

LYNX Board Agenda

Board Date: 5/26/2005

Time: 1:30 PM

[View The Summary Report](#)

[View the Audit Committee Agenda Report](#)

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

1. Call to Order & Pledge of Allegiance

2. Approval of Minutes

-  Approval of the March 24, 2005 Board Meeting 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

-  Authorization to award Request for Interest Contract for WI-FI service on Link 200 as Test Project (pg. 8 - 8)
-  Approval of Additional Items for Surplus (pg. 9 - 19)
- Attachment 
-  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. 20 - 24)
- Attachment 
-  Resolution authorizing the appointment of Lisa Darnall as management's representative on the Almagmated Transit Union Local 1596 Pension Plan. (pg. 25 - 28)
- Attachment 
-  Authorization to Award a Contract to Management Advisory Group, Inc., to Conduct a Compensation and Classification Analysis Study. (pg. 29 - 31)

- F.  Authorization to Award a Contract to Akerman Senterfitt for provision of Labor and Employment-Law Legal Services (pg. 32 - 33)
- G.  Authorization to execute a contract extension to Spencer Fabrication. (pg. 34 - 35)
- H.  Authorization for Additional Funding for Security System at LYNX Central Station(pg. 36-37)
- I.  Authorization to Award a Contract for the Construction of the Apopka SuperStop (pg. 38-39)
- J.  Authorization of additional funding for the Hazardous Waste Removal from New Operations Base project site (pg. 40 - 41)
- K.  Authorization to Transfer Eight (8) Revenue Vehicles to Gainesville Regional Transit System and Two (2) Revenue Vehicles to Polk County Transit System (pg. 42 - 50)

- Attachment   

7. Action Agenda

- L.  Authorization for University of Central Florida Partnership - NTD Ridership Reporting and Free Student Fares (pg. 51 - 52)

8. Work Session

- M.  Draft Transit Development Plan (TDP) Fiscal Year(s) 2006-2010 (pg. 53 - 53)

- Presentation 

9. 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)

- N.  Rail Updates (pg. 54 - 70)
- O.  February 2005 Ridership Report - FINAL (pg. 71 - 81)
 - Attachment    
- P.  Monthly Financial Reports (pg. 82 - 86)
 - Attachment   
- Q.  Monthly Financial Reports (pg. 87 - 92)
 - Attachment    
- R.  Procurement Activities (pg. 93 - 93)
- S.  Government Affairs and Communications Report for March and April 2005 (pg. 94 - 100)
- T.  Money Purchase Plan (pg. 101 - 101)
 - Attachment 
- U.  Human Resources Report (March and April 2005) (pg. 102 - 104)
- V.  Planning Division Report (pg. 105 - 107)
- W.  Paratransit Operations Statistical Report (pg. 108 - 109)
 - Attachment 
- X.  LYNX Central Station and New Operating Base Report (pg. 110 - 111)
- Y.  Employee Travel from end of March through April and Mid May, 2005 (pg. 112 - 115)
- Z.  Federal Lobbyist's Activity Report (pg. 116 - 121)
- a.  State Lobbyist's Activity Report (pg. 122 - 124)

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: Linda Watson
EXECUTIVE DIRECTOR
Brian Martin
(Technical Contact)

Phone: 407.841.2279 ext: 3017

Item Name: Authorization to enter into an agreement for WI-FI service on Link 200 as a three month Test Project

Date: 5/26/2005

ACTION REQUESTED:

Authorization to enter into an agreement with Broadband Metro Communications to provide free Wireless Internet service (WI-FI) on Link 200 for three months at no cost to LYNX.

BACKGROUND:

This project will involve a test of new technology to be used on transit vehicles. LYNX and Broadband Metro Communications will study the viability of providing wireless internet access to moving buses. Using Link 200 as the test route allows us the ability to track a longer commute with limited stops and gauge whether the technology would be beneficial to our customers and increase the likelihood of increasing ridership.

Currently, WI-FI service is being added to commuter rail and light rail service in various cities throughout the country, but we believe this is the first test of such technology using a mass transit bus that does not utilize a fixed guideway or rail system.

The system will be installed and maintained by Broadband Metro Communications and they will provide customer support as well. LYNX would promote the new service through bus advertising and media outreach.

PROPOSED NEW EXPANSION:

None

Consent Agenda Item #6.B

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

Date: 5/26/2005

ACTION REQUESTED:

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

- Retired Vehicles:
An additional Thirteen (13) Revenue and Six (6) Non-Revenue Vehicles. (Revised surplus total: 50 revenue and 6 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 (30) items of various computer equipment, i.e., Computers, Battery Back Ups. (Revised surplus total: 87 information technology equipment items, with a residual value of \$671.37).
- Furniture, Fixtures, and Equipment:
An additional Twelve (12) Items. (Revised surplus total: 16 furniture, fixtures, and equipment, with a residual value of \$1,943.24).

BACKGROUND:

It is LYNX' 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. Also, per Federal Transit Administration (FTA) guidelines, other public transit systems have requested transfer of 10 of our surplus buses (presented in a separate agenda item). In addition, 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.

Six (6) 1994 Orion V CNG buses have been added to the surplus list even though they have not reached the FTA retirement criteria. Because of the high operating and maintenance costs, FTA agreed that we can retire these vehicles early without any FTA residual obligations. 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%
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 of all surplus items will be returned to LYNX’ operating revenues.

Buses for Surplus							May 2005	
	Bus #	Year	Date in Service	Years in Service	Lifetime Miles	Make	Grant Number	FTA Value
1	201	94	12/20/1994	10.1	571,032	Gillig	FL90-X233	\$0
2	209	94	2/9/1995	9.9	646,324	Gillig	FL03-0138	\$0
3	221	94	2/24/1995	9.9	610,406	Gillig	FL03-0138	\$0
4	223	94	2/21/1995	9.9	620,290	Gillig	FL03-0138	\$0
5	224	94	2/24/1995	9.9	625,896	Gillig	FL03-0138	\$9,381
6	225	94	2/24/1995	9.9	621,410	Gillig	FL03-0138	\$0
7	242	95	6/20/1995	9.6	531,357	Gillig	FL03-0138	\$0
8	243	95	6/19/1995	9.6	539,046	Gillig	FL03-0138	\$2,816
9	247	95	6/23/1995	9.6	537,824	Gillig	FL03-0138	\$0
10	250	95	6/27/1995	9.6	613,711	Gillig	FL03-0138	\$0
11	402	94	2/27/1994	10.9	600,123	Orion	FL90-X204	\$0
12	411	94	4/17/1994	10.8	621,922	Orion	FL90-X204	\$0
13	415	94	4/20/1994	10.7	632,532	Orion	FL90-X204	\$0
14	435	94	5/8/1994	10.7	700,177	Orion	FL90-X204	\$0
15	450 (CNG)	94	2/24/1994	10.9	250,496	Orion	FL90-X204	\$0
16	451 (CNG)	94	9/9/1994	10.4	235,922	Orion	FL90-X204	\$0
17	452 (CNG)	94	6/9/1994	10.6	222,505	Orion	FL90-X204	\$0
18	453 (CNG)	94	6/15/1994	10.6	270,348	Orion	FL90-X204	\$0
19	454 (CNG)	94	6/15/1994	10.6	232,924	Orion	FL90-X204	\$1,131*
20	455 (CNG)	94	6/15/1994	10.6	242,896	Orion	FL90-X204	\$0
21	236*	94	6/19/1995	9.6	503,957	Gillig	FL03-0138	\$5,552**
22	281*	96	7/2/1996	8.5	569,652	Gillig	FL03-0138	\$6,223**
The total # of buses has changed from 30 to 32 for surplus since the board approval in October (the 22 above plus the 10 buses being transferred to other public transits). However, the highlighted buses above are being substituted for Buses # 230, 210, 211, 212, 213, 220, 222 due to serious mechanical problems.								
* Although FTA has agreed to release us of obligation on the CNG buses, #454 had an engine replacement.								
** Buses 236 & 281 were involved in accidents. Insurance proceeds should cover the residual.								

