

LYNX Board Agenda

Board Date: 4/28/2005

Time: 1:30 PM

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

1. Call to Order & Pledge of Allegiance

2. Approval of Minutes

-  Approval of March 24, 2005 Board Minutes (pg. 4 - 7)











3. Recognition

- Introduction of LYNX Rodeo Winners
- Employee of the Quarter Awards
- Recognition of LYNX CAC Member, Ms. Vernice Atkins-Bradley, who was named "Executive of the Year" by the Orlando Business Journal.

4. Public Comments

5. Executive Director's Report

6. Consent Agenda



- A.  Approval of Additional Items for Surplus (pg. 8 - 20)
- Attachment   
- B.  Resolution authorizing the seventh Amendment to the Money Purchase Plan to comply with IRS Notice 2005-5 relating to the distribution procedures for small accounts. (pg. 21 - 25)
- Attachment 
- C.  Resolution authorizing the appointment of Lisa Darnall as management's representative on the Almagmated Transit Union Local 1596 Pension Plan. (pg. 26 - 29)
- Attachment 
- D.  Authorization to execute a contract extension to Spencer Fabrication. (pg. 30 - 31)
- E.  Authorization for Additional Funding for Security System at LYNX Central Station (pg. 32 - 33)





7. Other Business

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 Bill Hearndon (x3092) 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).

Information Items (For Review Purposes Only - No action required)

- F.  Rail Updates (pg. 34 - 42)
- G.  February 2005 Ridership Report - FINAL (pg. 43 - 46)
 - Attachment  
- H.  Monthly Financial Reports (pg. 47 - 51)
 - Attachment   
- I.  Procurement Activities (pg. 52 - 52)
- J.  Government Affairs and Communications Report for March 2005 (pg. 53 - 56)
- K.  Money Purchase Plan (pg. 57 - 63)
 - Attachment 
- L.  Human Resources Report (pg. 64 - 65)
- M.  Planning Division Report (pg. 66 - 68)
- N.  Paratransit Operations Statistical Report (pg. 69 - 70)
 - Attachment 
- O.  LYNX Central Station and New Operating Base Report (pg. 71 - 72)

- P.  Employee Travel from end of March through Mid April, 2005 (pg. 73 - 74)
- Q.  Federal Lobbyist's Activity Report (pg. 75 - 77)
- R.  State Lobbyist's Activity Report (pg. 78 - 83)
- S.  University of Central Florida Partnership - NTD Ridership Reporting (pg. 84 - 85)

LYNX
Central Florida Regional Transportation Authority
Board of Directors Monthly Meeting

DATE: March 24, 2005

PLACE: LYNX Central Station
455 N. Garland Avenue
Suite 200
Orlando, FL 32801

TIME: 1:30 p.m.

MEMBERS IN ATTENDANCE:

Osceola County Commissioner, Atlee Mercer, Chair
Seminole County Chairman, Carlton Henley, Vice Chair
City of Orlando, Mayor Ernest Page, Secretary
FDOT District 5 Secretary, George Gilhooley

ABSENT

Mayor Richard T. Crotty

1. Call to Order and Pledge of Allegiance

Chairman Mercer called the meeting to order at 1:31 p.m., and FDOT Secretary, George Gilhooley led the Pledge of Allegiance.

2. Approval of Minutes

Mayor Page moved to approve the minutes of the February 24, 2005 Board meeting, Vice Chairman Henley seconded, and the motion passed unanimously.

4. Public Comments

Jack Couture – Reported that a committee of the Local Coordinating Board (LCB) would be meeting at Metroplan Orlando on April 20th at 1:30 pm, following the LYNX Transit Advisory Committee (TAC) Meeting, to discuss co-pay assistance for ADA and TD paratransit customers and a dedicated funding source.

Chairman Mercer noted that he had overlooked the Recognition Item on the agenda and would like to go back to that item before proceeding with any additional Public Comments.

3. Recognition

Award to Albertsons for Selling \$1 Million in Bus Passes – Belinda Wilson, Manager of Business Relations, recognized Albertsons for being a good community partner and selling \$1 million in bus passes. Ms. Wilson presented an award to Shane McEntarffer, Florida Division Public Affairs Coordinator, who commented that Albertsons loves working with LYNX and is proud to be good corporate citizen.

Chairman Mercer announced that we would be going back to Public Comments.

4. Public Comments

Nicole Hughes – Commented on pedestrian safety at LYNX bus stops and the need to look at making bus stops safer to access.

Chairman Mercer responded that LYNX is currently working on this issue and has conducted an assessment of which stops are accessible.

Matt Roberts – Advised that a car hit him last week while changing buses at Fernwood and Oxford. Pedestrian safety is of utmost importance, and he would like all LYNX and MV employees to be made aware of the “White Cane” law, FL §316.1301, and for the service on Link 1 to be extended beyond 6:15 pm.

Ms. Watson noted that LYNX staff is currently reviewing the stop at Fernwood & Oxford to make it safer.

Chuck Graham – Reported that pedestrian safety is a concern and suggested ways to remind the public about this issue and the “White Cane” law. He also asked what the \$50,000 requested by APTA during the last Board Meeting is for, and expressed his interest in being involved in the discussion to put advertising on ACCESS LYNX vehicles.

Chairman Mercer advised that the money is being spent to promote the value of public transit to the public as a whole. Linda Watson added that a PSA was just produced by LYNX to address pedestrian safety, which will run on the buses and government access television, and she will have staff look into producing a PSA specifically regarding people with disabilities.

Diane Moyer – Commented on safety at bus stops, specifically lighting and amenities, the need for LCS restrooms to be open to the public at night and ACCESS LYNX customers utilizing the fixed-route system.

Chairman Mercer stated that it is really in the public’s best interest to have people use the fixed-route system instead of ACCESS LYNX.

5. Executive Director Report

Ms. Watson introduced two new employees to the Board. J. Marsh McLawhorn was hired four weeks ago as LYNX’ new Chief Government Affairs Officer; and Mark Elias has taken over as the General Manager of MV Transportation’s Orlando office.

Ms. Watson reported that ridership increased 5% in February, and fiscal year to date, fixed-route ridership is up 7.9% and ACCESS LYNX ridership is up 6.2%. She also advised the Board that the local LYNX Bus Roadeo would be taking place at 10:00 am on March 2nd at the Princeton facility.

Ms. Watson announced a partnership between LYNX and Walt Disney World Florida, which will allow cast members the opportunity to purchase bus passes with pre-tax payroll deductions beginning May 1st.

Chairman Mercer noted that this is a professional meeting and that those making Public Comments should conduct themselves in a professional manner.

6. Consent Agenda

- A. Authorization to Enter into Second Amendment to Interlocal Funding Agreement with the City of Altamonte Springs, City of Maitland and the Florida Department of Transportation for the FlexBus Final Design and Engineering**
- B. Comprehensive Annual Financial Report (CAFR) Fiscal Year Ending September 30, 2004**
- C. Authorization to Purchase Ten Additional Vanpool Vehicles**
- D. Comprehensive Operations Analysis (COA)**
- E. Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (JPA)**

Chairman Mercer suggested that item 6A be pulled from the Consent Agenda and tabled.

Motion:

Mayor Page moved to approve the Consent Agenda Items sans item 6A, District Secretary Gilhooley seconded, and the motion passed unanimously.

7. Work Session

- F. Federal and State Legislative Update** – J. Marsh McLawhorn, Chief Government Affairs Officer, gave a synopsis of what has transpired during the State and Federal legislative sessions to date. In particular, he discussed the reauthorization of TEA-21 (TEA-LU), the State’s transportation budget, LYNX’ request for matching funds to purchase two new buses, legislation to reorganize the Commission for the Transportation Disadvantaged (CTD) (HB 1475, HB 1587, SB 1168 and SB 1840), legislation to restructure the LYNX Board of Directors (SB 2436), legislation repealing the Florida High-Speed Rail Authority Act (HB 103), legislation authorizing FDOT to adopt maximum limits on state-funded infrastructure bank loans to the State Transportation Trust Fund (SB 718 / HB 1681), legislation urging the reauthorization of TEA-21 (HB 985 / SB 2396) and legislation proposing requirements for commuter rail projects (HB 1051).

Per the advice of Chairman Mercer, Mr. McLawhorn will watch Senator Sebesta’s Transportation related “shell” bills (SB 458, SB 460 and SB 462) and keep the Board informed of any updates.

G. Presentation on the Oranges Operational Test – Doug Jamison, Planning Project Manager, provided an update on the Orlando Regional Alliance for Next Generation Electronic Payment Systems (ORANGES) project operated by LYNX, the City of Orlando, and the Orlando Orange County Expressway Authority (OOCEA). This was a demonstration project through the Federal Transit Administration (FTA), which consolidated payment for transit, tolls and parking into one payment system.

The project was successful, and marks the first time smart cards have been utilized across multiple modes and multiple agencies. Due to the success of the project, there have been many requests for demonstrations and information across the United States. Mr. Jamison sees that LYNX could benefit from usage of smart cards between transit agencies and services, such as customers transferring between LYNX, Votran, and I-Ride.

Meeting adjourned at 2:26 p.m.

Consent Agenda Item #6.A

To: LYNX Board Of Directors

From: Janice Keifer
INTERIM DIRECTOR OF FAS
Kenneth Roberts
(Technical Contact)

Phone: 407.254.6166

Item Name: Approval of Additional Items for Surplus, and Authorization to Transfer Ten (10) Revenue Vehicles to Other Public Transits.

Date: 4/28/2005

ACTION REQUESTED:

Authorization for the Executive Director to add additional items to the October 2004 Board approved surplus list:

- Retired Vehicles:
An additional Sixteen (16) Revenue and Five (5) Non-Revenue Vehicles. (Revised surplus total: 53 revenue and 5 non-revenue, with a residual value of \$25,103).
- Lost and Found Articles:
An additional Two Hundred Fifty (250) miscellaneous items (Cell phones, Jewelry, CDs etc.) – unclaimed Lost and Found articles with no book value. (Revised surplus total: 400 miscellaneous articles).
- Information Technology Equipment:
An additional Thirty-two (32) items of various computer equipment, i.e., Computers, Battery Back Ups. (Revised surplus total: 87 information technology equipment items, with a residual value of \$864.81).
- Furniture, Fixtures, and Equipment:
An additional Twelve (12) Items. (Revised surplus total: 16 furniture, fixtures, and equipment, with a residual value of \$1943.24).

Authorization for the Executive Director to transfer ten (10) revenue vehicles to other public transit systems:

- Transfer Eight (8) Revenue vehicles to Gainesville Regional Transit System.
- Transfer Two (2) Revenue vehicles to Polk County Transit System.

- Transfer of Revenue Vehicles to Austin Transit Authority (number to be determined).

Gainesville is running an urban service with a total service area of only 12 square miles. The average fleet age at Gainesville is presently 12 years. Gainesville is a campus community and their average vehicle speed is only 17 mph and the average bus will travel about 40,000 miles per year. Gainesville is presently running Orion V Diesel Buses and presently stocks the parts that will be needed to repair the LYNX buses that are being transferred to them.

Polk County is establishing a new BRT type service. They do not have a bus fleet and accepting LYNX buses allows Polk County to experiment with the service at a low initial cost compared to purchasing buses. Polk County is estimating that the average vehicle speed will be about 17 mph. Because this is a new start, there is no average Fleet age or yearly mileage at this time.

The Austin Transit Authority recently expressed interest in LYNX’s surplus buses. They are expected to examine the inventory in the very near future.

BACKGROUND:

It is LYNX’s practice to hold an annual auction to dispose of board approved surplus assets. The auction was delayed this year, in part, to allow more time to include surplus items resulting from our move to the LCS. As a result of this delay, the auction list has changed since the October 28 Board approval. Some buses have been substituted due to serious mechanical problems, etc. Per Federal Transit Administration (FTA) guidelines, other public transit systems have requested transfer of 10 of our surplus buses. Also, due to passage of time, other items for surplus have been added. A summary surplus list, indicating the changes, is included in the Board packet backup material.

CNG buses run on clean burning fuel. They were purchased for the City of Orlando LYMMO service. The Six (6) 1994 Orion V CNG buses have been added to the surplus list, even though they have not reached the FTA retirement criteria. The selection of these vehicles for early surplus is based on high operating costs, frequency of maintenance, and poor performance. In addition, these vehicles require a specialized skill set and specialized parts to maintain them. The CNG vehicles have a limited range of operation before refueling, which limits usage and adds to the cost of operation. The following table compares the Orion V CNG buses with other buses purchased in the same year:

Item	1994 Orion V Diesel Bus (41- Buses)	1994 Orion V CNG Bus (6 Buses)	Difference
Parts Cost per mile	\$0.0832	\$0.2118	254.57%
Labor Cost per mile	\$0.1121	\$0.1886	168.24%

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Total Average Maintenance Cost	\$0.1953	\$0.4004	205.02%
Total Vehicle life to date mileage	602,502	244,849	40.64%
Average Annual Mileage	60,250	24,484	40.64%
Average miles between Road Failures (Jan. 1994 to Jan. 2005)	6,475	1,847	28.53%

Source: LYNX Fleetmate Maintenance Reporting Software System

The above table demonstrates that continuing to operate these buses at such a high cost is not economically advantageous. Because of the low mileage and age, there would be an FTA residual value. However FTA agrees that it is not sound business to keep them in operation and therefore reduced the obligation to zero (0).

Fiscal Impact:

The proceeds from this sale will be returned to LYNX's operating revenues.

AGREEMENT FOR THE TRANSFER OF TRANSIT BUSES

THIS TRANSFER AGREEMENT is made effective as of _____ by and between the Central Florida Regional Transportation Authority ("LYNX") 455 N. Garland Avenue, Orlando, Florida 32801, Orlando, Florida 32801 and the City of Gainesville Regional Transit System, 100 S.E. 10th Avenue, Gainesville, FL 32601 upon the following terms and conditions:

1. **TRANSFER.** LYNX hereby agrees to transfer eight (8) 40' 1994 Orion V Transit Buses listed in Vehicle Profile hereby referenced as (the "Buses"). All transfer and/or shipping expenses shall be the responsibility of City of Gainesville Regional Transit System. LYNX will release its ownership and control of these buses to City of Gainesville Regional Transit System immediately upon concurrence by the Federal Transit Administration (FTA) which funded the buses under grants **FL90-X294, FL90-X316, and FL90-X361**. It is understood by signing this Agreement that City of Gainesville Regional Transit System will accept responsibility for the satisfactory maintenance and control of the federally funded buses and that there will be an FTA grant action to reflect the transfer of ownership to City of Gainesville Regional Transit System.

2. **DISCLAIMER OF WARRANTIES.** City of Gainesville Regional Transit System acknowledges that LYNX SPECIFICALLY DISCLAIMS ALL IMPLIED OR EXPRESS WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE as well as any warranty with respect to the design, condition, or operability of the buses, the quality or capacity of the buses with the requirement of any law, rule, specification or contract pertaining thereto, patent infringement, or latent defects. City of Gainesville Regional Transit System further acknowledges that it accepts the buses in their present 'as is' condition.

3. **LYNX REPRESENTATIVE.** Division Manager of Maintenance, is designated as the LYNX Representative for purposes of facilitating delivery of buses to City of Gainesville Regional Transit System.

4. **INDEMNIFICATION:** City of Gainesville Regional Transit System shall indemnify and hold harmless LYNX and LYNX's officers, agents, employees, successors and assigns from any claims, damages, liabilities, losses, government procedures, costs and expenses, including reasonable attorney's fees and costs of suit, including appeals, arising out of this Agreement.

