Total User Visits	89476
Total Unique IP (visits)	33782

Jobs Opened/Completed

Jobs Opened	Jobs Completed	Jobs Completed since 1 Jan 2006
25	25	128

Marketing Activities

This month's Fun Friday helped us get a start on summer with the sounds of The Beach Girls a cappella group. We had approximately 100 guests attending.

LYNX participated in the Downtown Arts & Living Expo at Lake Eola in May. We were able to answer questions about routes and offer transportation alternatives to a receptive audience.

We kicked off the "LYNX Giving Campaign", which is our Employee Giving Program that covers United Way, United Arts and America's Charities not for profit organizations. We will have various events throughout the year to encourage employees to participate in the program.

The partnership with the Federal Transit Administration, Office of the Secretary of Transportation, White House Commission on Remembrance and LYNX came to fruition with the dedication of “A Ride to Remember” on May 17 at Bluejacket Park. The bus, which is a rolling memorial dedicated to encourage the participation in the National Moment of Remembrance on Memorial Day proved to be a huge success. Thanks to the generosity of a Lynx rider, a retired Maitland Police Chief, the International Special Events Society and J. D Byrider Auto Sales, the bus could be transported to Washington, DC where it was featured in the National Memorial Day Parade. Due to the success of the program, the FTA is now looking at implementing a nationwide promotional campaign to highlight the true meaning of Memorial Day.

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 26,202 calls with an average call–wait time of time of :21 (twenty-one seconds).

The **Sales & Information** section serviced 26,251 customers through fixed route inquiries and sales. LYNX fare media sales were \$162,716 (pre-reports).

Customer Services responded to 526 Internet inquiries and assisted with four (4) “How To Ride” presentations/expo outreach program.

The **Customer Relations** section assisted 3,172 customers by telephone, fax and one-on-one. Customer Relations documented (pre-reports):
391/concerns/suggestions for fixed route (LYNX)
46/compliments for fixed route
172/concerns/suggestions for paratransit (MV)
8 compliments for paratransit

The **Lost & Found** section recovered 597 items (pre-reports).
21.44% of recovered items were returned to owners.
90 Advantage ID’s were issued.
13 Kids In School & Senior ID’s were issued

The **Eligibility** section received 533 paratransit applications.

Information Item 6: Planning Division Report

To: LYNX Board of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Planning Division Monthly Update

Date: 6/22/2006

Comprehensive Operations Analysis (COA)

Staff has received Technical Memoranda numbers 5 and 7, to complete project documentation. Staff are developing additional tasks for the consultant to address additional needs that have been identified. Continued work and coordination with Orlando's Downtown Transportation Plan and others continue.

Comprehensive Plan Updates

Staff reviewed and commented on Orange County's Draft Comprehensive Policy Plan – Evaluation and Appraisal Report.

Coordination

Staff met with the City of Orlando to provide LYNX' input regarding their Downtown Transportation Plan, and also their Community/Civic Facilities effort.

Staff will be serving on the selection committee for METROPLAN ORLANDO's 2030 Long Range Transportation Plan update, ensuring that transit will be well-represented. In addition, staff assisted METROPLAN staff and consultants with the model validation portion of their 2025 Plan, a necessary step to proceed to the 2030 update. This included an on-board bus survey of LYNX passengers, and input on data for the model.

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

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

- Southchase DRI in Orange County
- Winter Garden Village at Fowler Grove in Orange County
- City of Orlando Traffic Calming roadway improvements

GIS

Staff updated the jurisdictional maps for federal, state, and local officials.

Staff has provided technical and scope development assistance as part of the Request for Proposal for the Trip Planner. Additionally, responses to proposers' questions were prepared.

Geography Network

- 966 hits in May for all the services provided by LYNX Geographic Network
- 864 hits in April for all the services provided by LYNX Geographic Network

Model Proportionate Share

Staff attended a one-day workshop hosted by Florida Department of Community Affairs and Florida Department of Transportation to gather more information. The audience participation in this workshop indicated a high interest in transit options by the local government and development community. The State of Florida intends to look further into addressing transit in a more detailed way through the development of a task force. While details are to be determined, LYNX has been invited to participate.