Buses for Transfer to Gainesville Regional Transit System								May 2005
	Bus #	Year	Date in Service	Years in Service	Lifetime Miles	Make	Grant Number	FTA Value
1	404	94	4/10/1994	10.8	547,761	Orion	FL90-X204	\$0
2	405	94	4/11/1994	10.8	596,878	Orion	FL90-X204	\$0
3	406	94	4/11/1994	10.8	592,275	Orion	FL90-X204	\$0
4	407	94	4/15/1994	10.8	618,873	Orion	FL90-X204	\$0
5	409	94	4/15/1994	10.8	631,746	Orion	FL90-X204	\$0
6	410	94	4/16/1994	10.8	627,769	Orion	FL90-X204	\$0
7	416	94	4/22/1994	10.7	640,384	Orion	FL90-X204	\$0
8	417	94	4/22/1994	10.7	622,511	Orion	FL90-X204	\$0

Buses for Transfer to Polk County Transit System								May 2005
	Bus #	Year	Date in Service	Years in Service	Lifetime Miles	Make	Grant Number	FTA Value
1	436	94	5/11/1994	10.7	650,941	Orion	FL90-X204	\$0
2	438	94	5/18/1994	10.7	643,123	Orion	FL90-X204	\$0

6 Non-Revenue Vehicles for Surplus							May 2005	
	Vehicle #	Capacity	Non Rev Miles	Mileage	Year	Make	Fed Grant	FTA Value
1	41	n/a	133,235	133,235	95	Ford Crown Victoria	FL90-X233	\$0
2	43	n/a	173,169	173,169	95	Ford Crown Victoria	FL90-X271	\$0
3	47	n/a	178,982	178,982	95	Ford Crown Victoria	FL90-X271	\$0
4	38	n/a	176,000	176,000	95	Ford Van	FL90-X233	\$0
5	39	n/a	202,000	202,000	95	Ford Van	FL90-X233	\$0
6	72	n/a	42,632	142,642	95	Dodge Van	FL90-X271	\$0
Highlighted items are new additional items since October.								

Vans for Surplus								May 2005	
	Van #	Capacity	Rev Miles	Non Rev Miles	Mileage	Year	Make	Grant Number	FTA Value
1	8400	14	104,530	18,046	122,576	1995	Dodge Ram Maxiwagon	FL90-X271	\$0
2	8404	14	121,983	11,545	133,528	1995	Dodge Ram Maxiwagon	FL90-X271	\$0
3	11769	12	110,621	3,933	114,554	1998	Dodge Ram Maxivan	FL90-X294	\$0
4	11777	12	119,620	9,349	128,969	1998	Dodge Ram Maxivan	FL90-X294	\$0
5	13787	12	130,790	3,271	134,061	1999	Dodge Ram Van	FL90-X334	\$0
6	13792	14	126,322	3,095	129,417	1999	Dodge Ram Van	FL90-X334	\$0
7	14502	15	142,681	8,431	151,112	2000	Dodge Ram Van	FL90-X361	\$0
8	14504	15	104,832	3,076	107908	2000	Dodge Ram Van	FL90-X361	\$0
9	14505	14	103,444	6,741	110,185	2000	Dodge Ram Van	FL90-X361	\$0
10	14507	12	115,465	11,250	126715	2000	Dodge Ram Van	FL90-X361	\$0
11	14508	12	101,307	6,550	107,857	2000	Dodge Ram Van	FL90-X361	\$0
12	15722	15	107,719	2,724	110,443	2000	Dodge Ram Van	FL90-X397	\$0
13	15724	15	103,851	32,980	136831	2000	Dodge Ram Van	FL90-X397	\$0
14	15729	15	108,859	6,882	115,741	2000	Dodge Ram Van	FL90-X397	\$0
15	15902	11	101,158	2,747	103,905	2000	Dodge Ram Van	FL90-X397	\$0
16	15904	11	112,862	16,374	129236	2000	Dodge Ram Van	FL90-X397	\$0
17	15906	11	110,363	18,513	128,876	2000	Dodge Ram Van	FL90-X397	\$0
18	15907	11	102,669	8,846	111515	2000	Dodge Ram Van	LOCAL	\$0
<p>The vans highlighted in grey are additional surplus vehicles since the October Board Action.</p> <p>Please note that van # 11776 from the October list was substituted with van # 8404.</p> <p>Vans # 8424 and #11799 from the October list were put back into the Support Vehicle Fleet.</p>									

Miscellaneous Items for Surplus

May 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.
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

May 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

May 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						May 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	Scrapped
3253	N/A	Chair - Ergonomic	7/25/02	FL90-X411	\$172.40	Scrapped
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	Engraved and not usable
N/A	N/A	(3) Desktop Calculators	N/A	N/A	N/A	Parts missing and obsolete
N/A	N/A	3/4" Impact Wrench	N/A	N/A	N/A	Broken (unrepairable)
Lost and Found						
		400 + Lost & Found misc. items which includes:			N/A	Unclaimed items found on buses over 90 days old
		Misc. Jewery, Cell Phone, Radios				
				Total:	\$2,614.61	
Highlighted items are new additional items since the October Board Action.						

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 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: 5/26/2005

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, _____, 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 May 26, 2005.

Attested to by Assistant Secretary of the Board

Consent Agenda Item #6.D

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 Authorize the appointment of Lisa Darnall as management's representative on the Amalgamated Transit Union Local 1596 Pension Plan.

Date: 5/26/2005

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 with notice to the 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, _____, 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 May 26, 2005.

Attested to by Assistant Secretary to the Board

Consent Agenda Item #6.E

To: LYNX Board Of Directors

From: Sylvia Mendez
CHIEF ADMINISTRATIVE OFFICER
Desna Hunte
(Technical Contact)
Maria Rivera
(Technical Contact)

Phone: 407.841.2279 ext: 3129

Item Name: Authorization to Award a contract to Management Advisory Group to Conduct Compensation Study.

Date: 5/26/2005

ACTION REQUESTED:

Authorization by the Board of Directors to have the Chief Executive Officer or designee Award **Contract #05-025** to Management Advisory Group, Inc. to conduct a Compensation and Classification Analysis.

BACKGROUND:

The last review of LYNX compensation plan and classification of positions was conducted in 1998. The current plan addresses the classification of 111 positions and associated wage scales. Since 1998 there has not been any ongoing job analysis nor has there been a market review conducted internally or externally. The scales were last reviewed approximately five years ago. The current compensation plan does not address related compensation issues such as progression, pay for performance; classification changes, maximum pay, compensation related to lateral transfers; demotions; intern pay, or compensation of temporary employees.

The Study will provide a baseline for HR staff to conduct annual market reviews of specified positions and reviews for internal equity on a regularly scheduled basis. The job analysis will also identify positions which should be redlined or require restructuring. The Purchasing and Contract division, as requested by HR and authorized by the LYNX board, released RFP 05-025 March 11, 2005 with a due date of April 8, 2005. On April 8, 2005 nine proposals were received from the following firms:

- Management Advisory Group
- Fox Lawson & Assoc.
- HR Management Partners, Inc.
- LeEster D. Koranteng

LYNX Board Agenda

- Cody & Assoc.
- Compensation Services, Inc.
- Florida Survey Research Center
- MGT of America
- Florida Employers Solutions

Each proposal was reviewed and evaluated by each member of the Source Evaluation Committee utilizing the following criteria and the assigned weight as noted:

Qualification, Experience and References of Firm	30%
Qualifications of Staff	20%
Approach & Methodology	30%
Cost Proposal	20%

The SEC convened on April 27, 2005 to evaluate the nine proposals received. The review of the proposals resulted in a short listing and the two first choice firms were invited to give an Oral presentation to the Source Evaluation Committee.

On May 12, 2005, following oral presentations, the Source Evaluation Committed unanimously voted the firm Management Advisory Group to be awarded the contract to conduct a Compensation and Classification Analysis with a projected completion date of August, 2005.

The proposed project work plan and timeline to accomplish the scope of services for the completion of the study is as follows:

Phase I	Project Initiation
Phase II	Development of Compensation Study Survey Instrument
Phase III	Conduct Compensation Study Survey
Phase IV	Conduct Interviews & Employee Orientation Meetings
Phase V	Analyze Compensation Study Survey Data
Phase VI	Conduct Job Analysis & Develop Revised Pay Plan
Phase VII	Develop New Class Descriptions
Phase VIII	Develop & Submit Draft Project Report
Phase IX	Develop & Submit Final Project Report
Phase X	Conduct Software Training & Technology Transfer

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX has a FTA and board approved annual DBE goal of 12.25%. Management Advisory Group, Inc. is 100% DBE certified.

FISCAL IMPACT:

LYNX Board Agenda

The project expenditure has been estimated at approximately \$24,000. Funding for this procurement is available within the FY2004-2005 budget under the Human Resources.