5. **ASSIGNMENT:** Neither party to this Agreement shall assign any right or obligation hereunder in whole or in part, without the prior written consent of the other party hereto.

6. **APPROVAL:** By executing this Agreement, City of Gainesville Regional Transit System agrees to accept responsibility for the satisfactory maintenance and control of the federally funded buses and acknowledges that the transfer contemplated herein may not be completed unless and until there is an FTA grant action to reflect said transferred buses either by an open grant or through a separate letter of agreement with FTA.

7. **MISCELLANEOUS:**

- (a) This Agreement (and all exhibits hereto) constitutes the entire understanding and agreement between the parties hereto with respect to the subject matter hereof. No modification or amendment of this Agreement shall be valid and binding upon the parties unless in writing and executed by the parties to be bound thereby.
- (b) This Agreement shall be construed under and in accordance with the laws of the State of Florida. Any lawsuit filed in state court relating to this Agreement shall be filed in Orange County, Florida. Venue for any lawsuit filed in federal court shall be in the federal district court for the Middle District of Florida.
- (c) The prevailing party in any arbitration, litigation, administrative proceeding or appeals arising out of this Agreement shall recover its expenses and costs including reasonable attorneys' fees from the other party.

IN WITNESS WHEREOF, the parties hereunto executed this Agreement as of the day and year first written above.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

By: _____

Linda S. Watson

Its: Executive Director

State of Florida
County of Orange

Before me personally appeared Linda S. Watson to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that Linda S. Watson executed said instrument for the purposes therein expressed.

Witness my hand an official seal, this ____ day of _____, 2005.

Notary Public
State of Florida
At large

City of Gainesville Regional Transit System

By: _____
Jesus Gomez

Its: _____
Interim Transit Director

State of Florida
County of Duval

Before me personally appeared _____ to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that _____ executed said instrument for the purposes therein expressed.

Witness my hand an official seal, this ____ day of _____, 2005.

Notary Public
State of _____
At large



Miscellaneous Items for Surplus

APRIL 2005

Asset Num	Serial Number	Description	Acquisition Date	Fed Grants	FTA Value	Reason
1010	DMG9Y	COMPUTER, DELL P5MMX233/GN/M	4/2/98	FL90-X316	\$0	Useful life ended / Incompatible with current operation system.
1511	ZGBRF	DELL LATITUDE NOTEBOOK	11/24/98	FL90-X316	\$0	Useful life ended / Incompatible with current operation system.
1514	GTP07	POWEREDGE 2200 (CD ELC SVR)	11/24/98	FL90-X316	\$0	Useful life ended / Incompatible with current operation system.
1515	GTP0B	POWER EDGE 2200 (OBT PDC SVR)	11/24/98	FL90-X316	\$0	Useful life ended / Incompatible with current operation system.
1537	HY0DT	COMPUTER-DELL P6350 100 MHZ	1/29/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1538	HY0DE	COMPUTER-DELL P6350 100 MHZ	1/29/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1545	HY0DR	COMPUTER-DELL P6350 100 MHZ	1/29/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1551	WS9833020642	APC SMART UPS 1400VA	1/20/99	FL90-X316	\$0	End of life cycle
1690	0	PORT REPLICATOR FOR DELL LATITUDE LAPTOP	5/27/99	FL90-X316	\$0	Useful life ended / Incompatible with current operation system.
1699	ZG78T	COMPUTER-LATITUDE CPI 300 LAPTOP	5/27/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1719	OM8QP	COMPUTER-DELL P6350 GX1/MT	6/16/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1728	OM8QJ	COMPUTER-DELL P6350 GX1/MT	6/16/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1729	OM8QL	COMPUTER-DELL P6350 GX1/MT	6/16/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1768	25HQ8	COMPUTER-DELL P6400	8/17/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1777	25HP8	COMPUTER-DELL P6400	8/17/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1797	JPDB019275	PRINTER-HEWLETT PACKARD COLOR LASERJET	9/16/99	FL90-X334	\$0	End of life cycle
1801	3719655	DESKTOP DOCKING STATION FOR 6110 BASE COMPUTER	9/9/99	FL90-X334	\$0	Useful life ended / Incompatible with current operation system.
1927	DP75H	COMPUTER, DELL LAT. CPI266XT	5/28/98	FL03-0172	\$0	Useful life ended / Incompatible with current operation system.
1930	C45RG	COMPUTER, DELL P5MMX233/GN	12/18/97	FL90-X316	\$0	Useful life ended / Incompatible with current operation system.
1962	WS9944013705	APC SMART UPS 1400VA	12/29/99	FL90-X334	\$0	End of life cycle
1972	WS9944013708	APC SMART UPS 1400VA	12/29/99	FL90-X334	\$0	End of life cycle
1992	WS9944003262	APC SMART UPS 1400	12/29/99	FL90-X334	\$0	End of life cycle
1995	Q59915025930	APC SMART UPS 1400 NET	4/22/99	FL90-X316	\$0	End of life cycle
2030	461004847	TOUCH SCREEN MONITOR	12/18/97	FL90-X271	\$0	Useful life ended / Incompatible with current operation system.
2031	7MV1M	POWER EDGE 2100 (SVR- OBT BDC)(3M)	12/5/96	FL90-X271	\$0	Useful life ended / Incompatible with current operation system.
2039	C0000697	PBX PHONE SWITCH PRC	10/30/97	FL90-X271	\$0	Useful life ended / Incompatible with current operation system.
2039-B	0	PBX-PRC DISPATCH UPGRADE FOR CORDLESS PHONE	4/13/2000	FL90-X334	\$193.44	
2112	25999787	CISCO 2501	8/21/97	FL90-X271	\$0	Useful life ended / Incompatible with current operation system.
2219	76QMC	COMPUTER, DELL 5133/GM	9/30/96	FL90-X271	\$0	Useful life ended / Incompatible with current operation system.
2247	N/A	Computer Equipment	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
2248	FJ2W5	POWEREDGE 4200 (LYNX LINE SVR)	8/26/98	FL90-X316	\$0	Useful life ended / Incompatible with current operation system.
2249	FLJOR	POWEREDGE 4200 (DYNAMIC SVR)	8/26/98	FL03-0172-1	\$0	Useful life ended / Incompatible with current operation system.
2401	APV0004081	PRINTER-EPSON STYLUS PRO 5000	4/27/00	FL90-X334	\$0	Not Compatible with new software.
2635	G47F201	COMPUTER-DELL 733MHZ MINI TOWER	9/30/00	FL90-X334	\$100.08	Useful life ended / Incompatible with current operation system.
2648	1961070	SERVER-EXTENDED SYSTEMS VPN	9/30/00	FL90-X334	\$192.15	Useful life ended / Incompatible with current operation system.
2779	ZOB76500754	SCANMAKER	4/30/01	FL90-X361	\$199.77	Not Compatible with new software.
2780	0	SCANMAKER	4/30/01	FL90-X361	\$179.37	Not Compatible with new software.
1902 A	E7YQF	COMPUTER, DELL 6333PII/MT	5/28/98	FL03-0172	\$0	Useful life ended / Incompatible with current operation system.
1902 B	00362-000925	DELL 6333/MT WORKSTATION	6/30/98	FL03-0172-1	\$0	Useful life ended / Incompatible with current operation system.
95204LCC5397	SG52830198	HP PORT HUB	9/29/95	FL90-X271	\$0	Useful life ended / Incompatible with current operation system.
95233LCC5181	N/A	Computer Equipment	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
95233LCC5183	N/A	Computer Equipment	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.

Miscellaneous Items for Surplus

APRIL 2005

Asset Num	Serial Number	Description	Acquisition Date	Fed Grants	FTA Value	Reason
95233LHE5587	N/A	Computer Equipment	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
97316STC5387	FB9729047709	BACKUPS PRO 650 PNP	12/18/97	FL90-X316	\$0	End of life cycle
N/A	8113879	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8209575	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8222789	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	90629CL92966	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	6204TF229WA9	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8142823	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8069366	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	1394989	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8226826	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8346894	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8552777	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8069363	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8142835	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	22794EOX5388	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8222790	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8552766	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8010527	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8552601	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	7062032	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8209583	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	84779DTCQS-C8	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	1G794701638	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	8552769	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	MX-0419TG47801-23QP2N6	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	60059585	Monitor	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	N/A	APC1400	N/A	N/A	N/A	End of life cycle
N/A	N/A	APC1400	N/A	N/A	N/A	End of life cycle
N/A	N/A	APC400	N/A	N/A	N/A	End of life cycle
N/A	N/A	APC200	N/A	N/A	N/A	End of life cycle
N/A	N/A	APC280	N/A	N/A	N/A	End of life cycle
N/A	N/A	APC200	N/A	N/A	N/A	End of life cycle
N/A	N/A	APC200	N/A	N/A	N/A	End of life cycle
N/A	N/A	APC250	N/A	N/A	N/A	End of life cycle
N/A	N/A	BATTERY BACK UP "TRIPPLIGHT"	N/A	N/A	N/A	End of life cycle
N/A	N/A	(13) PLASTIC COMPUTER STANDS	N/A	N/A	N/A	End of life cycle
N/A	N/A	(54) KEYBOARDS	N/A	N/A	N/A	Not Compatible
N/A	N/A	(6) MISC. DOCKING STATIONS	N/A	N/A	N/A	Not Compatible
N/A	05682297	CISCO 1600	N/A	N/A	N/A	Not Compatible with new software.
N/A	007C0241752	DOT PRINTER	N/A	N/A	N/A	Not Compatible with new software.
N/A	N/A	(3) BOXES MISC CABLES	N/A	N/A	N/A	Not Compatible with new software.
N/A	N/A	(3) BAGS MISC CABLES	N/A	N/A	N/A	Not Compatible with new software.
N/A	N/A	MICROLINE PRINTER	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.
N/A	N/A	(1) Executone Computer	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.

Miscellaneous Items for Surplus

APRIL 2005

Asset Num	Serial Number	Description	Acquisition Date	Fed Grants	FTA Value	Reason
N/A	D87670	(1) INSC Computer	N/A	N/A	N/A	Useful life ended / Incompatible with current operation system.

Miscellaneous Items for Surplus

APRIL 2005

Asset Num	Serial Number	Description	Acquisition Date	Fed Grants	FTA Value	Reason
Furniture, Fixture, and Equipment						
1688	UFW39442	FACSIMILE-CANON LASERCLASS 8500	4/22/99	FL90-X334	\$0	End of useful life
2018	D5WA16474	VIDEO CAMCORDER/TAPES	6/19/97	FL90-X316	\$0	End of useful life
2075	74863	PALLET JACK, MAGNUM 5500LB	2/22/96	FL90-X233	\$37.50	Damaged (unrepairable)
3253	N/A	Chair - Ergonomic	7/25/02	FL90-X411	\$172.40	Damaged (unrepairable)
95233STT5473	UBW52311	FAX, CANON, S/N#UBW52311	12/28/95	FL90-X233	\$0	End of useful life
1006	66207913	COPIER, SHARP SD3062 & MNT.	5/21/98	FL90-X316	\$0	Parts no longer available
1168	NFJ05569	COPIER-CANON NP6080	9/30/98	FL03-0172-1	\$0	Parts no longer available
94204LEE5127	NBZ33935	COPIER,CAN3050,I3354,NBZ33935	6/23/94	FL90-X204	\$0	Parts no longer available
1819	NPJ00315	COPIER-CANON NP-6080	9/30/99	FL90-X334	\$0	Parts no longer available
92177STE5104	NDV11919	COPIER,CAN4050,G1745,NDV11919	9/30/92	FL90-X177	\$0	Parts no longer available
2783	7621601Y	COPIER-SHARP ANALOG	5/31/01	FL90-X397	\$1,733.34	Parts no longer available
1026	N/A	SORTER-CURRENCY-MODEL 4062	7/23/98	FL90-X316	\$0	End of useful life
1027	N/A	COUNTER-COIN-SORTER, CUMMINS	5/31/98	FL90-X316	\$0	End of useful life
N/A	N/A	Box of Miscellaneous Bronze-type plaques	N/A	N/A	N/A	
N/A	N/A	(3) Desktop Calculators	N/A	N/A	N/A	
N/A	N/A	3/4" Impact Wrench	N/A	N/A	N/A	
Lost and Found						
		400 + Lost & Found misc. items which includes:			N/A	
		Misc. Jewery, Cell Phone, Radios				
				Total:	\$2,808.05	
Highlighted items are new additional items since the October Board Action.						

AGREEMENT FOR THE TRANSFER OF TRANSIT BUSES

THIS TRANSFER AGREEMENT is made effective as of _____, by and between the Central Florida Regional Transportation Authority ("LYNX") 455 N. Garland Avenue, Orlando, Florida 32801 and the Polk County Board of County Commission, Transit Services Division as administrative agent for Winter Haven Area Transit ("PCTS"), Draw HS09, PO Box 9005, Bartow, FL 33831-9005 upon the following terms and conditions:

1. **TRANSFER.** LYNX hereby agrees to transfer Two (2) 31' 1994 Orion V Transit Buses listed in Vehicle Profile hereby referenced as (the "Buses"). All transfer and/or shipping expenses shall be the responsibility of PCTA. LYNX will release its ownership and control of these buses to PCTA immediately upon concurrence by the Federal Transit Administration (FTA) which funded the buses under grants **FL90-X294, FL90-X316, and FL90-X361**. It is understood by signing this Agreement that PCTA will accept responsibility for the satisfactory maintenance and control of the federally funded buses and that there will be an FTA grant action to reflect the transfer of ownership to PCTA.
2. **DISCLAIMER OF WARRANTIES.** PCTA acknowledges that LYNX SPECIFICALLY DISCLAIMS ALL IMPLIED OR EXPRESS WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE as well as any warranty with respect to the design, condition, or operability of the buses, the quality or capacity of the buses with the requirement of any law, rule, specification or contract pertaining thereto, patent infringement, or latent defects. PCTA further acknowledges that it accepts the buses in their present 'as is' condition.
3. **LYNX REPRESENTATIVE.** Division Manager of Maintenance is designated as the LYNX Representative for purposes of facilitating delivery of buses to PCTA.
4. **INDEMNIFICATION:** PCTA shall indemnify and hold harmless LYNX and LYNX's officers, agents, employees, successors and assigns from any claims, damages, liabilities, losses, government procedures, costs and expenses, including reasonable attorney's fees and costs of suit, including appeals, arising out of this Agreement.
5. **ASSIGNMENT:** Neither party to this Agreement shall assign any right or obligation hereunder in whole or in part, without the prior written consent of the other party hereto.
6. **APPROVAL:** By executing this Agreement, City of Gainesville Regional Transit System agrees to accept responsibility for the satisfactory maintenance and control of the federally funded buses and acknowledges that the transfer contemplated herein may not be completed unless and until there is an FTA grant action to reflect said transferred buses either by an open grant or through a separate letter of agreement with FTA.

7. **MISCELLANEOUS:**

- (a) This Agreement (and all exhibits hereto) constitutes the entire understanding and agreement between the parties hereto with respect to the subject matter hereof. No modification or amendment of this Agreement shall be valid and binding upon the parties unless in writing and executed by the parties to be bound thereby.
- (b) This Agreement shall be construed under and in accordance with the laws of the State of Florida. Any lawsuit filed in state court relating to this Agreement shall be filed in Orange County, Florida. Venue for any lawsuit filed in federal court shall be in the federal district court for the Middle District of Florida.
- (c) The prevailing party in any arbitration, litigation, administrative proceeding or appeals arising out of this Agreement shall recover its expenses and costs including reasonable attorneys' fees from the other party.