Additionally, there was much discussion of this issue at the Growth Management Summit, which staff attended at FDOT's request.

Presentations

Doug Jamison, Project Manager of Strategic Planning, gave a presentation on the current and future use of smart cards in the transit industry at the Hospitality and Tourism Forum in Orlando on June 8, 2006. His presentation focused on the development of electronic payment systems in transit, the current adoption of smart cards by the industry, the O.R.A.N.G.E.S. field test, and the potential future usage of smart cards in the local market.

Jennifer Stults, Deputy Chief of Planning and Technology, gave a quarterly LYNX update to the West Orange/South Lake Transportation Task Force of the West Orange Chamber of Commerce. There was much interest in dedicated funding for LYNX and what local Chamber organizations can do to help advance this initiative. Discussion centered on advancing the Charter County Surtax State legislation, as well as the status of the \$2/day Rental Car Surcharge and transit's portion of the rental car surcharge.

Mira Bourova presented at the 2006 ESRI South East Regional Users Group meeting. This is a yearly forum where the GIS professionals from six states share information. The topic of Mira's presentation was "GIS Methodologies Applied in LYNX" and discussed the utilization of different GIS tools, applications and data for special analyses for public transit.

Service

Service Development Grant applications were delivered to FDOT on June 5, 2006. Staff has continued to coordinate with affected jurisdictions to develop the application forms and supporting documentation. LYNX, as the CTC, is responsible for applying to FDOT for these grants on behalf of the jurisdiction.

Staff met with City of Clermont and Lake-Sumter MPO staff to discuss local funding and implementation of new services in Lake County for December 2006. The Clermont Express and Link 55 extension were awarded Service Development Grants in last year's application process.

Staff also continued discussions with the University of Central Florida to aid in funding the local share of the Alafaya Circulator, also awarded a Service Development Grant last year. However, at this time, UCF has declined participation.

Staff developed and implemented a service plan for the pilot of the Double Decker Enviro 500 bus demonstration. Although the demonstration was successful, there were many limitations throughout the LYNX service area due to low hanging tree branches.

Shelters and Related Passenger Amenities

Staff is working with its engineering consultant on an Invitation for Bid for shelter installation. A request for Award of Contract will be coming to the LYNX Board in July.

Staff continues to work with the City of Altamonte Springs and the Altamonte Mall to find an appropriate location for shelters on Mall property, if possible.

Transit Development Plan Minor Update

Staff presented the Transit Development Plan (TDP) 2007-2011 minor update year to the METROPLAN ORLANDO Citizens Advisory Committee, Bicycle/Pedestrian Advisory Committee, Transportation Technical Committee, Municipal Advisory Committee, and Board for their comment and review. A public meeting was held at the LYNX Central Station on June 8, 2006 at 6:30 p.m. to gain comment and review by the community on the TDP. This will satisfy the Program-of-Projects requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program. Staff is requesting Board approval of the TDP minor update for years 2007-2011 on the consent agenda for submittal to the State of Florida's Department of Transportation by July 1, 2006.

UCF Stadium Traffic Management Team

This group held its second meeting to discuss Intelligent Transportation Systems, and also work through event scenarios for football games and graduations. Meetings are to be on-site at UCF to enable the team to observe the issues first-hand.

Information Item VII: 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 Project Monthly Update

Date: 6/22/2006

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 90% of the bus parking lot has been poured
- Grading of the sub-base around the Maintenance Bldg has started
- Masonry work on the site perimeter fence is completed
- Site electrical conduits being placed between buildings
- Painting of the fence columns has begun

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 75% complete. The following are the major activities for last month:

- Conduits and wiring installation
- Miscellaneous piping installation for the lubrication system
- HVAC equipment and ductwork installation on the second floor
- Metal fascia installation around building perimeter
- Elevator installation

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

LYNX Board Agenda

The construction of this building is approximately 75% 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
- Elevator Installation

Pre-wash/Fueling/Wash Facilities (Building “C”) – The buildings 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:

- Pressure washing underside of roof decking

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

LYNX OPERATIONS CENTER
Revised Budget Including Change Order #39
June 22, 1905

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#39</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,751,943	\$ 39,287	\$ 14,791,230
Collage/Owner Direct Purchases	<u>6,268,883</u>		<u>6,268,883</u>
Subtotal Collage Contract + Direct Purchases	21,020,827	39,287	21,060,113
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	586,035		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>1,134,821</u>	<u>(39,287)</u>	<u>1,095,534</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ -</u>	<u>\$ 33,864,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: Decrease \$ (39,286.58)

Description of Change:

This is an ADDITIVE change order that adds the bond premiums taken out of all deductive change orders between Change Order #001 and change Order #038.

LYNX OPERATIONS CENTER
Revised Budget Including Change Order #40
June 22, 1905

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#40</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,791,230	\$ (4,525)	\$ 14,786,705
Collage/Owner Direct Purchases	<u>6,268,883</u>		<u>6,268,883</u>
Subtotal Collage Contract + Direct Purchases	21,060,113	(4,525)	21,055,588
LYNX Lane	\$ 1,151,500	\$ -	1,151,500
Hazardous Waste Removal - Earth Tech	369,996	\$ -	369,996
Specialties	180,000	\$ -	180,000
Equipment	2,040,000	\$ -	2,040,000
Systems	586,035		586,035
Furnishings	209,262	\$ -	209,262
Program Management	1,525,465	\$ -	1,525,465
Permitting	537,356	\$ -	537,356
Design Services	3,320,164	\$ -	3,320,164
Construction Management	1,378,813	\$ -	1,378,813
LYNX Oversight	409,761	\$ -	409,761
Contingency	<u>1,095,534</u>	<u>\$ 4,525</u>	<u>1,100,060</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ -</u>	<u>\$ 33,864,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: Increase \$ 4,525.28

Description of Change:

This is a DEDUCTIVE change order that subtracts the bond premiums charged to LYNX in proposed change orders submitted by Collage after January 1, 2006.

LYNX OPERATIONS CENTER
Revised Budget Including Change Order #41
June 22, 1905

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#41</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,786,705	\$ (75,466)	\$ 14,711,239
Collage/Owner Direct Purchases	<u>6,268,883</u>	<u>71,171</u>	<u>6,340,054</u>
Subtotal Collage Contract + Direct Purchases	21,055,588	(4,295)	21,051,293
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	586,035		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>1,100,060</u>	<u>4,295</u>	<u>1,104,355</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ -</u>	<u>\$ 33,864,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: Increase \$ 4,295.23

Description of Change:

This DEDUCTIVE change order procures flooring materials such as carpet, composition vinyl, and ceramic wall and floor tiles, and other accessories.

LYNX OPERATIONS CENTER
Revised Budget Including Change Order #42
June 22, 2006

<u>Cost Category</u>	<u>Budget prior to</u> <u>Change Order</u>	<u>Change Order</u> <u>#42</u>	<u>Revised Budget</u>
Collage Contract	\$ 14,711,239	\$ 66,823	\$ 14,778,062
Collage Owner Direct Purchases	<u>6,340,054</u>		<u>6,340,054</u>
Subtotal Collage Contract + Direct Purchases	21,051,293	66,823	21,118,116
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	586,035		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>1,104,355</u>	<u>(66,823)</u>	<u>1,037,532</u>
TOTALS	<u>\$ 33,864,000</u>	<u>\$ -</u>	<u>\$ 33,864,000</u>

SUMMARY:

Change in Total Budget: \$ -

Change in Contingency: Decrease \$ (66,822.77)

Description of Change:

This is an ADDITIVE change order that adds the cost for an eight inch sanitary force-main directional bore necessitated by the discovery of underground obstructions while constructing the underground sanitary sewer force-main connection to the City of Orlando system. Second, is the installation of metal island forms for the fueling area in Bldg. "C". The original drawings did not include the provision for protecting the concrete. Third, is for fuel pumps to unload tankers without on-board pumps; and fourth is installing high impact drywall in the finance area of Bldg. "B". This drywall provides superior security protection for the money room.