Consent Agenda Item #6.F

To: LYNX Board Of Directors

From: Sylvia Mendez
CHIEF ADMINISTRATIVE OFFICER
Richard Solimano
(Technical Contact)
Maria Rivera
(Technical Contact)

Phone: 407.841.2279 ext: 3129

Item Name: Authorization to Award a Contract to Akerman Senterfitt for provision of Labor and Employment-Law Legal Services

Date: 5/26/2005

ACTION REQUESTED:

Authorization by the Board of Directors to have the Chief Executive Officer or designee Award Contract #05-008 to provide Labor and Employment Law Legal Services with a not to exceed budget amount of \$170,202. to the firm of Akerman Senterfitt Attorneys at Law with a principal business address located at 255 South Orange Avenue, Orlando, Florida 32801-3483.

BACKGROUND:

Having the need for a qualified law firm to represent the Authority for labor and employment matters, including union-management relations, employment discrimination disputes, employee safety and health matters, employment contracts and policies, minimum wage/overtime issues and employee benefit programs, LYNX requested the Board of Directors and the Purchasing & Contracts department to issue an RFP for Services.

The Purchasing and Contracts division as requested by HR and authorized by the LYNX board, released RFP 05-008 on March 1, 2005 with a due date of March 23, 2005.

On March 23, 2005 five proposals were received from the following Law firms:

- Akerman Senterfitt Attorneys at Law
- Baker & Hostetler Counselors At Law
- Dean, Ringers, Morgan and Lawton Counselors At Law
- Gray & Robinson Counselors At Law
- Williams Wilson & Sexton Counselors At Law

The selection process consisted of a Determination of Responsiveness by the Source Evaluation Committee (SEC) with an evaluation of all responsive proposals received under the solicitation.

Each proposal was reviewed and evaluated by each member of the Source Evaluation Committee utilizing the following criteria and the assigned weight as noted:

Category A: Team Background and Professional Qualifications	30 %
Category B: HR Legal Performance / Experience	25 %
Category C: Pension Planning Legal Performance / Experience	25 %
Category D: Cost Proposal	20 %

The SEC convened on April 12, 2005. The Source evaluation Committee evaluated the five proposals received. On April 12, the first review of proposals resulted in a short listing and two firms were invited to present Oral Presentations to the Source evaluation Committee.

On April 25, 2005 following oral presentations, the Source Evaluation Committee unanimously selected the firm of Akerman Senterfitt Attorneys at Law to be awarded the contract for Labor and Employment Law Legal Services.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX has a FTA and board approved annual DBE goal of 12.25%. Due to the nature of the RFP LYNX has taken into consideration as Good Faith Efforts Employment Data of Minorities and Women employees. Data submitted by Akerman Senterfitt indicates that their firm demographics reflect 40% of employees are Women or Minorities.

FISCAL IMPACT:

Funding for this procurement is budgeted under the Human Resources operating account funding and is estimated at a maximum amount of \$170,202. for FY05-06. The is a two year contract with three one year options to renew.

Consent Agenda Item #6.G

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: 5/26/2005

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 throughout our service area for our customers to access service. 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 for 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, due to soft match toll revenue credits.

Consent Agenda Item #6.H

To: LYNX Board Of Directors

From: Robert Smith
DIR OF TRANS OPS & PLANNING
Jennifer Clements
(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: 5/26/2005

ACTION REQUESTED

Authorization for the Chief Executive Officer or designee to execute change orders on contract #04-010 to NuTech Fire & Security in the amount of \$49,159 plus \$5,000 contingency.

BACKGROUND

The original funding approval for the security system at 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 LCS budget of \$36.4M. The LCS project came in under budget by \$1 million.

Consent Agenda Item #6.I

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to Award Contract for the Construction of the LYNX Apopka Super Stop

Date: 5/26/2005

ACTION REQUESTED:

Authorization by the Board of Directors to have the Chief Executive Officer or designee award Contract #05-014 to provide all necessary resources to construct the LYNX Apopka Super Stop according to the plans, specifications and construction drawings in IFB #05-014 with a not to exceed budget amount of \$615,660 to the firm of T & G Constructors, Orlando, Florida.

BACKGROUND:

LYNX Planning and Procurement Divisions released and issued an Invitation for Bid to provide all necessary resources to construct a Super Stop in Apopka according to the plans, specifications and construction drawings submitted.

The Purchasing and Contracts Division released IFB #05-014 on April 7, 2005 with a due date of May 6, 2005. On May 6, 2005 two Bids were received from the following firms:

- T & G Constructors
- Gibbs & Register Inc.

The selection process consisted of a determination of the responsiveness, that the vendors were responsible and have achieved the requirements of the bid and thus deemed the lowest competitive bid.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX has a FTA and board approved annual DBE goal of 12.25%. T&G Constructors is a certified DBE vendor. T&G has documented the following DBE participation:

T&G Constructors = 31.2% DBE participation

Conpilog International Company = 61.3% DBE participation

Non-DBE = 7.5%

FISCAL IMPACT:

Funding for this procurement is budgeted with Federal grant funds and is estimated at a total amount of \$ 615,660 for fiscal year 2005-2006. No local funds are being utilized for this project. The project site, donated by the City of Apopka, is the local match.

Consent Agenda Item #6.J

To: LYNX Board Of Directors

From: **Robert Smith**
DIR OF TRANS OPS & PLANNING
Jennifer Clements
(Technical Contact)
Scot Field
(Technical Contact)
Maria Rivera
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Authorization of additional funding for the Hazardous Waste Removal from New Operations Base project site

Date: 5/26/2005

ACTION REQUESTED

Authorization for the Chief Executive Officer or designee to execute change orders on contract CWO#16 to contract #99-005-C1 to Earth Tech for hazardous waste removal from the New Operations Base project site in the amount of \$24,996.

BACKGROUND

The New Operations Base site is located on the northeast corner of John Young Parkway and Princeton Street. It consists of 24 acres with a bus operations facility and a maintenance facility.

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 Earth Tech, a licensed Hazardous Waste contractor. The work was done under an amendment to their existing contract.

At the January board meeting, \$350,000 was approved for Earth Tech to complete this work. In the execution of this work, it was discovered that the debris pile was deeper than estimated. This required additional truckloads of material to be removed. The most economical solution was to allow the contractor to continue the removal and track the additional costs. The requested funding is for the additional trucking of the debris and associated monitoring costs. The total project costs came in at \$374,996. The difference between the original funding and the final costs is \$24,996.

LYNX Board Agenda

This request will be funded from uncommitted contingency.

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

NOB BUDGET

<u>Funding Source</u>	<u>Amount</u>
Federal	\$18,361,115
State	\$ 7,682,585
Local	\$ 1,916,329
<u>SIB Loan</u>	<u>\$ 5,800,000</u>
Total	\$33,760,029

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 contingency dollars that are within the overall Board approved budget of \$33.8M.

Consent Agenda Item #6.K

To: LYNX Board Of Directors

From: Robert Smith
DIR OF TRANS OPS & PLANNING
Joseph Cheney
(Technical Contact)

Phone: 407.254.6053

Item Name: Authorization to Transfer Eight (8) Revenue Vehicles to Gainesville Regional Transit System and Two (2) Revenue Vehicles to Polk County Transit System

Date: 5/26/2005

ACTION REQUESTED:

Approval of the Board of Directors to transfer eight (8) revenue vehicles to Gainesville Regional Transit System and Two (2) Revenue Vehicles to Polk County Transit System. These vehicles meet Federal Transit Administration (FTA) requirements for retirement. Per FTA guidelines, transit vehicles may be transferred to other public transit systems.

BACKGROUND:

Gainesville Regional Transit System, which is requesting eight (8) revenue vehicles, 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 Transit System, which is requesting two (2) revenue vehicles, 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.

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

Buses for Transfer to Gainesville Regional Transit System								May 2005
	Bus #	Year	Date in Service	Years in Service	Lifetime Miles	Make	Grant Number	FTA Value
1	404	94	4/10/1994	10.8	547,761	Orion	FL90-X204	\$0
2	405	94	4/11/1994	10.8	596,878	Orion	FL90-X204	\$0
3	406	94	4/11/1994	10.8	592,275	Orion	FL90-X204	\$0
4	407	94	4/15/1994	10.8	618,873	Orion	FL90-X204	\$0
5	409	94	4/15/1994	10.8	631,746	Orion	FL90-X204	\$0
6	410	94	4/16/1994	10.8	627,769	Orion	FL90-X204	\$0
7	416	94	4/22/1994	10.7	640,384	Orion	FL90-X204	\$0
8	417	94	4/22/1994	10.7	622,511	Orion	FL90-X204	\$0

Buses for Transfer to Polk County Transit System								May 2005
	Bus #	Year	Date in Service	Years in Service	Lifetime Miles	Make	Grant Number	FTA Value
1	436	94	5/11/1994	10.7	650,941	Orion	FL90-X204	\$0
2	438	94	5/18/1994	10.7	643,123	Orion	FL90-X204	\$0

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



Action Agenda Item #7.L

To: LYNX Board Of Directors

From: Linda Watson
EXECUTIVE DIRECTOR
Edward Johnson
(Technical Contact)

Phone: 407.841.2279 ext: 3017

Item Name: Authorization for University of Central Florida Partnership - NTD
Ridership Reporting and Free Student Fares

Date: 5/26/2005

ACTION REQUESTED

Authorization for the Chief Executive Officer or designee to execute an agreement with the University of Central Florida (UCF). This agreement will allow LYNX to report UCF's on/off campus shuttle ridership numbers for grant funding purposes and allow UCF students to ride LYNX fixed-route bus services anywhere in the service area without charge.