IN WITNESS WHEREOF, the parties hereunto executed this Agreement as of the day and year first written above.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

By: _____
Linda S. Watson
Its: Executive Director

State of Florida
County of Orange

Before me personally appeared Linda S. Watson to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that Linda S. Watson executed said instrument for the purposes therein expressed.

Witness my hand an official seal, this ____ day of _____, 2005.

Notary Public
State of Florida
At large

Polk County Board of County Commission,
Transit Services Division as administrative agent for Winter Haven Area Transit

By: _____
Sandra Winegar
Its: Director of Transit Services

State of Florida
County of Duval

Before me personally appeared _____ to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that _____ executed said instrument for the purposes therein expressed.

Witness my hand and official seal, this ____ day of _____, 2005.

Notary Public
State of _____
At large

Consent Agenda Item #6.B

To: LYNX Board Of Directors

From: Sylvia Mendez
CHIEF ADMINISTRATIVE OFFICER
DESNA Hunte
(Technical Contact)

Phone: 407.841.2279 ext: 3129

Item Name: Resolution authorizing the seventh Amendment to the Money Purchase Plan to comply with IRS Notice 2005-5 relating to the distribution procedures for small accounts.

Date: 4/28/2005

ACTION REQUESTED:

Adoption of resolution authorizing the seventh Amendment to the Money Purchase Plan to comply with IRS Notice 2005-5 relating to the distribution procedures for small accounts.

BACKGROUND:

Recent changes in the Federal law require a plan to make a change in distribution procedures for small accounts (<\$5,000) beginning March 28, 2005. When a participant in the retirement plan terminates employment with a vested account balance of \$5000 or less, the plan may require an automatic distribution if the participant does not elect a distribution or direct the plan to roll the account to another employer's plan or IRA. Effective March 28, 2005 there is a new process requiring any such automatic distributions to be transferred to an IRA selected by the employer if an account balance is between \$1,000 and \$5,000, and the participant does not return the distribution election forms.

Approval of the resolution will allow LYNX to adopt the IRS model amendment. The amendment will require LYNX to roll the account to an IRA custodian if any former employee has a vested account balance between \$1,000 and \$5,000 and does not have the account distributed. Once LYNX completes the roll over, neither the plan or the employer (LYNX) will have any further fiduciary responsibility. LYNX will identify the IRA custodian and distribute an updated summary plan description explaining these mandatory rollovers rules to all active and terminated participants. Upon approval of this amendment LYNX will have until December 31, 2005 to select an IRA custodian and complete all mandatory rollover distributions.

FISCAL IMPACT:

This amendment will not have any fiscal impact to the agency. The change will impact the process made to the participant upon termination of employment.

CFRTA RESOLUTION-05-001

**RESOLUTION APPROVING THE SEVENTH AMENDMENT
TO THE
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
MONEY PURCHASE PLAN**

WHEREAS, Central Florida Regional Transportation Authority (the "Employer") heretofore established a money purchase plan effective as of October 1, 1994; the plan is known as the Central Florida Regional Transportation Authority Money Purchase Plan (the "Plan"); and

WHEREAS, Article VIII of the Money Purchase Plan authorizes the Employer to amend the Money Purchase Plan; and

WHEREAS, Section 401(a)(31)(B) of the Internal Revenue Code of 1986 was amended to require automatic rollover of certain mandatory distributions from tax-qualified retirement plans beginning March 28, 2005; and

WHEREAS, the Employer wishes to amend the Plan effective as of March 28, 2005, to comply with Section 401(a)(31)(B) of the Internal Revenue Code of 1986, as amended, by adopting an amendment regarding automatic rollover of involuntary cash-out amounts for small account balances which are from \$1,000 to \$5,000 and such amendment will be referred to as the Seventh Amendment to the Plan. **NOW, THEREFORE, IT IS**

RESOLVED, by the Governing Board that the senior officers of the Employer are authorized to prepare and execute on behalf of the Employer the Seventh Amendment to the Central Florida Regional Transportation Authority Money Purchase Plan, based on the Internal Revenue Service model amendment related to automatic rollover of cash-out distributions for

small account balances and such Seventh Amendment is hereby approved, ratified and adopted effective as of March 28, 2005; and it is

FURTHER RESOLVED, that an authorized individual of the Employer be hereby authorized and directed to execute the Seventh Amendment, and perform any other acts necessary to implement the amendment to the Plan, including, but not limited to providing a copy of these Resolutions to the Trustee, and providing such notice of this amendment to employees as may be required by law.

**CERTIFICATION OF THE ADOPTION OF THE PROPOSED RESOLUTION
OF THE BOARD OF DIRECTORS
OF CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ADOPTING THE SEVENTH AMENDMENT TO THE
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY MONEY
PURCHASE PLAN**

I, _____, Vice Chairman of the Board of Directors of Central Florida Regional Transportation Authority do hereby certify that the attached Resolution adopting the Seventh Amendment to the Central Florida Regional Transportation Authority Money Purchase Plan was duly passed and adopted by the Board of Directors at a validly called meeting on April, 28, 2005.

Attested to by Assistant Secretary of the Board

Consent Agenda Item #6.C

To: LYNX Board Of Directors

From: Sylvia Mendez
CHIEF ADMINISTRATIVE OFFICER
DESNA Hunte
(Technical Contact)

Phone: 407.841.2279 ext: 3129

Item Name: Resolution to Approve the appointment of Lisa Darnall as management's representative on the Amalgamated Transit Union Local 1596 Pension Plan.

Date: 4/28/2005

ACTION REQUESTED:

Adoption of the Resolution authorizing the appointment of Lisa Darnall as management's representative on the Amalgamated Transit Union (ATU) Local 1596 Pension Plan.

BACKGROUND:

Employees who are members of ATU local 1596 participate in a defined benefit plan. A Board of Trustees oversees the pension plan. Three trustees are appointed by LYNX' Chief Executive Officer and confirmed by the LYNX Board, and three are appointed by the Union's Executive Board. Each member is appointed for a three-year term. There are no term limits. Recently Mr. Edward Johnson resigned from his position on the board. Lisa Darnall, Deputy Director of Transportation has agreed to serve on the board. Ms. Darnall is a member of the LYNX negotiation team and is currently serving as a member of the Money Purchase Plan board.

If approved, Ms. Darnall will join Brian Anderson, Human Resource Specialist and Blanche Sherman, Finance Manager as Management's Representatives on the ATU Local 1596 pension board. Legal has prepared the attached Resolution for the Board's adoption.

CFRTA RESOLUTION-05-002

**RESOLUTION APPROVING THE
REMOVAL AND REPLACEMENT OF A MANAGEMENT APPOINTEE
TO THE BOARD OF TRUSTEES OF THE
AMALGAMATED TRANSIT UNION LOCAL 1596 PENSION PLAN**

WHEREAS, Central Florida Regional Transportation Authority (the "Employer") heretofore established a pension plan effective as of October 1, 1984 known as the Amalgamated Transit Union Local 1596 Pension Plan (the "Plan"); and

WHEREAS, Article II of the Plan authorizes the Employer to appoint three members to the Plan's Board of Trustees; and

WHEREAS, the Employer wishes to remove Edward L. Johnson as an appointee to the Board of Trustees of the Plan effective as of March 30, 2005; and

WHEREAS, the Employer wishes to appoint Lisa Darnall to the Board of Trustees of the Plan as of April 1, 2005, and confirm the continuing appointment of Brian Anderson and Blanche W. Sherman as management's appointees to the Board of Trustees of the Plan. **NOW, THEREFORE, IT IS**

RESOLVED, by the Governing Board that the Employer is authorized to remove Edward L. Johnson from the Board of Trustees of the Plan, appoint Lisa Darnall to the Board of Trustees of the Plan effective as of April 1, 2005 and confirm the continuing appointment of Brian Anderson and Blanche W. Sherman to the Board of Trustees of the Plan; and it is

FURTHER RESOLVED, that an authorized individual of the Employer be hereby authorized and directed to execute any documents necessary to effectuate the removal and replacement of these appointees to the Board of Trustees of the Plan, and perform any other acts

necessary to implement the removal and replacement of these appointees to the Board of Trustees of the Plan.

**CERTIFICATION OF THE ADOPTION OF THE PROPOSED RESOLUTION
APPROVING THE
REMOVAL AND REPLACEMENT OF A MANAGEMENT APPOINTEE
TO THE BOARD OF TRUSTEES OF THE
AMALGAMATED TRANSIT UNION LOCAL 1596 PENSION PLAN**

I, _____, Vice Chairman of the Board of Directors of Central Florida Regional Transportation Authority do hereby certify that the attached Resolution Approving the Removal and Replacement of a Management Appointee to the Board Of Trustees of the Amalgamated Transit Union Local 1596 Pension Plan was duly passed and adopted by the Board of Directors at a validly called meeting on April 28, 2005.

Attested to by Assistant Secretary to the Board

Consent Agenda Item #6.D

To: LYNX Board Of Directors

From: Robert Smith
DIR OF TRANS OPS & PLANNING
Nedra Woodyatt
(Technical Contact)
Richard Solimano
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to execute a contract extension to Spencer Fabrication.

Date: 4/28/2005

ACTION REQUESTED:

Authorization to have the Executive Director or designee exercise the first-year contract option and execute a contract extension with Spencer Fabrications, Inc. to perform services as outlined in the LYNX contract #02-008 for the Manufacture of LYNX Passenger Amenities. The not to exceed budget for this extension is \$450,000, which will provide for the manufacture of twenty-three (23) 10'x10' and two (2) 15'x15' shelters with solar lighting. Funding for this project is included in the adopted Capital Improvement grant program.

BACKGROUND:

In 1995 LYNX initiated the LYNX Passenger Amenities Program to provide safe, convenient, efficient locations through out our service area for our customers to access the public transit system. A central element of LYNX' Passenger Amenities Program is the expansion of services and amenities to our customers. Our goal is to expand and improve the shelter program to insure the safety and comfort of our customers.

The LYNX shelter manufacture program will provide shelters for installation at sites not covered by the advertising shelter programs. This includes sites within jurisdictions that do not permit advertising within the right-of-way; shelters located on private property, and sites on school property. LYNX shelters will also be located within areas covered by advertising programs when a specific site is not conducive to the investment of an advertising shelter.

IFB #02-008 was issued on November 27, 2001 for the Manufacture of LYNX Passenger Amenities. The solicitation was placed in the Orlando Sentinel on November 19, 2001 and the Orlando Times on November 22, 2001. Bid packages with the construction documents and

specifications were sent to seventeen (17) contractors. On December 20, 2001 sealed bids were received from three (3) bidders.

Spencer Fabrications, Inc. offered the lowest annual bid price of responsive bidders. Spencer Fabrications' Inc. was considered a responsible prospective manufacturer, and fully met the standards LYNX required and requested. Upon review by LYNX and our consulting engineer, Earth Tech, which performed a comparison to other bids received, Spencer Fabrications' Inc. was issued contract 02-008 for three years with two one year options for extension and renewal.

PROPOSED NEW EXPANSION:

To install shelters at twenty-five (25) new sites to be identified by LYNX staff in conjunction with our regional partners at appropriate locations.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

Contract #02-008 awarded to Spencer Fabrications had a DBE goal of 23%. With the extension of the said contract, Spencer Fabrications has acknowledged its awareness of the DBE participation goal of 23% set forth in its original contract.

FISCAL IMPACT:

Federal capital grant funds in the amount of \$450,000 designated for passenger amenities. No local match funds are required.

Consent Agenda Item #6.E

To: LYNX Board Of Directors

From: **Robert Smith**
DIR OF TRANS OPS & PLANNING
Tiffany Homler
(Technical Contact)
Scot Field
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Authorization for Additional Funding for Security System at LYNX Central Station

Date: 4/28/2005

ACTION REQUESTED

Authorization for the Executive Director or designee to execute change orders on contract #04-010 to NuTech Fire & Security in the amount of \$49,159.81 plus \$5,000 contingency.

BACKGROUND

The original funding approval for the security system LCS was \$307,850. The requested amount is for changes that occurred during construction to address the building layout alterations that were driven by the design methodology (split shell & tenant design), increased security requirements and operational needs that exceeded the original authorized contingency amount. These items were requested toward the end of the project and the proposal costs just became available. The contingency covered most of these items. This request is for the items that were not covered under the contingency amount that was authorized with the base contract.

This request would have been part of the previous funding request in the February Board meeting but the cost proposals were not received in time to make that agenda item.

A summary of the additional items is as follows:

- Additional monitors at the security station
- Additional camera in the Customer Service area
- Autodialer for Fire Alarm system
- Add monitors to new security desk in office building entry
- Add motion sensor exiting to secured areas
- Add cameras in each of the three elevator cabs

FISCAL IMPACT

The construction funds are programmed in the Five Year- Capital Improvement Program as part of the Board adopted LYNX Transportation Development Plan. Annual requirements are included in the LYNX adopted Capital Budget for the fiscal year.

This funding will come from the uncommitted Systems budget dollars that are within the overall Board approved budget of \$36.4M.

Information Item F: Ridership Report

To: LYNX Board Of Directors

From: **Robert Smith**
DIR OF TRANS OPS & PLANNING
Tiffany Homler
(Technical Contact)
Sherry Zielonka
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Rail Updates

Date: 4/28/2005

The progress reports submitted by the Florida Department of Transportation for the month of February 2005 are attached below for review.



Production Meeting Summary

February 2005

Project ID Number: 415235-1-12-01
Description: I-Drive Local Circulator Alternatives/Technology Assessment

Project Manager: Olore
Project Consultant: Wilbur Smith Associates

Current Activities:

- Patronage forecasts and Cost information have been developed and reviewed.

Upcoming Activities:

- Finalize Alternatives Analysis.
- Public Workshop.
- Project Closeout

/*-Schedule Status:

- Completion of study is anticipated in April 2005.

Project Issues:

None



Production Meeting Summary

February 2005

Project ID Number: 408409
Description: ITS Enhanced Circulator (FlexBRT)
Project Manager: Adamson
Project Consultant: TranSystems (formerly Multisystems, Inc.)

Current Activities:

Conducted Internal Scope Negotiation Meeting with Project Team on February 8, 2005
Conducted follow-up Internal Scope Negotiation Meeting with Project Team on February 22, 2005
Finalizing Scope of Work
Consultants Developing Fee Estimate based on Revised Scope of Work

Upcoming Activities:

Acceptance of Final Design Scope and Fee Estimate
Fee Negotiations

Schedule Status:

None

Project Issues:

None



Production Meeting Summary

February 2005

Project ID Number: 411665
Description: Rail Freight Relocation Study

Project Manager: Adamson
Project Consultant: HDR Engineering, Inc.

Current Activities:
No activity

Upcoming Activities:
Project closeout

Financial Status:
None

Schedule Status:
Scheduled completion in Fall 2004.

Project Issues:
None



Production Meeting Summary

February 2005

Project ID Number: 248441
Description: North/South LRT SDEIS
Project Manager: Olore
Project Consultant: STV Incorporated

Current Activities:
No Activity

Upcoming Activities:
Issuance of draft SDEIS to Stakeholders
Presentation to METROPLAN ORLANDO

Financial Status:
None

Schedule Status:
Project to be completed in Spring of 2005.

Project Issues:
None



Production Meeting Summary

February 2005

Project ID Number: 415259-1-12-01
Description: **Regional Transit System Modeling Study**
Project Manager: Olore
Project Consultant: AECOM

Current Activities:

- Analyzing No Build, TSM and Build Alternatives for CRT.

Upcoming Activities:

- Finalize ridership for CRT with potential new stations.

Financial Status:

- Money for the project has been encumbered.

Schedule Status:

- Completion of study is anticipated in November 2005.

Project Issues:

None



Production Meeting Summary

February 2005

Project ID Number: 415236-1-12-01
Description: OIA Connector Alternatives Analysis
Project Manager: Olore
Project Consultant: EarthTech

Current Activities:

- Alternatives Analysis Report distributed to Technical Review Team for Review

Upcoming Activities:

- Finalize Alternatives Analysis Report
- Choose Locally Preferred Alternative

Financial Status:

- Money for the project has been encumbered.

Schedule Status:

- Completion of study is anticipated in April 2005.

Project Issues:

None



Production Meeting Summary

February 2005

Project ID Number: 415236-1-12-01
Description: OIA Connector Alternatives Analysis
Project Manager: Olore
Project Consultant: EarthTech

Current Activities:

- Alternatives Analysis Report distributed to Technical Review Team for Review

Upcoming Activities:

- Finalize Alternatives Analysis Report
- Choose Locally Preferred Alternative

Financial Status:

- Money for the project has been encumbered.

Schedule Status:

- Completion of study is anticipated in April 2005.

Project Issues:

None



Production Meeting Summary

February 2005

Project ID Number: 415349-1-22-01
Description: **OIA Intermodal Center**
Project Manager: Percival
Project Consultant: HNTB

Current Activities:

- Selected KBJ Architects for Preliminary Engineering
- Distributed Needs Statement to Technical Review Team for review.
- Distributed Environmental Assessment to Technical Review Team for review.
- Finalized Pond Siting Report
- Finalized Traffic Memorandum

Upcoming Activities:

- Scope and Manhour Negotiations with KBJ Architects.
- Public Hearing for PDE

Financial Status:

- Monies for project encumbered.

Schedule Status:

- Completion of PD&E study is anticipated in Spring 2005.

Project Issues:

None

Information Item G: February 2005 Ridership Report - FINAL

To: LYNX Board Of Directors

From: Robert Smith
DIR OF TRANS OPS & PLANNING
GLEN Waters
(Technical Contact)
TERRY Jordan
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: February 2005 Ridership Report - FINAL

Date: 4/28/2005

February 2005 – FINAL

During February 2005, LYNX had a total of 1,983,107 passenger boardings. This represents an increase of 5.1% when compared to 1,887,486 boardings recorded in February 2004. Ridership for all services during February 2005 averaged 82,913 passengers per weekday, an increase of 5.9% when compared to 78,264 passengers per weekday averaged in February 2004.

Fixed route ridership totaled 1,923,124, an additional 98,346 riders above the 1,824,778 riders carried in February 2004 (or an increase of 5.4%). Comparisons of February 2005 to the prior month's boardings (January 2005) reflect a decrease in ridership of -4.7%. This decline has been the trend in years past and is indicative of February being a short month. In fact, the February 2005 average weekday fixed route ridership of 80,206 increased by 2.5% when compared to January 2005.

When comparing individual route ridership during February 2005 to February 2004, only two routes (Links 2 and 14) experienced declines in ridership greater than 10%.

Route Decreases Greater Than 10%

- Link 2 – Colonialtown (-16.3%)
- Link 14 – Princeton Street/Plymouth Apts. (-24.1%)

In contrast February 2005 produced twenty-one routes (Links 7, 8, 18, 21, 24, 34, 37, 38, 42, 43, 45, 46, 51, 55, 57, 300-304 and LYMMO) with increases of 10% or greater when compared to

February 2004. Of those twenty routes, two (Links 45 and 46) experienced more significant increases greater than 20%

Route Increases 20% or Greater

- Link 45 – Lake Mary (+70.6%)
- Link 46 – West S.R. 46/Seminole Towne Center (+27.8%)

LYNX MONTHLY RIDERSHIP FEBRUARY 2005 - FINAL

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								471,301
25% OF VOTRAN	329	295	289	302	313								1,527
(all other Links)	2,028,139	1,920,348	1,891,693	1,918,273	1,822,895								9,581,348
Total Fixed Route	2,117,242	2,012,031	1,984,415	2,017,364	1,923,124								10,054,176
Special Shuttles	965	51	105	26,333	112								27,566
Access LYNX	50,321	48,556	48,628	47,910	45,939								241,354
VanPlan	16,024	16,794	15,408	13,356	13,932								75,514
TOTAL	2,184,552	2,077,432	2,048,556	2,104,963	1,983,107								10,398,610

% CHANGE FROM FY 2004 TO FY 2005

Service Mode	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	TOTAL YEAR
LYMMO	-13.0%	10.0%	12.8%	14.5%	19.8%								7.9%
25% OF VOTRAN	-6.2%	9.6%	-2.4%	-2.3%	3.0%								-0.1%
(all other Links)	6.6%	14.2%	8.0%	6.1%	4.7%								7.9%
Total Fixed Route	5.6%	14.0%	8.2%	6.5%	5.4%								7.9%
Special Shuttles	665.9%	-56.8%	-78.4%	1283.8%	-81.5%								751.1%
Access LYNX	2.6%	15.0%	8.8%	5.0%	1.4%								6.4%
VanPlan	-20.8%	5.9%	-4.4%	-18.1%	-17.2%								-11.5%
TOTAL	5.3%	14.0%	8.1%	7.5%	5.1%								7.9%

FY 2004

Service Mode	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	Jul-04	Aug-04	Sep-04	TOTAL YEAR
LYMMO	102,052	83,104	81,924	86,294	83,373	95,922	86,262	88,849	90,653	84,594	76,966	75,624	1,035,617
25% OF VOTRAN	351	269	296	309	304	399	318	321	392	338	359	279	3,934
(all other Links)	1,902,065	1,681,115	1,751,313	1,807,967	1,741,101	1,902,063	1,826,644	1,800,237	1,878,350	1,852,723	1,801,448	1,701,444	21,646,470
Total Fixed Route	2,004,468	1,764,488	1,833,533	1,894,570	1,824,778	1,998,384	1,913,224	1,889,406	1,969,395	1,937,655	1,878,772	1,777,347	22,686,020
Special Shuttles	126	118	486	1,903	606	0	773	374	49	311	29	478	5,253
Access LYNX	49,039	42,232	44,677	45,650	45,283	52,509	51,145	49,274	52,336	50,989	45,578	38,977	567,689
VanPlan	20,224	15,856	16,125	16,308	16,819	16,600	14,778	12,906	14,460	14,465	14,164	13,002	185,707
TOTAL	2,073,857	1,822,694	1,894,821	1,958,431	1,887,486	2,067,493	1,979,920	1,951,960	2,036,240	2,003,420	1,938,543	1,829,804	23,444,669

ROUTE RIDERSHIP REPORT

Link No	Route	FY04 Average Monthly Ridership	Dec-04	% Change Dec 04 to Jan 05	Jan-05	% Change Jan 05 to Feb 05	Feb-05	% Change February 04 to February 05	February 05 Change as Compared to FY04 Avg. Monthly Ridership
1	N Orange Ave./Altamonte Mall	18,213	19,916	-10.0%	17,923	-8.5%	16,402	-8.3%	-9.94%
2	ColoniaItown	4,710	3,831	-10.0%	3,447	6.8%	3,683	-16.3%	-21.81%
3	Lake Margaret	18,174	16,740	1.6%	17,011	-0.9%	16,856	-7.6%	-7.25%
4	S. OBT/Kissimmee	143,042	139,767	4.1%	145,487	-8.5%	133,121	-4.6%	-6.94%
5	S. Ferncreek Ave.	5,132	4,440	18.4%	5,257	0.0%	5,259	2.2%	2.47%
6	Dixie Belle	19,188	19,401	3.3%	20,035	-11.7%	17,693	-8.7%	-7.79%
7	S. Orange Ave./Florida Mall	23,949	25,584	3.4%	26,462	-4.0%	25,393	15.0%	6.03%
8	W. Oak Ridge Rd./Int'l Dr.	143,115	157,617	0.6%	158,627	-5.0%	150,703	11.2%	5.30%
9	N. Orange Ave./Rosemont	29,317	30,649	2.1%	31,278	-5.1%	29,676	6.6%	1.23%
10	East U.S. 192/St. Cloud	20,552	18,282	4.7%	19,135	10.2%	21,092	-0.5%	2.63%
11	S. Orange Ave./OIA	36,190	34,473	2.3%	35,251	-7.0%	32,794	-1.9%	-9.38%
12	Buenaventura Lks/Boggy Ck	8,667	7,477	13.7%	8,501	14.5%	9,730	1.1%	12.27%
13	University of Central Florida	35,177	35,403	4.6%	37,022	-4.5%	35,363	3.9%	0.53%
14	Princeton Street	8,081	6,618	-1.6%	6,511	-11.8%	5,745	-24.1%	-28.91%
15	Curry Ford Rd./V.C.C. East	45,516	46,960	0.4%	47,169	-2.6%	45,957	2.8%	0.97%
16	College Park	12,191	9,947	8.9%	10,832	3.9%	11,259	-9.0%	-7.64%
17	N. OBT/Apopka	51,748	51,866	-3.5%	50,076	-2.5%	48,815	-1.5%	-5.67%
18	S. Orange Ave./Kissimmee	34,941	36,096	-1.0%	35,718	1.5%	36,263	11.1%	3.78%
19	Richmond Heights	27,450	29,176	0.9%	29,426	-3.8%	28,298	3.0%	3.09%
20	Malibu/Pine Hills	59,676	65,049	3.0%	67,023	-4.8%	63,773	6.8%	6.87%
200	Volusia Express	328	289	4.5%	302	3.6%	313	3.0%	-4.55%
21	Carver Shores/Tangelo Park	70,050	79,481	6.3%	84,484	-5.6%	79,723	19.2%	13.81%
22	Richmond Estates	27,153	27,514	4.4%	28,733	-2.4%	28,044	2.5%	3.28%
23	Winter Park/Forest City	26,778	25,474	7.1%	27,287	-5.2%	25,861	0.8%	-3.43%
24	Millenia	7,745	8,986	0.7%	9,046	-10.6%	8,085	17.2%	4.39%
25	Silver Star Rd.	69,482	74,999	-0.9%	74,316	-5.4%	70,290	0.7%	1.16%
26	Poinciana	14,163	14,364	-1.5%	14,143	2.5%	14,495	-4.5%	2.34%
27	Plant Street/Oakland	7,480	7,905	-1.5%	7,786	1.1%	7,871	3.2%	5.23%
28	E. Colonial Dr./Azalea Park	40,434	43,920	-1.8%	43,128	-5.9%	40,593	8.3%	0.39%
29	E. Colonial Dr./Goldenrod	39,373	43,277	-1.0%	42,824	-7.9%	39,432	4.3%	0.15%
30	Colonial Dr. Crosstown	48,215	52,175	0.7%	52,543	-6.9%	48,933	1.9%	1.49%
300-304	Downtown Disney Direct	13,425	14,576	13.0%	16,467	-7.6%	15,219	19.9%	13.36%
Lymmo	Lymmo	86,301	92,433	6.9%	98,789	1.1%	99,916	19.8%	15.78%
32	Union Park/Bithlo	4,221	4,485	-1.3%	4,428	-5.1%	4,203	9.0%	-0.44%
33	Midway/Sanford Airport	822	2,338	-21.6%	1,834	1.3%	1,857	N/A	N/A
34	Sanford/Midway	7,707	7,317	0.0%	7,316	0.6%	7,360	11.1%	-4.50%
36	Lake Richmond	23,946	25,421	3.0%	26,189	-4.1%	25,116	5.9%	4.88%
37	Park Promenade Plaza/Florida Mall	51,921	57,888	2.9%	59,586	-7.4%	55,176	10.2%	6.27%
38	Downtown Orlando/Int'l Dr.	13,718	13,573	14.2%	15,496	-5.7%	14,606	10.4%	6.48%
39	Fern Park/Sanford	56,655	60,401	7.3%	64,797	-5.9%	60,965	7.5%	7.61%
40	Americana/Universal Orlando	36,384	33,105	6.8%	35,357	-6.9%	32,932	-1.6%	-9.49%
41	S.R. 436 Crosstown	117,584	126,943	-0.4%	126,424	-4.1%	121,194	6.6%	3.07%
42	International Dr./OIA	65,827	75,812	-1.1%	74,944	-6.6%	70,021	17.8%	6.37%
43	Central Florida Pkwy.	11,127	13,121	-1.2%	12,967	-2.9%	12,597	17.7%	13.21%
44	Clarcona/Zellwood	16,955	18,697	0.9%	18,872	-3.9%	18,133	9.3%	6.95%
45	Lake Mary	2,582	3,513	-9.5%	3,181	19.1%	3,789	70.6%	46.76%
46	W. S.R. 46/Seminole Towne Ctr	9,814	11,777	0.8%	11,871	-2.8%	11,540	27.8%	17.59%
47	Oviedo	3,970	3,668	6.9%	3,922	5.1%	4,121	-0.6%	3.80%
48	W. Colonial Dr./Park Promenade	45,110	45,897	9.0%	50,037	-10.2%	44,920	-2.7%	-0.42%
49	W. Colonial Dr./Pine Hills	46,402	47,545	1.1%	48,084	-1.9%	47,163	-0.5%	1.64%
50	Downtown Orlando/Magic Kingdom	34,962	34,790	-10.7%	31,055	-6.9%	28,908	5.1%	-17.32%
51	Conway/OIA	31,191	35,078	-1.3%	34,633	-3.0%	33,596	11.4%	7.71%
52	Pine Castle/Tradeport	5,798	6,249	-1.3%	6,168	-8.9%	5,616	3.1%	-3.13%
53	Story Road/Tildenville	8,318	8,432	-1.3%	8,322	4.4%	8,686	2.6%	4.42%
54	Old Winter Garden Rd.	13,986	14,956	-3.0%	14,505	-0.4%	14,442	5.9%	3.26%
55	W. U.S. 192/Orange Lake	26,477	26,838	4.2%	27,952	-2.1%	27,365	10.0%	3.35%
56	W. U.S. 192/Magic Kingdom	28,315	29,930	-4.2%	28,658	-5.1%	27,190	0.8%	-3.97%
57	John Young Pkwy.	14,036	15,494	-3.2%	14,999	0.0%	15,001	11.7%	6.88%
Unknown	Farebox Errors	17,556	16,462	-16.6%	13,728	-27.3%	9,977	-36.2%	-43.17%
Total		1,891,341	1,984,415	1.7%	2,017,364	-4.7%	1,923,124	5.4%	1.7%

Information Item H: Financial Reports

To: LYNX Board Of Directors

From: Janice Keifer
INTERIM DIR OF FAS
BLANCHE Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 3166

Item Name: Monthly Financial Reports

Date: 4/28/2005

For your review, attached please find the Monthly Financial Report for the five months ending February 28, 2005.

EXECUTIVE SUMMARY REPORT

For the Five Months ending February 28, 2005

LYNX' Operating Statement indicates total revenue earned year-to-date in the amount of \$34,146,681 and total expenses incurred year-to-date in the amount of \$33,574,066 resulting in an operating profit in the amount of \$572,615 for the five months ending February 28, 2005. The Fixed Route Services resulted in an operating profit in the amount of \$639,365 for the five months of operations. ACCESS LYNX' operations resulted in an operating loss in the amount \$(66,750) for the five months of the fiscal year.

The positive results relate to lower than anticipated cost for LYNX' Fixed Route Services due to *cyclical* trends. Overall, expenses will begin to smooth out as the year progresses.

In regard to the ACCESS LYNX program, slight increases in trips will need to stabilize in order to be consistent with planned expenses. LYNX staff is closely monitoring this program to ensure compliance related to service performance and contract administration is meeting expected objectives.