BACKGROUND

Staff has entered into 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.

LYNX Board Agenda

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.

FISCAL IMPACT

There are no additional operating costs to LYNX for this arrangement. There may be some minor costs associated with software changes that may need to be made to ensure that our current farebox system can accept UCF student identification cards.

Work Session Item #8.M

To: LYNX Board Of Directors

From: **Robert Smith**
DIR OF TRANS OPS & PLANNING
Jennifer Clements
(Technical Contact)
Nedra Woodyatt
(Technical Contact)
Sherry Zielonka
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Draft Transit Development Plan (TDP) Fiscal Year(s) 2006-2010

Date: 5/26/2005

ACTION REQUESTED:

Staff will be making a brief presentation and providing a hand out of the draft TDP at the May 26th Board meeting. No action is requested from the Board at this time.

BACKGROUND:

This Transit Development Plan (TDP) represents a minor annual update. A major update is required every third year, with the last major TDP update being for fiscal years 2005-2009. Minor annual updates are required in the two between years. The TDP is a strategic plan for LYNX services, capital investments and customer amenities to the community over a five-year period. The plan includes elements that identify potential revenues and expenditures to accomplish the initiatives outlined in the plan. The TDP is a requirement to receive approximately \$7 million in annual block grant funding through the Florida Department of Transportation. The TDP also satisfies the Federal Transit Administration requirements for publishing a program-of-projects.

The draft TDP will be presented to METROPLAN ORLANDO's and LYNX' Committees and Boards as an information item for comment and review. LYNX staff will request Board action to approve in June, at the conclusion of the public comment period. The deadline for submittal to FDOT for review is July 1, 2005.

Information Item N: Ridership Report

To: LYNX Board Of Directors

From: Robert Smith
DIR OF TRANS OPS & PLANNING
Jennifer Clements
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Rail Updates

Date: 5/25/2005

The progress reports submitted by the Florida Department of Transportation for the month of February 2005 and March 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



Production Meeting Summary

March 2005

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

Current Activities:
Conducted Negotiations for Final Design Scope

Upcoming Activities:
Start Final Design

Schedule Status:
None

Project Issues:
None



Production Meeting Summary

March 2005

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

Project Manager: Olore
Project Consultant: Earth Tech

Current Activities:

- Met with Seminole County to discuss project and station locations.
- Conducting data collection activities.
- Sent preliminary station location plans to jurisdictions for concurrence of locations.
- Finalized TSM Alternative
- Developed No Build Alternative
- Developed Build Alternative with three new station locations (Longwood, Belle Isle, and Meadow Wood)
- Developing Revised Purpose and Need Statement
- Submitted Public Involvement Program for review and comment.
- Updating Station Costs
- Updating O&M Costs
- Updating Capital Costs
- Conducted Field Visit with FTA on March 14 and 15, 2005.

Upcoming Activities:

- Data collection activities continuing.
- Begin field work.

Schedule Status:

- EA to be finalized in Fall 2005.

Project Issues:

None



Production Meeting Summary

March 2005

Project ID Number: 411665
Description: Rail Freight Relocation Study

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

Current Activities:
Finalized Report.

Upcoming Activities:
Project closeout

Financial Status:
None

Schedule Status:
Scheduled completion in Spring 2005.

Project Issues:
None



Production Meeting Summary

March 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:

- Finalizing Evaluation of Alternatives Report.
- Preparing for Public Workshop April 28, 2005.

Upcoming Activities:

- Public Workshop.
- Project Closeout

Schedule Status:

- Completion of study is anticipated in April 2005.

Project Issues:

None



Production Meeting Summary

March 2005

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

Current Activities:
No Activity

Upcoming Activities:
Presentation to METROPLAN ORLANDO

Financial Status:
None

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

Project Issues:
None



Production Meeting Summary

March 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

March 2005

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

Current Activities:

- Sent TRT comments to Consultant for incorporation into Final Report

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

March 2005

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

Current Activities:

- Negotiated Scope and Fee Estimate with KBJ Architects.
- Distributed Needs Statement to Technical Review Team for review.
- Distributed Environmental Assessment to Technical Review Team for review.

Upcoming Activities:

- Public Hearing for PD&E

Financial Status:

- Monies for project encumbered.

Schedule Status:

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

Project Issues:

None

Information Item O: 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: 5/26/2005

February 2005 – FINAL

During February 2005, LYNX had a system-wide 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%)

March 2005 – FINAL

During March 2005, LYNX had a system-wide total of 2,098,812 passenger boardings. Comparisons to previous years riders represent a slight increase of 1.5% over the 2,067,527 boardings recorded in March 2004, this is primarily due to the above average ridership experienced during March 2004. Ridership for all services during March 2005 averaged 77,042 passengers per weekday, an increase of 0.5% when compared to 76,622 passengers per weekday averaged in March 2004. .

Fixed route ridership totaled 2,030,993, an additional 32,609 riders above the 1,998,384 riders carried in March 2004 (or an increase of 1.6%). Comparisons of March 2005 to the prior month's boardings (February 2005) reflect an increase in ridership of 5.6%.

When comparing individual route ridership during March 2005 to March 2004, five routes (Links 1, 2, 14, 26 and 200) experienced declines in ridership greater than 10%. Although Links 26 and 200 have displayed steady ridership gains over the last several months, overall above average ridership was experienced during March 2004. As a result decreases are reflected when comparing March 2005 to March 2004 ridership.

Route Decreases Greater Than 10%

- Link 1 – North Orange Avenue/Altamonte Springs (-14.7%)
- Link 2 – Colonialtown (-26.9%)
- Link 14 – Princeton Street/Plymouth Apts. (-26.0%)
- Link 26 – Poinciana (-11.5%)
- Link 200 – Volusia Express (-13.5%)

In contrast March 2005 produced eleven routes (Links 21, 24, 42, 45, 46, 52 and 300-304) with increases of 10% or greater when compared to March 2004.

Route Increases 20% or Greater

- **Link 21 – Carver Shores/Tangelo Park (+14.1%)**
 - **Link 24 – Millenia (+21.4%)**
 - **Link 42 – International Drive/OIA (+13.3%)**
 - **Link 45 – Lake Mary (+58.9%)**
- **Link 46 – West S.R. 46/Seminole Towne Center (+24.4%)**
 - **Link 52 – Pine Castle/Tradeport (+28.0%)**
- **Link 300-304 – Downtown Disney Directs (+24.3%)**