REPORT ON FINANCIAL OPERATIONS

Five Months Ending February 28, 2005

Summary

For the period October 1, through February 28, 2005, revenues totaled \$34,146,681 and expenses totaled \$33,574,066 which indicates an excess in the amount of \$572,615 for the five months of the fiscal year. Listed below are significant facts regarding operations for the five months of FY 2004-2005:

Revenues

Customer Fares - These fares are generated from fixed route bus operations and the ACCESS LYNX paratransit operations. Revenue is earned through either fares collected directly from customers at the time of boarding or through prepayment by customers participating in various pass and ticket programs offered by LYNX. Revenue earned year-to-date represent 40.36% of the annual budgeted amount, which is slightly below the amount anticipated. In addition, customer fares increased \$479,621 or 7.91% as compared to the same period last year. This is primarily due to the increase in ridership year-over-year.

Contract Services - These are public transportation services provided by LYNX (MV Transportation) as part of both the fixed route operations and the ACCESS LYNX paratransit operations. Contract services provided as part of the fixed route operation are based on a mutually agreed upon service area and related customer fares for each entity. Other entities contracting with LYNX to provide service are billed on a cost per hour basis for each hour or portion of an hour of service provided. Contract services provided as part of the ACCESS LYNX paratransit operations are provided on a cost per trip basis. Revenue earned year-to-date represent 42.60% of the annual budgeted amount, which is above the amount anticipated.

Interest and Other Income - These are revenues earned from interest on cash balances and displaying advertising materials on the outside of buses and other non-transportation type revenue. Revenue earned year-to-date represent 35.18% of the annual budgeted, which is lower the amount anticipated. This is due to lower amounts for Miscellaneous Revenue year-to-date than planned.

Operating Assistance - These revenues consist of funds received from the Federal government, the State of Florida, and local governmental entities located within jurisdictions currently served by LYNX. Revenue earned year-to-date represents 37.63% of the annual budgeted amount, which is below the amount expected. Revenue earned year-to-date indicates an increase in the amount of \$86,706 or 0.43% as compared to the same period last year.

Fund Balance - These funds are undesignated excess dollars from prior years that are recorded as deferred revenues until needed to support current year operating expenses. Such funds are included in the budget to support the current year reserves and other operating expenses.

Expenses

Labor - These are expenses incurred for the pay and allowances due employees in exchange for the labor services they render on behalf of the transit system. Expenses incurred year-to-date represent 40.15% of the annual budgeted amount, which is below the target for the *five months* of this fiscal year.

Fringe Benefits - These are expenses in the form of payments or accruals to others on behalf of an employee and payments or accruals direct to an employee arising from something other than performance. Expenses incurred year-to-date represent 40.36% of the annual budgeted amount, which is below the targeted amount budgeted year-to-date.

Professional Services - These are expenses incurred in the form of labor and other work provided by outside organizations for fees and related expenses. Expenses incurred year-to-date represent 15.29% of the annual budgeted amount. Expenses such as other professional fees pertaining to planning projects are lower than anticipated for the *five months* of the fiscal year. In addition, expenses for legal fees, contract maintenance, security services, media and various promotional and production expenses are less than budgeted. This line item reflects only invoices paid to date, because LYNX does not accrue these expenses on a monthly basis.

Materials and Supplies - These are expenses incurred for the purchase of tangible products obtained from outside suppliers or manufactured internally. Expenses incurred year-to-date represent 50.35% of the annual budgeted amount, which is higher than the amount anticipated for *five months* of the fiscal year due to significant increases in fuel prices.

Utilities and Taxes - These are expenses incurred for utilities and for taxes levied by federal, state, and local governments. Expenses incurred year-to-date represent 40.32% of the annual budgeted amount, which is lower than anticipated.

Casualty and Liability Insurance Costs - These are expenses incurred that include cost elements covering protection of the system from loss through insurance programs and compensation of others for their losses due to acts for which the transit system is liable. Expenses incurred year-to-date represent 26.67% of the annual budgeted amount.

Purchased Transportation Services - These are expenses incurred in the form of payments or accruals to other transit systems for providing transportation service. Expenses incurred year-to-date represent 43.02% of the annual budgeted amount, which is above the amount anticipated for the *five months* of the fiscal year.

Leases and Miscellaneous Expenses - These are expenses incurred for vehicle and facility leases and other miscellaneous expenses. Expenses incurred year-to-date represent 33.21% of the annual budgeted amount, primarily due to significantly lower than anticipated miscellaneous expenses.

Interest Expense - These are expenses incurred for amounts charged on general long-term debt. The interest expense relates to the leasing of vehicles for LYNX' Road Rangers Program. Expenses incurred year-to-date represent 14.27% of the annual budgeted amount.

Reserves - The reserves are established as a percentage of the total budgeted operating expenses for the current fiscal year. Such reserves provide a contingency for unanticipated expenses.

LYNX

**OPERATING STATEMENT
FIVE MONTHS ENDING FEBRUARY 28, 2005**

	CURRENT MONTH INCURRED	YEAR TO DATE INCURRED	ANNUAL BUDGET	VARIANCE (OVER) OR UNDER	PERCENTAGE OF BUDGET
REVENUES:					
Customer Fares	\$ 1,198,575	\$ 6,539,365	\$ 16,201,286	\$ 9,661,921	40.36%
Contract Services	1,326,656	6,673,051	15,663,060	8,990,009	42.60%
Interest and Other Income	165,201	702,264	1,996,154	1,293,890	35.18%
Operating Assistance:					
Federal	890,836	4,454,280	12,278,039	7,823,759	36.28%
State	787,590	3,881,010	11,370,068	7,489,058	34.13%
Local	2,379,342	11,896,711	30,112,106	18,215,395	39.51%
Fund Balance	-	-	150,000	150,000	-
TOTAL REVENUES	<u>6,748,200</u>	<u>34,146,681</u>	<u>87,770,713</u>	<u>53,624,032</u>	<u>38.90%</u>
EXPENSES:					
Salaries and Wages	2,355,806	13,096,101	32,615,708	19,519,607	40.15%
Fringe Benefits	1,250,200	7,031,073	17,419,487	10,388,414	40.36%
Professional Services	447,343	1,635,403	10,692,670	9,057,267	15.29%
Materials and Supplies	805,329	4,468,847	8,876,100	4,407,253	50.35%
Utilities and Taxes	92,816	418,941	1,039,067	620,126	40.32%
Casualty and Liability Insurance	18,441	395,062	1,481,157	1,086,095	26.67%
Purchased Transportation Services	1,160,863	5,856,069	13,612,586	7,756,517	43.02%
Leases and Misc. Expenses	129,147	670,369	2,018,518	1,348,149	33.21%
Interest Expense	516	2,201	15,420	13,219	14.27%
Reserves	-	-	-	-	-
TOTAL EXPENSES	<u>6,260,461</u>	<u>33,574,066</u>	<u>87,770,713</u>	<u>54,196,647</u>	<u>38.25%</u>
EXCESS (DEFICIT) OF REVENUES OVER EXPENSES	<u>\$ 487,739</u>	<u>\$ 572,615</u>	<u>\$ -</u>		
FIVE MONTHS BENCHMARK PERCENTAGE					<u>41.67%</u>

Information Item I: Finance and Administrative Support Report

To: LYNX Board Of Directors

From: **Janice Keifer**
 INTERIM DIR OF FAS
Karen Kenning
 (Technical Contact)
Pat Grimison
 (Technical Contact)
Richard Solimano
 (Technical Contact)

Phone: 407.841.2279 ext: 3166

Item Name: Procurement Activities

Date: 4/28/2005

A. PROCUREMENT ACTIVITIES

The Finance and Administrative Support Department’s responsibilities include procurement of goods and services through a competitive process. The report below lists all current Bids and RFPs with their release date and opening date for FY2005.

RFP/IFB Number	Description	Date Issued	Opening Date	SEC Meeting Date
RFP 05-002	General Engineer Consultant Arch & Eng.	April	May	June
RFP 05-003	General Engineer Consultant Transportation	April	May	June
RFP 05-008	Legal Counsel HR	February	March	April
RFP 05-006	Occupational Health Services	December	January	February & March
IFB 05-027	Pressure Wash Services	April	May	None
05-26	7/12 – Passenger Van Pools Procurement	March	April	None
IFB 05-014	Apopka Super Stop	April	May	None

Information Item J: Government Affairs and Communications Report

To: LYNX Board Of Directors

From: Peggy Gies
 INTERIM DIR OF GOVT AFFAIRS
 TRACY Bridges
 (Technical Contact)

Phone: 407.841.2279 ext: 3020

Item Name: Government Affairs and Communications Report for March 2005

Date: 4/28/2005

BUS ADVERTISING / SALES

	LYNX Contracts	Culver Contracts	Fiscal YTD Contracts
Advertising Sales Revenue	\$ 100,958	\$ 200	\$ 346,548
Admin Fee to Culver Amherst @ 40%	0	\$ 80	\$ 39,392
Net Revenue to Lynx Per Agreement	\$ 100,958	\$ 120	\$ 307,156

BUSINESS RELATIONS

Commuter Choice and WAGES Transportation Programs

Activity	CCP Performance	WAGES Performance	
Carpool/Vanpool and WAGES Inquires	Phone: 96 Internet: 38	Phone: 165 Internet: 37	
Carpool/Vanpool/WAGES Transit Letters & Matches	Letters: 54 Matches: 15	Letters: 3 Matches: 2	
Number of Approved WAGES Participants		67	<u>YTD Participants</u> 276
Number of Participants Receiving WAGES benefit(s)		269	<u>YTD Participants</u> 779
Number of Commuter Choice Vanpool Participants	896		<u>Revenue Miles YTD</u> 361,361
Vanpools	New: 1 Returned: 1	New: 0 Returned: 0	<u>Current Vans In Service</u> 34
Pending Vanpool Interest	Summer Bay Resort Kaman-Dayron Florida Hospital East Orlando Orange Lake Resort Correct Craft OUC Orange County Dept. of Corrections	The Job Partnership of Florida Urban League	

	Lockheed Martin Renaissance Orlando Hotel Seminole Community College		
Number of Employers Contacted	85	10	
Number of Employees Contacted	305	50	
Employer Program Presentations	Orange County Dept. of Corrections Hewitt Associates Haitian Coalition Orange County Public Library Orange Lake Resort Disney World CCS Financial Summer Bay Seminole County Public Schools Administration Renaissance Hotels & Resorts 7-11 Stores Publix Home Depot Orlando Regional Healthcare	MMI-Motorcycle Institute SeaWorld Florida St. Vincent De Paul Seminole Comm. Mental Health Inc. Restore Orlando, Inc. Haitian Coalition of Central Florida Interfaith Hospitality Network of Orange & Seminole Counties	
Employee Vanpool Presentations	Lockheed Martin Lunch N' Learn CFEC Job Fair Miller Legg Employee Fair		<u>Total Participants</u> 305
Other Business Presentations/Meetings	Orlando Chamber Business at Breakfast International Drive Resort Area Chamber of Commerce Luncheon CFHRA Dinner Meeting Workforce Central Florida State of the Workforce	Orlando Housing Authority	<u>Total Participants</u> 721

Bus Pass Consignment

A meeting was held with Tony San Lucas, Assistant Director of Operations for CCS Financial Services, which centered on the development of a closer business relationship between LYNX and CCS Financial. CCS is LYNX’ second largest bus consignor in terms of sales revenue, but the largest consignor in terms of the number of retail locations. We also discussed LYNX Commuter Assistance programs and provided a follow-up opportunity to discuss Commuter Choice Tax Free Benefits for CCS employees.

The Walt Disney Company has agreed to purchase bus passes for their employees from LYNX. This partnership marks the largest company to ever agree to purchase passes from LYNX.

SeaWorld has expressed interest in becoming a bus pass provider for their employees. A meeting is planned to further discuss the potential arrangement.

Business Relations Events

Lockheed Martin Lunch & Learn

LYNX participated in a Lunch N’ Learn session at Lockheed Martin on March 9th, and spoke with various Lockheed employees about our Vanpool program and what it would take to get them to return to using our program. There will be a follow up to this session in the coming weeks focusing more on the entire Lockheed employee base rather than only former LYNX Vanpool participants.

Orlando Regional Chamber of Commerce Business At Breakfast

Business Relations attended this event on March 17th at the Ballroom on Church St. As an exhibitor, we were able to speak with many of the 200 individuals who attended this event about transportation benefits and how this program can help their business.

Central Florida Human Resources Association Sponsorship

LYNX sponsored a dinner for the Central Florida Human Resources Association on March 21st. At this event, we were afforded 5 minutes of time to inform the attendees about what we do and how it can help them. In addition, we were able to network with many prominent local businesses including OUC, Sea World, Hewitt and Associates, and many others. This event led to several good leads.

Central Florida Employment Council Job Fair

Business Relations staff attended the CFEC Job Fair on the 23rd. We were able to speak with several hundred job seekers about the benefits of using transportation benefits once they become employed.

MARKETING

Jobs Opened/Completed

Jobs Opened	Jobs Completed	Jobs opened FYTD	Jobs completed FYTD
14	30	80	89

Media Report

Radio	Spots	Value
WOMX 105.1	92	\$ 7,155
Magic 107.7	11	\$ 2,500
WOCL 105.9	51	\$ 6,980

CABLE		
Central Florida Interconnect (bright house)		

Website Usage

Average Hits per Day	43,163
Average Users per Day	1,939
Average Hits per User	22.27
Average Time Spent on Site	10 min. 43 sec.

Total Page Hits for March	348,049
Total User Visits or March	60,090
Total Unique IP (visits) for March	23,315

Marketing Activities

Roger Franklin Williams Radio Show

LYNX participated in our first Roger Franklin Williams radio show of the New Year, and we received a nice commendation from Rep. Fred Brummer, who called in during the program. The next show will air in May.

Transit Advisory Committee (TAC) Involvement

The TAC, which meets every month, has continued to grow in terms of member impact. Some members were present during Transportation Disadvantaged (TD) Day in Tallahassee, which is a good grass roots push from our public involvement boards.

Orlando Breakfast Rotary Club Meeting

The Orlando Breakfast Rotary, which meets at the University Club, viewed the LYNX WORKS presentation, and its members were given a call-to-action for advocacy in public transit.

MEDIA RELATIONS

28 pages of print/web articles, which are included in the pocket of the Board package for your review, ran during the month of March.

Information Item K: Human Resources Report

To: LYNX Board Of Directors

From: Sylvia Mendez
CHIEF ADMINISTRATIVE OFFICER
DESNA Hunte
(Technical Contact)

Phone: 407.841.2279 ext: 3129

Item Name: Money Purchase Plan Report Information

Date: 4/28/2005

In October 1994 a merger occurred between Central Florida Rail Authority and Orange Seminole-Osceola Transportation Authority. This resulted in a change in the retirement vehicle for employees. Effective October 1, 1994 the Central Florida Transportation Authority d/b/a LYNX adopted a Money Purchase Plan. This is a “qualified” plan and its status indicates that the Plan complies with Internal Revenue Code Section 401(a).

Participants of this Plan have the ability to make investment choices and to transfer funds upon vesting in the Plan. The Plan is currently administered by Nationwide Insurance.

The Plan is overseen by the Board of Trustees appointed by the Chief Executive Officer and confirmed by the Board. The current Trustees are Janice Keifer; Interim Director of Finance, Lisa Darnall; Deputy Director of Transportation and Desna Hunte; Human Resources Administrator for Benefits and Compensation. The Trustees in the first quarter of 2005 adopted the attached Investment Policy. The purpose of the Policy is to:

- Provide investment guidelines and objectives;
- Describes the criteria, objectives and procedures for selecting the Plan’s investment options; and
- Establish criteria to monitor and evaluate investment performance.