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

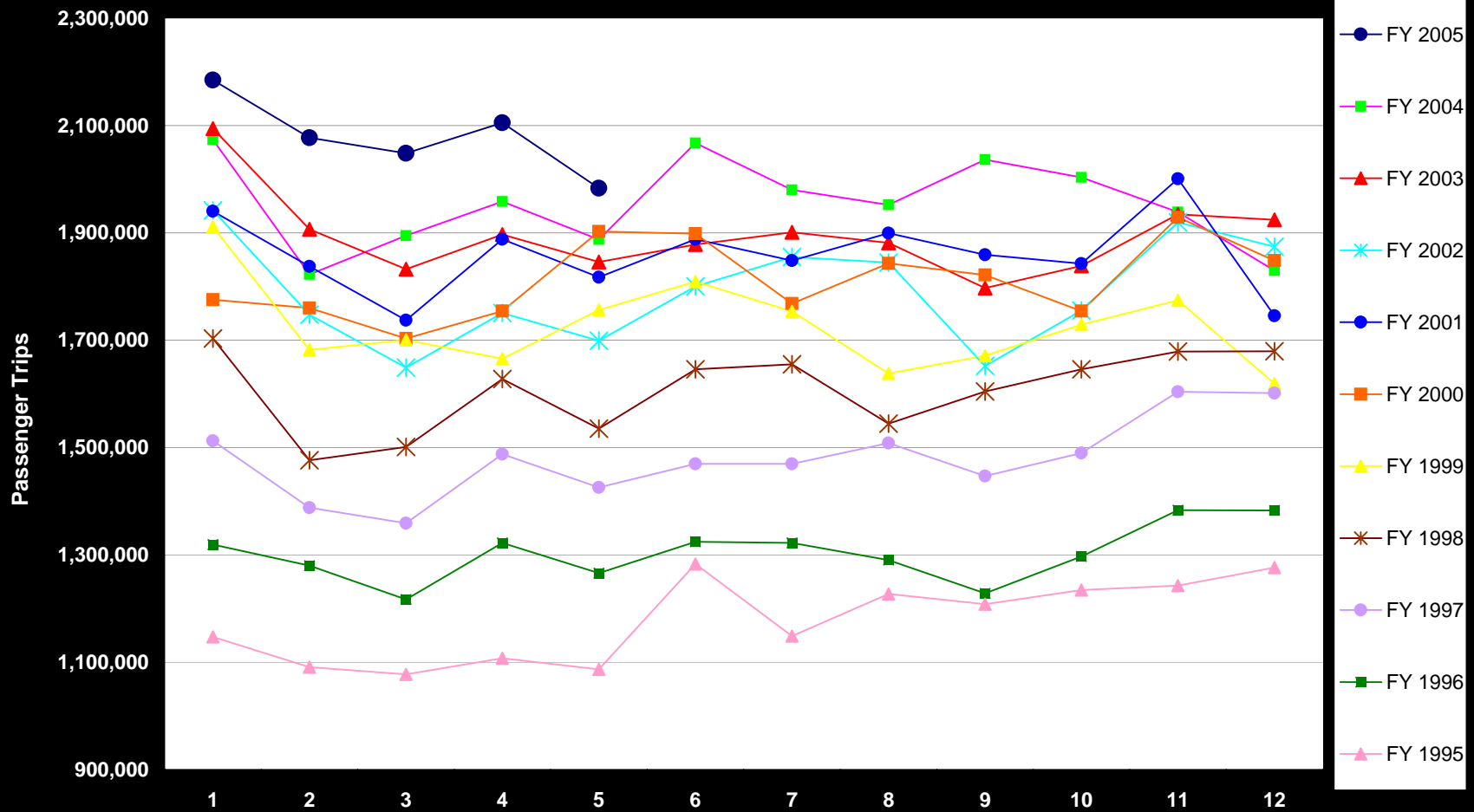
% CHANGE FROM FY 2004 TO FY 2005

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

LYNX Ridership Growth - All Modes



LYNX AVERAGE DAILY RIDERSHIP FEBRUARY 2005 - FINAL

FY 2005

Service Mode	Day	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	May-05	Jun-05	Jul-05	Aug-05	Sep-05	AVG DAILY FOR YEAR
LYMMO	Wkday	3,908	3,978	3,713	4,182	4,544								4,065
	Sat	732	1054	1357	1,623	1,440								1,241
	Sun	609	717	591	745	821								697
25% of Votran (all other Links)	Wkday	16	14	13	14	16								14
	Wkday	77,294	75,616	70,045	74,058	75,646								74,532
	Sat	51,126	48,411	49,800	49,483	50,215								49,807
	Sun	29,606	27,075	25,636	27,472	26,726								27,303
Total Fixed Route	Wkday	81,218	79,608	73,771	78,254	80,206								78,611
	Sat	51,858	49,465	51,157	51,106	51,655								51,048
	Sun	30,215	27,792	26,227	28,217	27,547								28,000
Access LYNX	Wkday	2,142	2,009	1,927	2,040	2,090								2,042
	Sat	754	756	639	656	734								708
	Sun	312	332	438	360	299								348
VanPlan	Wkday	647	711	613	583	617								634
	Sat	136	176	172	105	236								165
	Sun	101	109	161	119	159								130
TOTAL LYNX SERVICES	Wkday	84,007	82,328	76,311	80,877	82,913								81,287
	Sat	52,748	50,397	51,968	51,867	52,625								51,921
	Sun	30,628	28,233	26,826	28,696	28,005								28,478

% CHANGE FROM FY 2004 TO FY 2005

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEAR
LYMMO	Wkday	-6.6%	-0.5%	6.9%	10.2%	17.4%								5.0%
	Sat	-10.6%	20.2%	60.0%	94.6%	89.5%								63.3%
	Sun	-5.0%	57.6%	37.4%	54.6%	39.9%								18.7%
25% of Votran (all other Links)	Wkday	2.7%	20.1%	-6.6%	-2.3%	3.0%								-4.9%
	Wkday	8.3%	9.5%	5.7%	6.0%	5.7%								4.2%
	Sat	12.1%	7.0%	10.4%	12.3%	9.9%								9.0%
	Sun	18.3%	14.4%	14.3%	14.2%	5.5%								7.8%
Total Fixed Route	Wkday	7.5%	8.9%	5.8%	6.2%	6.3%								4.2%
	Sat	11.7%	7.3%	11.3%	13.8%	11.2%								9.8%
	Sun	17.8%	15.2%	14.7%	15.0%	6.3%								8.1%
Access LYNX	Wkday	8.8%	8.5%	10.0%	9.0%	2.3%								-0.1%
	Sat	11.2%	3.7%	-4.5%	-1.5%	8.6%								4.7%
	Sun	17.7%	5.7%	2.3%	30.4%	-12.8%								1.5%
VanPlan	Wkday	-24.1%	-4.9%	-7.0%	-16.5%	-21.2%								-19.0%
	Sat	41.7%	66.0%	7.5%	-13.9%	59.5%								11.5%
	Sun	62.9%	47.3%	96.3%	36.8%	37.1%								11.9%
TOTAL LYNX SERVICES	Wkday	7.2%	8.8%	5.8%	6.1%	5.9%								3.9%
	Sat	11.8%	7.3%	11.1%	13.5%	11.3%								9.8%
	Sun	17.9%	15.2%	14.8%	15.2%	6.2%								8.0%

FY 2004

Service Mode	Day	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	Jul-04	Aug-04	Sep-04	AVG DAILY FOR YEAR
LYMMO	Wkday	4,183	3,999	3,472	3,796	3,870	3,859	3,685	4,064	3,897	3,590	3,354	3,446	3,768
	Sat	819	877	848	834	760	991	814	765	735	703	523	590	772
	Sun	641	455	430	482	587	800	487	609	493	523	402	498	534
25% of Votran (all other Links)	Wkday	15	12	13	15	15	17	14	16	19	15	16	13	15
	Wkday	71,358	69,064	66,263	69,853	71,552	70,035	69,495	71,094	71,220	68,022	69,248	69,993	69,766
	Sat	45,599	45,236	45,115	44,072	45,711	46,551	46,272	46,150	50,160	49,308	35,529	44,577	45,357
	Sun	25,016	23,663	22,432	24,064	25,322	26,043	25,791	26,102	27,618	27,292	26,445	31,894	25,974
Total Fixed Route	Wkday	75,556	73,075	69,748	73,664	75,437	73,911	73,194	75,174	75,136	71,627	72,618	73,452	73,549
	Sat	46,418	46,113	45,963	44,906	46,471	47,542	47,086	46,915	50,895	50,011	36,052	45,167	46,128
	Sun	25,657	24,118	22,862	24,546	25,909	26,843	26,278	26,711	28,111	27,815	26,847	32,392	26,507
Access LYNX	Wkday	1,968	1,851	1,752	1,872	2,044	2,101	2,126	2,082	2,184	2,085	1,898	1,618	1,965
	Sat	678	729	669	666	676	737	758	810	750	767	566	534	695
	Sun	265	314	428	276	343	309	321	303	325	319	311	308	319
VanPlan	Wkday	852	748	659	698	783	610	571	548	618	613	641	547	657
	Sat	96	106	160	122	148	130	118	80	136	104	124	130	121
	Sun	62	74	82	87	116	95	85	93	79	132	133	116	96
TOTAL LYNX SERVICES	Wkday	78,376	75,674	72,159	76,234	78,264	76,622	75,891	77,804	77,938	74,325	75,157	75,617	76,172
	Sat	47,192	46,948	46,792	45,694	47,295	48,409	47,962	47,805	51,781	50,882	36,742	45,831	46,944
	Sun	25,984	24,506	23,372	24,909	26,368	27,247	26,684	27,107	28,515	28,266	27,291	32,816	26,922

ROUTE RIDERSHIP REPORT

Link No	Route	FY04 Average Monthly Ridership	Jan-05	% Change Jan 05 to Feb 05	Feb-05	% Change Feb 05 to Mar 05	Mar-05	% Change March 04 to March 05	March 05 Change as Compared to FY04 Avg. Monthly Ridership
1	N Orange Ave./Altamonte Mall	18,213	17,923	-8.5%	16,402	1.7%	16,678	-14.7%	-8.43%
2	ColoniaItown	4,710	3,447	6.8%	3,683	-6.2%	3,455	-26.9%	-26.65%
3	Lake Margaret	18,174	17,011	-0.9%	16,856	7.9%	18,189	-4.4%	0.08%
4	S. OBT/Kissimmee	143,042	145,487	-8.5%	133,121	5.1%	139,901	-9.6%	-2.20%
5	S. Ferncreek Ave.	5,132	5,257	0.0%	5,259	-7.1%	4,887	-8.5%	-4.78%
6	Dixie Belle	19,188	20,035	-11.7%	17,693	11.9%	19,804	-3.3%	3.21%
7	S. Orange Ave./Florida Mall	23,949	26,462	-4.0%	25,393	5.5%	26,802	7.2%	11.91%
8	W. Oak Ridge Rd./Int'l Dr.	143,115	158,627	-5.0%	150,703	4.4%	157,382	3.0%	9.97%
9	N. Orange Ave./Rosemont	29,317	31,278	-5.1%	29,676	4.2%	30,933	0.9%	5.51%
10	East U.S. 192/St. Cloud	20,552	19,135	10.2%	21,092	1.3%	21,362	-6.1%	3.94%
11	S. Orange Ave./OIA	36,190	35,251	-7.0%	32,794	10.4%	36,220	-3.4%	0.08%
12	Buenaventura Lks/Boggy Ck	8,667	8,501	14.5%	9,730	-5.4%	9,207	-7.8%	6.24%
13	University of Central Florida	35,177	37,022	-4.5%	35,363	0.9%	35,675	-3.0%	1.42%
14	Princeton Street	8,081	6,511	-11.8%	5,745	10.1%	6,328	-26.0%	-21.69%
15	Curry Ford Rd./V.C.C. East	45,516	47,169	-2.6%	45,957	4.8%	48,141	-1.9%	5.77%
16	College Park	12,191	10,832	3.9%	11,259	2.3%	11,517	-5.9%	-5.53%
17	N. OBT/Apopka	51,748	50,076	-2.5%	48,815	5.7%	51,614	-5.4%	-0.26%
18	S. Orange Ave./Kissimmee	34,941	35,718	1.5%	36,263	4.2%	37,769	-2.7%	8.09%
19	Richmond Heights	27,450	29,426	-3.8%	28,298	-3.8%	27,231	-2.2%	-0.80%
20	Malibu/Pine Hills	59,676	67,023	-4.8%	63,773	2.9%	65,644	8.9%	10.00%
200	Volusia Express	328	302	3.6%	313	10.2%	345	-13.5%	5.21%
21	Carver Shores/Tangelo Park	70,050	84,484	-5.6%	79,723	1.4%	80,821	14.1%	15.38%
22	Richmond Estates	27,153	28,733	-2.4%	28,044	-2.5%	27,334	-7.0%	0.67%
23	Winter Park/Forest City	26,778	27,287	-5.2%	25,861	6.9%	27,646	-4.0%	3.24%
24	Millenia	7,745	9,046	-10.6%	8,085	7.2%	8,670	21.4%	11.95%
25	Silver Star Rd.	69,482	74,316	-5.4%	70,290	5.5%	74,135	-0.1%	6.70%
26	Poinciana	14,163	14,143	2.5%	14,495	3.7%	15,026	-11.5%	6.09%
27	Plant Street/Oakland	7,480	7,786	1.1%	7,871	4.7%	8,242	1.9%	10.19%
28	E. Colonial Dr./Azalea Park	40,434	43,128	-5.9%	40,593	7.6%	43,697	4.4%	8.07%
29	E. Colonial Dr./Goldenrod	39,373	42,824	-7.9%	39,432	5.6%	41,636	0.8%	5.75%
30	Colonial Dr. Crosstown	48,215	52,543	-6.9%	48,933	5.2%	51,455	0.5%	6.72%
300-304	Downtown Disney Direct	13,425	16,467	-7.6%	15,219	12.4%	17,099	24.3%	27.37%
Lymmo	Lymmo	86,301	98,789	1.1%	99,916	3.7%	103,613	8.0%	20.06%
32	Union Park/Bithlo	4,221	4,428	-5.1%	4,203	-0.7%	4,174	-3.3%	-1.12%
33	Midway/Sanford Airport	822	1,834	1.3%	1,857	23.5%	2,293	N/A	N/A
34	Sanford/Midway	7,707	7,316	0.6%	7,360	-4.9%	6,997	-8.4%	-9.21%
36	Lake Richmond	23,946	26,189	-4.1%	25,116	-2.6%	24,459	-2.1%	2.14%
37	Park Promenade Plaza/Florida Mall	51,921	59,586	-7.4%	55,176	9.6%	60,464	9.8%	16.45%
38	Downtown Orlando/Int'l Dr.	13,718	15,496	-5.7%	14,606	8.4%	15,837	5.7%	15.45%
39	Fern Park/Sanford	56,655	64,797	-5.9%	60,965	4.8%	63,862	5.2%	12.72%
40	Americana/Universal Orlando	36,384	35,357	-6.9%	32,932	8.3%	35,676	-3.6%	-1.95%
41	S.R. 436 Crosstown	117,584	126,424	-4.1%	121,194	6.0%	128,425	4.0%	9.22%
42	International Dr./OIA	65,827	74,944	-6.6%	70,021	10.3%	77,255	13.3%	17.36%
43	Central Florida Pkwy.	11,127	12,967	-2.9%	12,597	9.3%	13,765	3.1%	23.71%
44	Clarcona/Zellwood	16,955	18,872	-3.9%	18,133	0.6%	18,233	-0.7%	7.54%
45	Lake Mary	2,582	3,181	19.1%	3,789	16.1%	4,400	58.9%	70.43%
46	W. S.R. 46/Seminole Towne Ctr	9,814	11,871	-2.8%	11,540	7.7%	12,430	24.4%	26.66%
47	Oviedo	3,970	3,922	5.1%	4,121	-2.2%	4,029	-9.9%	1.49%
48	W. Colonial Dr./Park Promenade	45,110	50,037	-10.2%	44,920	6.4%	47,783	-2.7%	5.93%
49	W. Colonial Dr./Pine Hills	46,402	48,084	-1.9%	47,163	2.8%	48,471	-3.5%	4.46%
50	Downtown Orlando/Magic Kingdom	34,962	31,055	-6.9%	28,908	18.6%	34,294	7.0%	-1.91%
51	Conway/OIA	31,191	34,633	-3.0%	33,596	5.4%	35,412	7.4%	13.53%
52	Pine Castle/Tradeport	5,798	6,168	-8.9%	5,616	13.5%	6,372	28.0%	9.91%
53	Story Road/Tildenville	8,318	8,322	4.4%	8,686	0.2%	8,705	-4.4%	4.65%
54	Old Winter Garden Rd.	13,986	14,505	-0.4%	14,442	6.9%	15,445	1.0%	10.43%
55	W. U.S. 192/Orange Lake	26,477	27,952	-2.1%	27,365	13.8%	31,143	8.1%	17.62%
56	W. U.S. 192/Magic Kingdom	28,315	28,658	-5.1%	27,190	20.6%	32,780	7.7%	15.77%
57	John Young Pkwy.	14,036	14,999	0.0%	15,001	1.9%	15,279	-0.8%	8.86%
Unknown	Farebox Errors	17,556	13,728	-27.3%	9,977	45.9%	14,552	3.0%	-17.11%
Total		1,891,341	2,017,364	-4.7%	1,923,124	5.6%	2,030,993	1.6%	7.4%

LYNX MONTHLY RIDERSHIP MARCH 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	103,613							574,914
25% OF VOTRAN	329	295	289	302	313	345							1,873
(all other Links)	2,028,139	1,920,348	1,891,693	1,918,273	1,822,895	1,927,035							11,508,383
Total Fixed Route	2,117,242	2,012,031	1,984,415	2,017,364	1,923,124	2,030,993							12,085,169
Special Shuttles	965	51	105	26,333	112	464							28,030
Access LYNX	50,321	48,556	48,628	47,910	45,939	52,989							294,343
VanPlan	16,024	16,794	15,408	13,356	13,932	14,366							89,880
TOTAL	2,184,552	2,077,432	2,048,556	2,104,963	1,983,107	2,098,812							12,497,422