The policy was drafted under the guidance of the consultant, Burgess Chambers & Assoc. A copy of the adopted policy is attached for your information.

Investment Policy Statement

I. Scope of Investment Policy Statement

The Investment Policy Statement (the “IPS”) reflects the investment objectives and guidelines of the Central Florida Regional Transportation Authority Money Purchase Pension Plan.

II. Purpose of Investment Policy Statement

The purpose of this IPS is to provide guidelines and objectives for the investment options provided to the Plan’s Participants (the “Participants”), and to assist the Plan’s Trustees (“Trustee”) in effectively selecting, evaluating, and monitoring the investment options available under the Plan. The Trustee will discharge its responsibilities under the Plan solely in the best interests of Plan's participants and beneficiaries. The Plan is intended to operate in accordance with all applicable state and federal laws and the regulations there under. Although the Plan is not subject to ERISA (Employee Retirement Income Security Act of 1974), the Trustees may apply or rely upon for guidance all or a portion of the regulations under ERISA Section 401(c) or other similar sections.

The IPS is intended to assist the Plan’s fiduciaries by helping them make prudent investment decisions. The purpose of this Investment Policy Statement is to:

1. Define the Plan’s investment objectives and guidelines;
2. Describe the criteria, objectives and procedures for selecting the Plan’s investment options; and
3. Establish criteria to monitor and evaluate investment performance.

Consistent with the IPS purpose, the Trustee will establish investment goals which the investment advisor shall use to select and monitor the investment options, in furtherance of the following general goals:

1. Establish opportunities for Plan participants to accumulate retirement earnings.
2. Provide the Plan participants with a wide range of investment options with differing risk and return characteristics that may materially affect the potential return and risk level of a participant's account and provide for diversification.
3. Provide available investment options at a reasonable cost.
4. Provide information and educational opportunities to enable participants to make informed investment choices.

Plan participants are responsible for their own investment decisions. The Trustee will strive to provide a suitable range of investment options, allowing participants to invest in accordance with their own retirement goals, risk tolerances and investing time horizons. Because of the broad range of ages, the Plan sponsor will select a diverse number of investment options with the

intention of creating the potential for participants to select investment options that meet individual needs and risk tolerances. Specifically, for each investment option the Policy will provide:

1. Criteria for selecting, monitoring and replacing investment options.
2. An understanding of the return expectations.
3. An understanding of the associated risks.

III. Duties and Responsibilities

A. Plan Sponsor

The ultimate decision making responsibility regarding the administration of the Plan belongs to the Plan Sponsor. The ultimate decision making responsibility regarding the proper supervision of the Plan's investment options, and for carrying out this IPS on behalf of the Plan belongs to the Trustee.

B. Investment Trustee

The Trustee is responsible for establishing and reviewing investment objectives, policies and guidelines; communicating the same to the Board of Directors of Lynx for consideration and action, where applicable; and implementing the investment policies. As fiduciaries under the Plan, the primary responsibilities of the Trustee are to:

1. Prepare/Maintain the IPS.
2. Make available investment options appropriate for participants for investing for retirement.
3. Establish criteria for making prudent selection and evaluation of investment options.
4. Control and monitor associated expenses.
5. Monitor and supervise [investment] vendors and investment options.
6. Avoid prohibited transactions and conflicts of interest or take actions to correct any such transactions.
7. Establish participant communication and education standards.

The Trustee has authority under the Plan to engage investment professionals and other organizations to advise the Board of Directors of Lynx and the Trustee and to provide services to the Plan and the Participants. These include, but are not limited to, Investment Consultants, Investment Fund Managers (mutual fund companies, etc.) and Retirement Plan Service Providers.

C. Investment Advisor (the "Consultant")

The Consultant shall assist the Trustee in establishing the IPS; including the objectives and guidelines for the investment options, selecting options, reviewing fund managers and retirement plan service providers, measuring and evaluating investment performance and risk; and other tasks deemed appropriate by the Trustee. Such duties of the Consultant shall:

1. Exercise the same standard of care, skill prudence and due diligence used under a similar circumstance that an experienced investment professional, acting in a similar capacity and fully familiar with such matters, would use for similar retirement plans with similar goals in accordance and compliance with all applicable laws, rules and regulations.
2. Monitor investment funds in accordance with the IPS.
3. Provide ongoing guidance in the selection of investment funds.
4. Report absolute and comparative performance and adherence to policy guidelines.

D. Trustee/Custodian

The trustee/custodian is responsible for collecting and holding Plan assets in trust for the exclusive purpose of providing benefits for the Plan's participants and beneficiaries.

E. Investment or Fund Manager (the "Manager")

As discretionary advisors, the Managers are to make all investment decisions for the assets placed within their respective mutual funds. Discretionary investment management includes decisions to buy, sell or hold securities and to alter asset allocation with the parameters established in the mutual fund prospectus. The manager must be a Registered Investment Advisor under the Investment Advisors Act of 1940 or be exempt as part of a bank or insurance company.

IV. Investment Policy Statement

In a money purchase pension plan that permits participants to select among a menu of investment options, the Plan participants bear the ultimate risk and responsibility for their account investment elections and the resultant investment performance of their account balance over time. The IPS is the starting point that establishes a range of investment options and a means to monitor and judge suitability over time.

V. Administrative & Compliance Objectives

- A.** To comply with all fiduciary, prudence and due diligence requirements that experienced investment professionals would utilize, as well as with all applicable laws, rules, and regulations from various local, state, federal and international political entities that may impact Plan assets;
- B.** To (1) provide participants with at least three investment options with different risk/return profiles; (2) provide participants with sufficient information so that the participant can make an informed decision about his or her selection of investment option(s); and (3) permit participants to change investment options on a daily basis;
- C.** To have the ability to pay all benefit and expense obligations when due; and
- D.** To control and account for all costs of administering and managing the Plan.

VI. Investment Objectives and Selection Criteria

A. Asset Classes and Benchmarks:

1. Offer a Variety of Time Horizons
2. Offer a Variety of Risk Spectrums

The Trustee, in consultation with the Consultant, upon reviewing the long-term performance characteristics of various asset classes, and also focusing on balancing the overall risks and rewards of all classes combined, has selected the following asset classes, listed with their corresponding benchmarks, for the Plan:

Asset Class	Benchmark
Cash Equivalents	3 Month T-Bill Index
Short Term Bond	Lehman 1-5 Government Index
Intermediate Term Fixed Income	Lehman Aggregate Bond Index
GIC	GIC Universe
Balanced	S&P 500 Index/ Lehman Aggregate
Large Cap Value	S & P 500 Barra Value Index
Large Cap Growth	S & P 500 Barra Growth Index
Large Core	S&P 500 Index
Mid Cap Value	S&P 400 Barra Value Index
Mid Cap Growth	S & P 400 Barra Growth Index
Mid Cap Core	S & P 400 Index
Small Cap Value	Russell 2000 Value Index
Small Cap Growth	Russell 2000 Growth Index
Small Cap Core	Russell 2000 Index
International	MSCI EAFE Index
Real Estate	Wilshire REIT Index
Passive	Various Index Funds

B. Investment Selection Criteria

1. A minimum performance track record: The investment option must have a reasonable performance record, typically a minimum of 3 years.
2. An historical return relative to its peers: The investment option should have above average returns (to 50th percentile or better) compared to its peers over a trailing performance period of three to five years.
3. The volatility: The amount of risk (volatility) of each investment option should not be more than 20% higher than its benchmark over 3- and 5-year time periods.
4. The investment manager's tenure: The investment manager or management team should have a reasonably consistent tenure, typically a minimum of 3 years, to ensure that past performance is attributed to the current management team.
5. Consistency of investment style: The investment option's style or objectives should be consistent over time. A reasonable level of style purity is necessary so that participants can better diversify their investment options.

6. Expenses: the investment option should have reasonable expenses when compared to like-type funds.
7. Daily valuation: Each investment option must be valued daily.

VII. Performance Monitoring

The Trustee will review the results of all investments at least quarterly, or as often as the Trustee deems necessary. During such reviews, the Trustee will consider the performance of each fund or manager against its appropriate benchmark and peer group. The Trustee will also be aware that the ongoing review and analysis of each fund shall be similar to the due diligence implemented during the initial selection process. The Trustee will continually monitor the performance of the funds, and at its discretion may take corrective action and replace any fund at any time. A formal fund evaluation may be initiated if any extraordinary event occurs that could interfere with the fund's ability to fulfill its role in the future, or if a fund fails to achieve predetermined performance objectives over the predetermined time period. The criteria for evaluating a fund's performance is as follows:

A. Primary Factors

1. Bottom quartile peer group rank over four (4) consecutive quarters as compared to the fund's peer group (comparable investment universe).
2. Rolling returns in the bottom 50th percentile for any three-year (3) period or five-year period (5).

B. Additional Factors

1. Management changes;
2. Significant change in alpha;
3. Significant change in beta;
4. Significant increase in expense ratio; or
5. Other significant events.

C. Watch List

1. Failure to meet established criteria will result in a fund(s) being placed on "watch list" for further analysis and monitoring.

VIII. Plan Evaluation

The Trustee shall review and evaluate, no less than quarterly, fund conformance to the IPS and whether each manager continues to conform to the criteria outlined in the previous section, specifically;

A. Advisor Review

1. Material change in organization; or
2. Legal, SEC and/or other regulatory proceedings.

The Trustee shall review and evaluate at least annually, all costs associated with the management of the Plan's investment program, including the following:

B. Management Cost Review

1. Expense ratios;
2. Custody fees; and
3. Administrative fees.

IX. Acknowledgement of Master Policy

By acknowledging in writing the receipt of the IPS statement the Trustee, the Consultants, all agree to its terms and conditions. The signatures below affirm that the Investment Policy Statement has been read, understood and accepted.

Trustee for the Plan (Name and Title)

Trustee for the Plan (Signature) (Date)

Trustee for the Plan (Name and Title)

Trustee for the Plan (Signature) (Date)

Trustee for the Plan (Name and Title)

Trustee for the Plan (Signature) (Date)

For the Consultant (Name and Title)

For the Consultant (Signature) (Date)

Information Item L: Human Resources Report

To: LYNX Board Of Directors

From: Sylvia Mendez
 CHIEF ADMINISTRATIVE OFFICER
 ROBERT Oliver
 (Technical Contact)
 Riccian Vidal
 (Technical Contact)

Phone: 407.841.2279 ext: 3129

Item Name: Human Resources Report

Date: 4/28/2005

HR Report March 2005		Overall	Bargaining Unit	Admin.
Retention				
Staffing Level (Actual/Budgeted # Employees)		97.7%	98.5%	95.6%
Voluntary Terminations		5	5	0
Involuntary Terminations		3	3	0
Hiring				
Positions Filled		8	8	0
Average Days to Hire		58	58	0
Training & Development				
Employees Attending Orientation		12	12	0
Employees Attending Other Training		74	14	60
Leave Status				
FMLA	Submitted Paperwork	11	9	2
	Currently On Intermittently (up to 1 year)	41	30	11
	Currently On FMLA	9	6	3
	Returned From FMLA	10	6	4
Work Comp	Submitted Paperwork	4	4	0
	Currently On Workers' Compensation	2	2	0
	Returned From Workers' Compensation	4	4	0
Grievances				
1	Submitted	1	1	0

LYNX Board Agenda

	Pending		0	0	0						
	Resolved		3	1	2						
EEOC	Submitted		0	0	0						
	Pending (average resolution is 18 months)		2	1	1						
	Resolved		0	0	0						
LYNX Demographics Summary											
	Race					Gender		Total	Total	Minority	Female
	W	B	H	A	AI	F	M		Minority	%	%
Director	7	1	1	0	0	6	3	9	2	22%	67%
Manager	16	4	1	1	0	7	15	22	6	27%	32%
Supervisor	10	3	3	0	0	9	7	16	6	38%	56%
Supervisor (BU)	22	9	13	4	0	4	44	48	26	54%	8%
Other Admin.	58	34	25	5	0	66	56	122	64	52%	54%
Maintenance (BU)	58	27	63	9	2	4	155	159	101	64%	3%
Bus Op. (BU)	149	172	205	11	2	109	431	539	390	72%	20%
Total	320	250	311	30	4	205	711	915	595	65%	22%

W-White / B-Black / H- Hispanic / A- Asian/Pacific / AI-American Indian / F-Female / M-Male

Information Item M: Planning Division Report

To: LYNX Board Of Directors

From: **Robert Smith**
DIR OF TRANS OPS & PLANNING
Tiffany Homler
(Technical Contact)
Jennifer Clements
(Technical Contact)
GLEN Waters
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Planning Division Report

Date: 4/28/2005

The project updates listed below provide an overview of current planning efforts at LYNX. Projects may be added or deleted pending activities scheduled.

STRATEGIC PLANNING

Comprehensive Operations Analysis (COA)

At the March LYNX Board meeting, a consultant contract was approved and awarded to Manuel Padron & Associates, Inc. Work on the COA has already begun and will move at a fast pace. Thirty surveyors will be deployed on LYNX buses during the last two weeks in April to conduct on-board bus surveys of LYNX passengers. The goal of these surveys is to collect important origin and destination information about the trips LYNX customers are making, or would like to be making. This initial public input will provide a large amount of data to assist the consultants in their other tasks to provide service recommendations for the near-term (1-3 years), short-term (4-5 years), and long-term (10-15 years).

The last COA was conducted in 1995/96 and made numerous recommendations. Of those, many were implemented, including:

Transit Facility Improvements

- New LYNX Central Station (LCS)
- 8 new Superstops
- 6 new Park & Rides
- New Interim Princeton Bus Maintenance Facility, advancing Permanent Princeton Facility

Expansion of Bus Fleet

- From 177 Fleet buses to 237 Fleet buses

Transit Service Improvements

9 New Bus Routes

3 Eliminated Bus Routes

22 Adjusted / Enhanced Bus Routes

Customer Amenities

The Apopka City Council approved the Superstop design and Transit Station License Agreement on April 6, 2005. This is a significant step in the advancement of this project. LYNX staff will continue to coordinate with City of Apopka Staff to ensure a smooth project implementation.

Service and stops near the Apopka Superstop, which will be located near City Hall at Central Ave & E. 7th St., include three Links serving that area: 17, 41, and 44. There are 13 stops and two shelters near Apopka City Hall and the Superstop. Up to four of the stops may be removed, depending on final re-routing of service to the Superstop. The shelters will remain, along with the remaining stops.

This item will come back before the LYNX Board for action to award a contract for construction at the May meeting. A construction schedule will be part of the contractors' response to the Invitation For Bid; however, it is staff's goal to have construction completed by the end of LYNX's fiscal year.

Transit Development Plan (TDP)

Staff is in the process of gathering data and drafting the FY2006-2010 TDP Annual (Minor) Update. There will be a draft document provided to the Board at the May meeting and Staff will be taking comments from the LYNX and METROPLAN ORLANDO Committees, as well as from the public, during the May/June timeframe. In June, Staff will be requesting Board approval of the TDP for submittal to the State of Florida's Department of Transportation for their July 1 deadline. The TDP is a requirement of LYNX' state block grant, which has represented approximately \$7 million per year in recent years.

SERVICE PLANNING & SCHEDULING

July 24, 2005 Service Change and Operators' Bid

With the March 20, 2005 service change behind us, it's time to start the process again for the July 24, 2005 service change. Two service initiatives are currently in development.