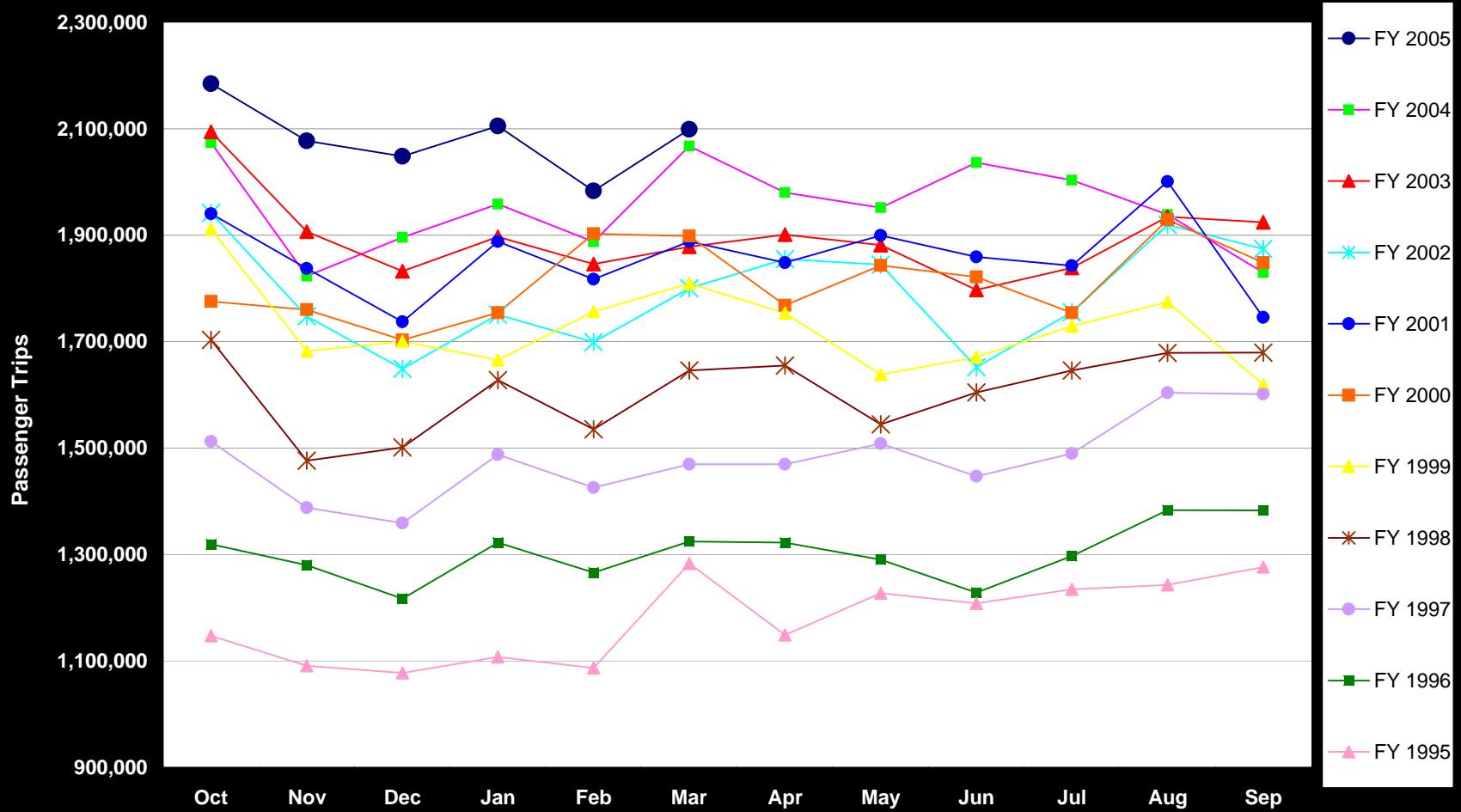
% CHANGE FROM FY 2004 TO FY 2005

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%	8.0%							31.6%
25% OF VOTRAN	-6.2%	9.6%	-2.4%	-2.3%	3.0%	-13.5%							22.5%
(all other Links)	6.6%	14.2%	8.0%	6.1%	4.7%	1.3%							29.5%
Total Fixed Route	5.6%	14.0%	8.2%	6.5%	5.4%	1.6%							29.6%
Special Shuttles	665.9%	-56.8%	-78.4%	1283.8%	-81.5%	N/A							765.4%
Access LYNX	2.6%	14.3%	6.3%	5.2%	1.5%	0.8%							29.1%
VanPlan	-20.8%	5.9%	-4.4%	-18.1%	-17.2%	-13.5%							5.3%
TOTAL	5.3%	14.0%	8.1%	7.5%	5.1%	1.5%							29.7%

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	49,038	42,479	45,748	45,548	45,259	52,543	51,147	49,246	52,336	51,190	45,742	39,116	569,392
VanPlan	20,224	15,856	16,125	16,308	16,819	16,600	14,778	12,906	14,460	14,438	14,164	13,002	185,680
TOTAL	2,073,856	1,822,941	1,895,892	1,958,329	1,887,462	2,067,527	1,979,922	1,951,932	2,036,240	2,003,594	1,938,707	1,829,943	23,446,345

LYNX Ridership Growth - All Modes



LYNX AVERAGE DAILY RIDERSHIP MARCH 2005 - FINAL

FY 2005

Service Mode	Day	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	May-05	Jun-05	Jul-05	Aug-05	Sep-05	AVG DAILY FOR YEAR
LYMMO	Wkday	3,908	3,978	3,713	4,182	4,544	4,089							4,069
	Sat	732	1054	1357	1,623	1,440	1,539							1,291
	Sun	609	717	591	745	821	854							723
25% of Votran (all other Links)	Wkday	16	14	13	14	16	15							15
	Wkday	77,294	75,616	70,045	74,058	75,646	70,297							73,826
	Sat	51,126	48,411	49,800	49,483	50,215	48,793							49,638
	Sun	29,606	27,075	25,636	27,472	26,726	28,325							27,473
Total Fixed Route	Wkday	81,218	79,608	73,771	78,254	80,206	74,401							77,910
	Sat	51,858	49,465	51,157	51,106	51,655	50,332							50,929
	Sun	30,215	27,792	26,227	28,217	27,547	29,179							28,196
Access LYNX	Wkday	2,142	2,009	1,927	2,040	2,090	2,112							2,053
	Sat	754	756	639	656	734	767							718
	Sun	312	332	438	360	299	332							346
VanPlan	Wkday	647	711	613	583	617	529							617
	Sat	136	176	172	105	236	138							161
	Sun	101	109	161	119	159	89							123
TOTAL LYNX SERVICES	Wkday	84,007	82,328	76,311	80,877	82,913	77,042							80,580
	Sat	52,748	50,397	51,968	51,867	52,625	51,237							51,807
	Sun	30,628	28,233	26,826	28,696	28,005	29,600							28,665

% CHANGE FROM FY 2004 TO FY 2005

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEAR
LYMMO	Wkday	-6.6%	-0.5%	6.9%	10.2%	17.4%	6.0%							5.1%
	Sat	-10.6%	20.2%	60.0%	94.6%	89.5%	55.3%							69.8%
	Sun	-5.0%	57.6%	37.4%	54.6%	39.9%	6.7%							23.1%
25% of Votran (all other Links)	Wkday	2.7%	20.1%	-6.6%	-2.3%	3.0%	-13.5%							-4.3%
	Wkday	8.3%	9.5%	5.7%	6.0%	5.7%	0.4%							3.2%
	Sat	12.1%	7.0%	10.4%	12.3%	9.9%	4.8%							8.6%
	Sun	18.3%	14.4%	14.3%	14.2%	5.5%	8.8%							8.5%
Total Fixed Route	Wkday	7.5%	8.9%	5.8%	6.2%	6.3%	0.7%							3.3%
	Sat	11.7%	7.3%	11.3%	13.8%	11.2%	5.9%							9.6%
	Sun	17.8%	15.2%	14.7%	15.0%	6.3%	8.7%							8.8%
Access LYNX	Wkday	8.8%	8.5%	10.0%	9.0%	2.3%	0.5%							0.5%
	Sat	11.2%	3.7%	-4.5%	-1.5%	8.6%	4.1%							6.2%
	Sun	17.7%	5.7%	2.3%	30.4%	-12.8%	7.4%							0.7%
VanPlan	Wkday	-24.1%	-4.9%	-7.0%	-16.5%	-21.2%	-13.3%							-21.2%
	Sat	41.7%	66.0%	7.5%	-13.9%	59.5%	6.2%							8.4%
	Sun	62.9%	47.3%	96.3%	36.8%	37.1%	-6.3%							6.0%
TOTAL LYNX SERVICES	Wkday	7.2%	8.8%	5.8%	6.1%	5.9%	0.5%							3.0%
	Sat	11.8%	7.3%	11.1%	13.5%	11.3%	5.8%							9.5%
	Sun	17.9%	15.2%	14.8%	15.2%	6.2%	8.6%							8.7%