The first is a modification of Link 27 to serve the new Ocoee High School. Staff is finalizing routing and trip options so that the school can be served with no fiscal impact. Once these options have been prepared, we will meet with representatives from Orange County Public Schools and the City of Ocoee to determine which option meets their needs the best.

The second service initiative involves Link 46 and the new developments surrounding the Seminole Towne Centre. LYNX is working with Seminole County and City of Sanford staffs to determine if Link 46 can be re-routed to include the new Super Target on Ball Boulevard as well as the new Super Wal-Mart on Rinehart Road. Like the Ocoee High School service plan, the Marketplace at Towne Center service plan is being developed so as not to incur any fiscal impact.

Information Item N: ACCESS LYNX Operations Report

To: LYNX Board Of Directors

From: Robert Smith
DIR OF TRANS OPS & PLANNING
William Hearndon
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Paratransit Operations Statistical Report

Date: 4/28/2005

There were 60,210 trips booked in March 2005. Of the 60,210 trips scheduled to operate, 10,233 (17.00%) were cancelled and 2,253 (3.74%) were classified as “no-shows.” The number of trips provided by Paratransit Operations in March 2005 was 47,724 (79.26% of the total trips booked). The total number of trips provided by the coordinated system for the fiscal year to date is 271,286. These trips were provided for customers who are elderly, transportation disadvantaged, or disabled.

In fiscal year 2005, we have budgeted 42,461 trips per month. We have exceeded our budget trips by approximately 12.39% in March 2005. Year-to-date, we are over our budgeted trip level by approximately 6.48%.

A rolling 13-month report is provided to compare service today to service a year ago. The final column shows percentage of change from March 2004 to March 2005.

MONTHLY PARATRANSIT STATISTICAL BREAKDOWNS

	Category	March 2004	April 2004	May 2004	June 2004	July 2004	August 2004	September 2004	October 2004	November 2004	December 2004	January 2005	February 2005	March 2005	2004 to 2005 Difference	
Commendations & Concerns	Commendations	32	12	36	12	19	3	2	3	6	18	11	9	17	-88.24%	
	Customer Service	17	9	11	4	7	9	4	12	11	24	23	14	23	26.09%	
	Discourtesy	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	
	Drivers and Driving	84	45	59	59	66	60	50	57	39	28	49	40	53	-58.49%	
	Equipment	1	0	2	4	3	4	2	6	1	3	3	3	5	80.00%	
	Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	
	Risk Management	0	2	2	1	2	2	2	1	2	1	3	1	1	2	100.00%
	Scheduling	13	17	13	10	9	4	3	14	5	5	14	13	7	-85.71%	
	Other	0	4	3	3	4	2	1	1	2	2	3	4	7	100.00%	
	Timeliness	100	77	84	63	67	114	87	170	127	93	153	247	267	62.55%	
	Total Concerns	215	154	174	144	158	195	148	262	186	158	246	322	364	40.93%	
	Total Reservations Accepted	59,610	56,827	56,430	57,756	58,065	56,239	53,630	57,012	57,534	60,287	56,565	54,023	60,210	1.00%	
	Concerns per 1,000 Trips *	3.61	2.71	3.08	2.49	2.72	3.47	2.76	4.60	3.23	2.62	4.35	5.96	6.05	40.34%	
Trip Status	No-Shows	3,028	2,816	2,353	2,256	2,024	2,283	2,214	2,300	2,025	2,190	1,908	1,809	2,253	-34.40%	
	Cancellations & Sub. Changes	7,875	7,905	8,137	8,230	8,990	11,769	15,219	8,354	10,433	13,186	10,184	9,470	10,233	23.04%	
	Completed Trips	48,707	46,106	45,940	47,270	47,051	42,187	36,197	46,358	45,076	44,911	44,473	42,744	47,724	-2.06%	
	No-Show Rate	5.08%	4.96%	4.17%	3.91%	3.49%	4.06%	4.13%	4.03%	3.52%	3.63%	3.37%	3.35%	3.74%	-35.75%	
	Cancellation Rate	13.21%	13.91%	14.42%	14.25%	15.48%	20.93%	28.38%	14.65%	18.13%	21.87%	18.00%	17.53%	17.00%	22.27%	
	Completed Trips	81.71%	81.13%	81.41%	81.84%	81.03%	75.01%	67.49%	81.31%	78.35%	74.50%	78.62%	79.12%	79.26%	-3.09%	
Completed Passenger Trips by Sponsor	ADA	22,566	22,194	20,808	21,484	20,648	18,342	14,749	21,446	20,359	20,279	20,592	19,908	22,346	-0.98%	
	TD	4,546	4,380	4,533	5,049	5,619	4,877	4,604	5,348	5,616	5,911	5,906	5,744	6,848	33.62%	
	Medicaid	15,118	14,984	14,914	16,021	14,989	13,613	11,601	14,461	13,903	13,761	13,129	12,157	13,774	-9.76%	
	Coordinated Medicaid	10,269	8,260	9,191	8,493	9,578	8,517	7,879	8,774	8,476	8,441	8,077	7,876	8,283	-23.98%	
	Other	10	6	8	4	10	12	0	7	2	2	0	0	16	37.50%	
Completed Trips by Space Type	Ambulatory Passengers	35,980	33,437	33,404	34,332	34,001	30,518	26,380	33,838	32,398	32,056	32,138	30,902	34,010	-5.79%	
	Wheelchair Passengers	11,819	11,834	11,574	11,899	11,886	10,629	8,828	11,333	11,515	11,675	11,318	10,868	12,689	6.86%	
	Stretcher Passengers	908	835	962	1,039	1,164	1,040	989	1,187	1,163	1,180	1,017	974	1,025	11.41%	
	Escort/Attendant Passengers	3,802	3,718	3,514	3,781	3,793	3,174	2,636	3,678	3,280	3,483	3,231	2,941	3,543	-7.31%	
Other Stats	Average Call Hold Time *	1:42	1:55	2:14	1:51	1:18	2:20	1:41	2:57	3:02	2:12	2:36	2:31	2:35	34.19%	
	On Time Performance *	89%	88%	88%	87%	87%	82%	88%	84%	83%	89%	91%	87%	89%	-0.40%	
	Productivity (Passengers/Hour)	1.39	1.36	1.37	1.36	1.33	1.28	1.19	1.29	1.29	1.21	1.39	1.24	1.28	-8.59%	

Estimated based on information available at the time of report compilation

* System Standards: Concerns per 1,000 Trips - Less than 3.0 Exceeds Standards; 3.0 to 7.0 Meets Standards
 Average Call Hold Time - 2:00 or less Exceeds Standards; 2:01 to 3:00 Meets Standards
 On Time Performance - More than 96% Exceeds Standards; 94% to 95.9% Meets Standards

Information Item O: LYNX Central Station and New Operating Base Report

To: LYNX Board Of Directors

From: Robert Smith
DIR OF TRANS OPS & PLANNING
Scot Field
(Technical Contact)
Tiffany Homler
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: LYNX Central Station and New Operating Base Report

Date: 4/28/2005

Project Update:

The current capital projects underway are:
Lynx Central Station
New Operations Base

Lynx Central Station:

Summary:

This project is on a 4.4-acre site bordered on the west side by Garland Avenue, the north by Amelia Street and the south by Livingston Street. It consists of (24) bus bays, a terminal with waiting area, ticketing and retail space. The north end of the terminal will have a six-story office tower.

The Certificate of Occupancy was received on November 12, 2004. Bus Operations at the LCS facility began on November 14, 2004.

The retail space build-out was approved by the Board at the December 2004 meeting. The design work has begun and this should allow the retail operations to begin around June 2005. This date is dependent on securing the building permit. The lease for this space will be completed upon the delivery of the phase one design document that will be part of the lease agreement.

Punch list items are 99% complete and will be done by the end of the month. Close out of the general construction contract will take place at this time.

This project came in under budget by \$1 million.

(NOB) New Operations Base:

Summary:

This project includes an Operations Base and a Maintenance facility on 24.1 acres along with LYNX Lane, a roadway project. LYNX Lane has been completed.

Foundations and casting slabs are in place for buildings “B” (Administration Building) and buildings “C & D” (Bus wash and fueling structures).

The structural steel for the Pre-engineered Metal Building “A” (Maintenance Building) is being erected. Building “E” (Shade structure) steel has been erected.

Underground utilities are being placed under all buildings and site utilities continue to be installed.

In the course of preparing the footings for the maintenance building an underground debris pile was found outside of the building pad. It was tested and found to have class B hazardous waste materials. This material was removed and monitored by a licensed Hazardous Waste contractor. Earth Tech is licensed and under contract for this project. This work is complete.

Budget:

The original budget was \$39.4M. The project has been value engineered and some scope removed to get to the \$33.8M phase one budget amount.

NOB Schedule:

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

Information Item P: Employee Travel Report

To: LYNX Board Of Directors

From: Linda Watson
CHIEF EXECUTIVE OFFICER
Carol Frahn
(Technical Contact)

Phone: 407.841.2279 ext: 3017

Item Name: Employee Travel from end of March through Mid April, 2005

Date: 4/28/2005

EMPLOYEE/ DEPARTMENT	DESTINATION	PURPOSE	DATE Departure and Return	COMPANY COST
Brian Ruppert, Transit Operations	Tampa, FL – Hartline	Cumins ISL Engine Training	3/21 – 3/22/05	\$30.00
Hemo Harnanan, Transit Operations	Tampa, FL – Hartline	Cumins ISL Engine Training	3/21 – 3/22/05	\$30.00
William Hearndon, Access Lynx	Washington, DC	Rural ITS Kick-off meeting with FTA	3/21 – 3/22/05	Grant Paid
Kenneth Jamison, Transit Operations	Washington, DC	Rural ITS Kick-off meeting with FTA	3/21 – 3/22/05	Grant Paid
Richard Solimano, Finance	Tampa, FL	NTI Procurement course, series II Price & cost Analysis & Risk Assessment	4/18 – 4/22/05	Grant Paid
Aneth Williams, Finance	Tampa, FL	NTI Basic Cost & cost Analysis & Risk Assessment	4/18 – 4/22/05	Grant Paid
Maria Rivera, Finance	Tampa, FL	NTI Basic Cost & cost Analysis & Risk Assessment	4/18 – 4/22/05	Grant Paid
J. Marsh McLawhorn Gov't Affairs	Tallahassee, FL	Florida Legislature Committee Meetings	4/5 – 4/6/05	\$570.39
Lachant Barnett, Planning	Tampa, FL	Market Based Ridership Strategies Conference	4/13 – 4/15/05	Grant Paid
Glen Waters, Planning	Tampa, FL	Market Based Ridership Strategies Conference	4/13 – 4/15/05	Grant Paid
Peggy Gies,	Charlotte, NC	Transit Initiatives	4/10 – 4/12/05	\$831.40

LYNX Board Agenda

Marketing Department		Conference		
Aneth Williams, Finance	Leesburg, FL	NIGP Procurement Seminar	4/12 – 4/12/05	N/A
William Hearndon, Access Lynx	Ocala, FL	TD Regional Meeting	4/26 – 4/26/05	\$44.00
J. Marsh McLawhorn, Government Affairs	Washington, DC	Unveiling of the Veterans History Project Public Service Advertising Campaign & meet w/legislators	4/28 – 4/30/05	\$654.16
Deborah King, Marketing	Washington, DC	PSA unveiling of LYNX Veteran's History Project Artwork w/Library of Congress & Metro Washington, DC	4/28 – 5/1/05	\$425.00
TOTAL				\$2,584.95

Information Item Q: Federal Lobbyist's Activity Report

To: LYNX Board Of Directors

From: Linda Watson
CHIEF EXECUTIVE OFFICER
JMarsh McLawhorn
(Technical Contact)

Phone: 407.841.2279 ext: 3017

Item Name: Federal Lobbyist's Activity Report

Date: 4/28/2005

TO: Linda Watson

FROM: Rick Spees
Jane Sargent

DATE: April 15, 2005

SUBJECT: April 15, 2005 Activity Report

FY2006 Appropriations:

In March, we completed and submitted the necessary forms for LYNX's FY2006 appropriations requests to the House and Senate offices. As you know, LYNX has three appropriations request for FY2006: \$11.4 million for bus fleet expansion, \$21.3 million for capital facility expansion and \$26.2 million for East Central Florida Transit Coalition buses.

The requests were submitted to Congresswoman Brown, Congressmen Keller, Mica, Feeney, and Senators Nelson and Martinez. We will continue to work with the Orlando Congressional delegation on the requests as they move through the appropriations process. The deadlines for submitting LYNX's FY2006 appropriations requests to the House and Senate offices passed in early March. The deadlines for Members to submit their transportation requests to the House Appropriations Committee was March 18. The Senate Appropriations Committee deadline has not been set yet, but will likely be in late April. The Appropriations Committees are expected to begin working on the bills in the late May.

Transportation Reauthorization Bill:

As you know, we have also been working with the Orlando Congressional delegation on LYNX's transportation reauthorization bill requests for its bus fleet expansion and capital facility expansion. The House passed its version of the transportation reauthorization bill (TEA-LU) on March 10, 2005. The House bill includes a total of \$4.9 million for LYNX buses:

- LYNX Bus Fleet Expansion, totaling \$900,000 over three years (Project No. 14);
- Orlando, FL Bus Replacement, totaling \$4 million over three years (Project No. 294).

Congressman Ric Keller (R-FL) and Congresswoman Corrine Brown (D-FL) were instrumental in LYNX getting these projects included in the House version of the bill.

We know that LYNX is also interested in the possible light rail/commuter rail projects in Central Florida. The House version of the bill also an authorization for "alternative analysis and preliminary engineering" for the "Central Florida Commuter Rail System" (Project #20) and the "Orlando-Orange County, Florida - Light Rail Project" (Project #132). There is no funding attached to the authorization, but the projects being included in the bill are positive steps. In addition to these authorizations, \$5 million was included in the House version of the bill for "Central Florida Commuter Rail intermodal facilities." (Project 439). As you know, Congressman John Mica continues to be the main proponent for the light rail/commuter rail initiative in Central Florida. He will continue to push for the authorizations in conference.

The Senate is further behind the House in the process. In March, two of the four committees in the Senate with jurisdiction over the bill completed their portions. The Senate Commerce Committee marked up its section of the bill yesterday and the Finance Committee is scheduled to mark up its portion next week. After all four committees have completed their parts of the bill, it will be referred to the full Senate for debate. After the bill has passed the Senate, it will then go to a conference committee between the House and Senate where the differences in the two versions of the bill will be reconciled. Senate projects are not included in the bill until conference so we are also several weeks away from knowing what the LYNX is actually going to receive for its projects.

While some Senators would like to see the bill taken up by the full Senate by the end of April, given the other legislative priorities and limited floor time, it is more likely that the bill will come to the floor in May. The version of the bill being considered by the Senate Committees totals \$284 billion – the same as the House bill and the President's budget. The President has made clear that he will veto any bill over \$284 billion. However, EPW Chairman Inhofe and other Senators would like to increase the size of the bill when the bill is debated on the Senate floor. Senate Majority Leader Frist has made clear that he will not allow the bill to come to the floor if it is going to exceed \$284 billion. If Chairman Inhofe continues to try to gain support for an amendment to increase the bill, Senator Frist may be unwilling to schedule floor time.

The current extension of the transportation authorization law (TEA-21) expires at the end of May. It is unlikely that Congress will be able to complete the new bill before it expires. Therefore, it will have to pass another extension before Congress adjourns for the Memorial Day recess. The length of the next extension will depend on how much progress the Senate has made

on the bill by that time. We continue to hope that the Senate will agree to pass a bill at \$284 billion, which will allow for a deal to be worked out between the House, Senate and White House before the end of the summer.

In March, we met with Mike Bassett with Senator Martinez's office to discuss LYNX's transportation authorization request. We had a productive meeting and we are confident that Senator Martinez is supportive of bus money for LYNX in the Senate version of the bill. I also met with Gary Burns with Congressman Mica to discuss LYNX's projects. The meeting with Gary was also very useful. He understands that LYNX is seeking funding for buses and other bus facilities. While we had hoped for an authorization project, he expressed interest in helping us get bus money in the FY2006 appropriations process instead. Congressman Mica's highest priority continues to be the commuter rail project for Central Florida. Gary said that the Congressman is considering making LYNX the project manager of the commuter rail project. If he succeeds in getting the project authorized, the funding for commuter rail, including intermodal facilities, and LYNX is selected as the lead agency, that money would flow to LYNX. Again, Congressman Mica continues to be supportive of LYNX and its requests, but will likely use the appropriations process, rather than the authorization process, to help us.

We will continue to work with the entire Orlando delegation – Brown, Keller, Mica, Feeney, Nelson and Martinez – over the next several weeks as Congress works to complete the transportation authorization bill. In particular, we will continue to push for more bus funding, which is LYNX's highest priority.

We will continue to provide you with relevant appropriations and authorization updates over the next few weeks.

Information Item R: State Lobbyist's Activity Report

To: LYNX Board Of Directors

From: Linda Watson
CHIEF EXECUTIVE OFFICER
JMarsh McLawhorn
(Technical Contact)
TRACY Bridges
(Technical Contact)

Phone: 407.841.2279 ext: 3017

Item Name: State Lobbyist's Activity Report

Date: 4/28/2005

WEEK ONE -- March 7 - 11, 2005

The 2005 Regular Legislative Session began on March 8th with Governor Jeb Bush identifying four priorities during his annual State of the State address. They are: (1) continue education reforms; (2) transform the Medicaid system to put the needs of patients first; (3) strengthen Florida's business climate; and (4) develop a smart approach to growth management.

The Governor released his supplemental budget recommendations on March 7th totaling \$433 million for the following: the Medically Needy program, additional state attorneys and public defenders, salary increases for privately run juvenile detention centers, emergency need assistance for Florida National Guard families, teacher liability insurance and summer instructional courses for teachers and counselors.

Several bills related to the reorganization of the Commission on the Transportation Disadvantaged have been filed by Representatives McInvale (D-Orlando) and Robaina (R-Miami) and Senators Alexander (R-Lake Wales) and Constantine (R-Altamonte Springs). Each of the bills proposes their own unique composition of membership of the CTD. HB 1475, filed by Rep. Robaina, provides for revision of the existing funding formula procedure in addition to membership changes. Only SB 1168 by Alexander has been referred to committees (Transportation and Criminal Justice).

Sen. Gary Siplin (D-Orlando) filed SB 2436 which would increase the current LYNX membership from the current five to eleven. No companion bill has been filed in the House.

WEEK TWO -- March 14 - 18, 2005

The Senate received their budget allocations and the House expects theirs next week. The Senate has increased their funding recommendation for public transportation grants to \$169,035,096 over the Governor's recommended \$165,837,680.

During the Orlando Chamber/Gray Harris Fly-In, Sen. Constantine contacted LYNX to clarify and negotiate key points of the various pieces of filed Commission on the Transportation Disadvantaged legislation before it is heard in committee. Rep. McInvale, Linda Watson, J. Marsh McLawhorn, Polk County Legislative Delegation Director Cindy Rodriguez, Michael Spinelli, CTD Commissioner Sandra Winegar and Lena participated in the meeting. The group analyzed the differences between the McInvale (HB 1587) and Constantine (SB 1840) bills and came to some agreements on changes in order to align the bills better.

Sen. Constantine's bill was referred to four committees - Transportation, Community Affairs, Governmental Oversight & Productivity and Rules and Calendar - while Sen. J.D. Alexander's bill (SB 1168) was referred to only two committees - Transportation and Criminal Justice. None of the CTD bills has been placed on the agenda in the Senate or House yet.

The Miami-Dade delegation drafted a new amendment to Rep. McInvale's bill that would preserve bus pass money. Lena learned that they might propose a strike-everything amendment to Rep. Julio Robaina's bill (HB 1475) so that it is more closely aligned to Sen. Constantine's bill with the inclusion of the language of their new amendment.

WEEK THREE -- March 21 - 25, 2005

Both HB 1587 (Rep. McInvale) and HB 1475 (Rep. Robaina) were referred to the Transportation Committee, Transportation & Economic Development Appropriations Subcommittee and the State Infrastructure Council.

Lena Juarez participated in a conference call with House Transportation Committee Chair Ray Sansom (R-Fort Walton Beach), Rep. Robaina, Rep. McInvale, and lobbyists for Miami-Dade County on March 24th to discuss differences between the sponsors' bills. Chairman Sansom indicated that he intended to place only one bill addressing the CTD on his committee agenda next week. HB 1475 includes language, which includes 100% reimbursement for the cost of the bus pass program. This is the key element supported by the Miami-Dade Legislative Delegation. Rep. McInvale had already drawn a strike-everything amendment to her bill that reflected most of the negotiated changes from her meeting last week with Sen. Constantine. She agreed to let Rep. Robaina handle the bill, which would essentially combine elements of her strike-everything amendment and Miami-Dade's bus pass issue. Lena spent a lot of time talking with Rep. McInvale and Robaina, other members of the House Transportation Committee and the committee staff about this maneuver. Next week will be the first time a CTD bill is heard in committee and a key time to gauge members' concerns about the legislation.

The House Transportation & Economic Development Appropriations Subcommittee had a lively discussion regarding funding for the Commission on the Transportation Disadvantaged on March

21st. FDOT Secretary Jose Abreu and his top budget staff were present to answer any questions by the members. Rep. Susan Bucher (D-West Palm Beach) inquired about the level of support for the transportation disadvantaged this year as compared to last year. Last year, a total of \$105,486,572 was appropriated for all TD expenditures.

The Senate Appropriations subcommittees completed their work this week. The Senate Transportation & Economic Development Appropriations Subcommittee increased the TD-Medicaid services dollars to \$80,037,492, and also added proviso language designating \$7,664,452 for the Commission on the Transportation Disadvantaged as the vendor for the Agency of Health Care Administration in the provision of non-emergency transportation services based upon a renegotiated rate agreement between the two. Senate Ways & Means Committee Chair Lisa Carlton (R-Osprey) announced that the full Ways & Means committee would consider and pass their budget proposal next week.

WEEK FOUR -- March 29 - April 2, 2005

The Legislature reached the mid-point of the legislative session with the conclusion of this week. Each chamber passed their respective appropriations bills out of the full appropriations committees and legislation regarding the Commission on the Transportation Disadvantaged (CTD) had its first hearing in the House.

On Tuesday, March 29th, the House Committee on Transportation heard HB 1475 by Rep. Robaina (R-Miami). Rep. Robaina offered a strike-everything amendment, which combined language from Rep. Sheri McInvale's bill (HB 1587) with his funding formula language. Several individuals and groups were present to testify in support of the bill, including: Lyn Harris and Amy Martinez for Miami-Dade Transit; J. Marsh McLawhorn for LYNX; and Cheryl Stone, who is a CTD Commissioner. CTD Commissioners Vyas, Tony Tizzio, Al Lyndin and CTD Executive Director Lisa Bacot spoke in opposition to the bill. Members of the Transportation Committee asked very hard-hitting questions of Lisa Bacot, particularly about the Commission's inability to work out a compromise with Rep. Robaina, the bill sponsor. CTD Commissioner Cheryl Stone was the only commissioner to offer constructive advice about potential needed changes, such as term limits, level two background screens, the non-voting status of the technical advisory committees and inclusion of elected officials. Most of these recommendations were part of the strike-everything amendment. The committee adopted the amendment and passed HB 1475 unanimously with a vote of 15-0. The bill now goes to the House Transportation & Economic Development Appropriations Subcommittee, which is not meeting until the week of April 11th.

SB 1168 by Sen. J.D. Alexander (R-Lake Wales) has now become the Senate companion bill for HB 1475. The bill was transferred to Sen. Constantine by Sen. Alexander, who is now a co-sponsor. The Senate Transportation Committee has placed the bill on its agenda for April 5th at 1:00 p.m. Lena Juarez worked with Sen. Constantine's Office to more closely align the Senate and House versions of the bill.

J. Marsh McLawhorn was in Tallahassee to attend both the regularly scheduled meeting of the CTD and the House Transportation Committee. J. Marsh and Lena also met with Representatives McInvale and Gardiner (House Majority Leader), and Senators Dockery, Constantine and Wise.

Regarding the budget, the House proposed committee general appropriations bill includes \$300,000 for LYNX buses. J. Marsh and Lena spoke with Sen. Mike Fasano, Chair of the Senate Transportation & Economic Development Appropriations Subcommittee, about including these funds in the final appropriations bill. Sen. Constantine, LYNX' sponsor on this item, also went to Ways & Means Chair Sen. Lisa Carlton to advocate his support as well.

WEEK FIVE -- April 4 - 8, 2005

The Senate and House unanimously passed their budgets on the floor this week, but many differences exist between the two versions. The Senate approved a \$62.1 billion budget and prefers to build up state reserves while the House passed a \$63.3 billion budget and proposes \$500 million in tax breaks. One issue of agreement between the two houses is a \$1.2 billion increase for public schools. The Senate and House are expected to announce their budget conferees at the end of next week, followed by meetings of the Budget Conference over the weekend of April 16-17th.

The Senate Transportation Committee heard SB 1168, which is now primarily sponsored by Sen. Constantine with Sen. Alexander as a co-sponsor, on Tuesday, April 5th. Both Lena Juarez and J. Marsh McLawhorn testified in support of the bill along with Derek Bruce for MV Transportation, Cheryl Stone as a CTD Commissioner, Dwight Sayer for the National Federation of the Blind, David Cohen for Jacksonville Transit Authority and Jim Brainerd for Polk County. Only Lisa Bacot, the CTD Executive Director, was present for information purposes only despite the fact that the Commission had voted to accept some changes to Chapter 427 of the Florida Statutes. Sen. Gwen Margolis (D-Bay Harbor Island) offered a strike-everything amendment to the bill that more closely aligns it with the House version. The amendment was immediately adopted and the committee unanimously passed SB 1168 with a vote of 8-0. It now heads to the Senate Criminal Justice Committee next week, which is chaired by Sen. Wise.

Earlier in the week, the House bill (HB 1475) hit a snag in the sense that the committee substitute was pending review according to House Rule 6.3. It was initially anticipated that the bill might receive further committee references. However, Rep. Robaina spoke with the House leadership about the priority level of his bill for the Miami-Dade Legislative Delegation and the importance of passing a CTD reform bill that benefits the whole state. HB 1475 was not referenced to any additional committees than it already is scheduled for. It will be heard in the Transportation & Economic Development Appropriations Subcommittee next.

Sen. Constantine and Rep. Robaina met during the week to work out the differences between their bills. Other groups began to express their concerns about the bills, including the Florida Public Transit Association (FPTA) of which LYNX is a member. FPTA held a conference call on April 7th to enlist the support of its membership to retain its seat on the CTD. FPTA wants to

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ensure a local CTC has a voice on the CTD. LYNX' J. Marsh McLawhorn and Peggy Gies participated on the call. Additionally, Lisa Bacot met with Sen. Constantine to express the CTD's opposition to the funding language in Robaina's bill.

New language was submitted to Sen. Constantine for his consideration that would add FPTA and the Florida Association of Coordinating Transportation Systems (FACTS) to the CTD and clarify the representation of the individuals from the seven FDOT districts.

During J. Marsh's visit to Tallahassee this week, Lena and J. Marsh met with Representatives Attkisson, McInvale and Cannon to update them on the status of the CTD legislation and request support for LYNX' legislative appropriations request for the new buses.

Rep. McInvale and Lena met with Rep. Sansom (Chair of the House Transportation Committee) to express support for change amongst the CTD membership and suggest strategies to ensure that. Lena also met with the Governor's Office to provide an update on the CTD legislation and enlist the Governor's support. The Governor's chief concern is the passage of his comprehensive Medicaid plan. Support for any legislation concerning Medicaid funding will be contingent on that legislation not negatively impacting his overall plan.

LYNX Board Agenda

Bill Number	SB1168	HB1475
Sponsor	Constantine	Robaina
Co-Sponsor	Alexander	Flores
Committees	Transportation Criminal Justice	Transportation Transportation & Economic Development Appropriations State Infrastructure Council
Committee Action	Transportation - 8 years - 0 nays	Transportation - 15 years - 0 nays
Proposed Number of Commission Members	15	15
COMMISSION APPOINTMENTS		
Dept. of Transportation	1	1
Dept. of Children & Family Services	1	1
Dept. of Veterans Affairs	1	0
Agency for Health Care Administration	1	1
Dept. of Elder Affairs	1	1
Dept. of Education	0	1
Citizen 60 years+ (by Governor)	1*	1
Disabled Citizen (by Governor)	1*	1
Agency for Persons with Disabilities	1	0
Director of Workforce Innovation	1	1
Commission Chair (by Governor)	1	
Department of Transportation District Appointees	5**	7***
Term of Outside Commissioners	4 yrs.	4 yrs.
Chair Appointed by Governor	yes	no
Potential Conflicts of Interest Allowed	no	no
Background Checks for Members	yes	yes
Technical Advisory Committees Mandated	yes	no
Committee for Coordination of Services	yes	yes
Committee for Transportation Planning	yes	yes
Committee for Business Issues	yes	yes
Prior Budget Submittal to Legislative Budget Commission for approval	no	Yes

*Must also represent one of the DOT Districts.

**All appointed by Governor.

***Two Governor appointments, one President appointment, one Speaker appointment and three Commissioner of Agriculture appointments.

Information Item S: University of Central Florida Partnership - NTD Ridership Reporting

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3017

Item Name: University of Central Florida Partnership - NTD Ridership Reporting

Date: 4/28/2005

Staff has entered into preliminary discussions with representatives from the University of Central Florida (UCF) to further enhance partnership opportunities between the two agencies. UCF has proposed allowing LYNX to report UCF's operated on/off-campus shuttle Ridership numbers under LYNX' annual submission to the National Transit Database (NTD). This increase in ridership and revenue mile reporting will result in an anticipated increase in LYNX' annual formula grant funds. Based on preliminary estimates, this reporting could yield nearly an additional \$250K annually. Upon reporting for the first year, the benefits of the ridership will be recognized in the third operating year.

In return, LYNX will allow the UCF's student base to ride LYNX' fixed-route system free of charge. To monitor the level of ridership, staff has begun discussions with our fare collection system manufacturer to determine if UCF's existing smart card identification system is compatible with our GFI farebox card readers. It is anticipated that there will be some small costs associated with tweaking the system for such capability.

Staff is currently reviewing routes in the UCF vicinity to determine how much capacity our service can withstand without having a negative impact on the service currently being provided. Based on preliminary discussion, we do not anticipate an immediate overcrowding of the existing service.

We believe this proposal has a two-fold benefit. First, reporting of UCF's ridership and increase in student usage of intra-city public transportation will have a positive impact on LYNX' growth. Secondly, this action will increase the level of presence for LYNX with the college student population, thereby, having an increased awareness of the benefits and ease of using public transportation.

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Lastly, this arrangement would be similar to how other transit systems operate around the state with their local universities. As we investigate the requirements for such an activity, staff will report those at a later date.