FY 2004

Service Mode	Day	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	Jul-04	Aug-04	Sep-04	AVG DAILY FOR YEAR
LYMMO	Wkday	4,183	3,999	3,472	3,796	3,870	3,859	3,685	4,064	3,897	3,590	3,354	3,446	3,768
	Sat	819	877	848	834	760	991	814	765	735	703	523	590	772
	Sun	641	455	430	482	587	800	487	609	493	523	402	498	534
25% of Votran (all other Links)	Wkday	15	12	13	15	15	17	14	16	19	15	16	13	15
	Wkday	71,358	69,064	66,263	69,853	71,552	70,035	69,495	71,094	71,220	68,022	69,248	69,993	69,766
	Sat	45,599	45,236	45,115	44,072	45,711	46,551	46,272	46,150	50,160	49,308	35,529	44,577	45,357
	Sun	25,016	23,663	22,432	24,064	25,322	26,043	25,791	26,102	27,618	27,292	26,445	31,894	25,974
Total Fixed Route	Wkday	75,556	73,075	69,748	73,664	75,437	73,911	73,194	75,174	75,136	71,627	72,618	73,452	73,549
	Sat	46,418	46,113	45,963	44,906	46,471	47,542	47,086	46,915	50,895	50,011	36,052	45,167	46,128
	Sun	25,657	24,118	22,862	24,546	25,909	26,843	26,278	26,711	28,111	27,815	26,847	32,392	26,507
Access LYNX	Wkday	1,968	1,851	1,752	1,872	2,044	2,101	2,126	2,082	2,184	2,085	1,898	1,618	1,965
	Sat	678	729	669	666	676	737	758	810	750	767	566	534	695
	Sun	265	314	428	276	343	309	321	303	325	319	311	308	319
VanPlan	Wkday	852	748	659	698	783	610	571	548	618	613	641	547	657
	Sat	96	106	160	122	148	130	118	80	136	104	124	130	121
	Sun	62	74	82	87	116	95	85	93	79	132	133	116	96
TOTAL LYNX SERVICES	Wkday	78,376	75,674	72,159	76,234	78,264	76,622	75,891	77,804	77,938	74,325	75,157	75,617	76,172
	Sat	47,192	46,948	46,792	45,694	47,295	48,409	47,962	47,805	51,781	50,882	36,742	45,831	46,944
	Sun	25,984	24,506	23,372	24,909	26,368	27,247	26,684	27,107	28,515	28,266	27,291	32,816	26,922

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 P: 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 Q: Finance and Administrative Support Report

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: 5/26/2005

For your review, please find attached the Monthly Financial Reports for the six months ending March 31, 2005. The Monthly Financial Reports for the seven months ending April 30, 2005 will be provided as handouts at the May 26, 2005 Board Meeting.

EXECUTIVE SUMMARY REPORT

For the Six Months ending March 31, 2005

LYNX' Operating Statement indicates total revenue earned year-to-date in the amount of \$40,936,073 and total expenses incurred year-to-date in the amount of \$40,903,146 resulting in an operating profit in the amount of \$32,927 for the six months ending March 31, 2005. The Fixed Route Services resulted in an operating profit in the amount of \$178,856 for the six months of operations. ACCESS LYNX' operations resulted in an operating loss in the amount \$(145,929) for the six 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.

LYNX

**OPERATING STATEMENT
SIX MONTHS ENDING MARCH 31, 2005**

	CURRENT MONTH INCURRED	YEAR TO DATE INCURRED	ANNUAL BUDGET	VARIANCE (OVER) OR UNDER	PERCENTAGE OF BUDGET
REVENUES:					
Customer Fares	\$ 1,399,342	\$ 7,938,707	\$ 16,201,286	\$ 8,262,579	49.00%
Contract Services	1,275,806	7,948,858	15,663,060	7,714,202	50.75%
Interest and Other Income	197,149	899,413	1,996,154	1,096,741	45.06%
Operating Assistance:					
Federal	873,863	5,328,143	12,278,039	6,949,896	43.40%
State	663,889	4,544,899	11,370,068	6,825,169	39.97%
Local	2,379,342	14,276,053	30,112,106	15,836,053	47.41%
Fund Balance	-	-	150,000	150,000	-
TOTAL REVENUES	<u>6,789,391</u>	<u>40,936,073</u>	<u>87,770,713</u>	<u>46,834,640</u>	<u>46.64%</u>
EXPENSES:					
Salaries and Wages	2,786,096	15,882,196	32,615,708	16,733,512	48.69%
Fringe Benefits	1,450,352	8,481,425	17,419,487	8,938,062	48.69%
Professional Services	534,181	2,169,584	10,692,670	8,523,086	20.29%
Materials and Supplies	1,059,796	5,528,643	8,876,100	3,347,457	62.29%
Utilities and Taxes	107,405	526,347	1,039,067	512,720	50.66%
Casualty and Liability Insurance	85,973	481,035	1,481,157	1,000,122	32.48%
Purchased Transportation Services	1,175,789	7,031,858	13,612,586	6,580,728	51.66%
Leases and Misc. Expenses	129,006	799,375	2,018,518	1,219,143	39.60%
Interest Expense	482	2,683	15,420	12,737	17.40%
Reserves	-	-	0	0	-
TOTAL EXPENSES	<u>7,329,080</u>	<u>40,903,146</u>	<u>87,770,713</u>	<u>46,867,567</u>	<u>46.60%</u>
EXCESS (DEFICIT) OF REVENUES OVER EXPENSES	\$ <u>(539,689)</u>	\$ <u>32,927</u>	\$ <u>-</u>		
SIX MONTHS BENCHMARK PERCENTAGE					<u>50.00%</u>

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS

ASSETS	MARCH 2005	SEPTEMBER 30, 2004	LIABILITIES AND NET ASSETS	MARCH 2005	SEPTEMBER 30, 2004
CURRENT ASSETS:			CURRENT LIABILITIES:		
Cash and cash equivalents	\$ 18,124,922	\$ 11,128,645	Accounts payable	\$ 6,700,241	\$ 14,689,501
Receivables:			Accrued salaries and related taxes	1,364,058	1,424,046
Local, trade and operating assistance	4,720,201	5,044,745	Accrued compensated absences	2,672,424	2,672,424
Federal grants	5,547,813	11,834,400	Accrued self-insurance liability, current	1,106,000	1,106,000
State grants	2,046,824	3,225,071	Leases payable, current	18,412	71,540
Inventory	1,158,212	1,059,676	Deferred operating revenue	4,914,314	401,775
State fuel tax refund	211,053	214,524			
Prepaid expenses and other assets	1,265,376	1,657,102	Total current liabilities	16,775,449	20,365,286
Total current assets	33,074,401	34,164,163			
Restricted Assets			Current Liabilities (payable from restricted assets)		
Cash and Cash Equivalents	193,206	333,515	Deferred Capital	333,515	333,515
Total Restricted Assets	193,206	333,515	Total Current Liabilities (payable from restricted assets)	333,515	333,515
PROPERTY AND EQUIPMENT:			OTHER LIABILITIES:		
Land	8,571,465	8,571,465	Leases payable, long-term	97,526	9,359
Buildings and shelters	38,295,582	14,558,655	Loans payable	14,833,991	11,749,569
Revenue vehicles	67,522,701	62,168,240	Accrued self-insurance liability, long-term	1,546,000	1,546,000
Equipment	12,169,424	11,578,226	Total Other Liabilities	16,477,517	13,304,928
Leasehold improvements	1,802,285	1,802,285	Total liabilities	33,586,481	34,003,729
Total property and equipment	128,361,457	98,678,871	NET ASSETS:		
Less accumulated depreciation	(67,539,437)	(63,512,369)	Invested in capital assets, net of related debt	66,006,717	59,846,736
Construction work in process	14,752,133	33,401,920	Unrestricted	9,580,557	9,547,630
Net property and equipment	75,574,153	68,568,422	Total net assets	75,587,274	69,394,366
OTHER ASSETS:			TOTAL LIABILITIES AND NET ASSETS	\$ 109,173,755	\$ 103,398,095
Net Pension Asset	331,995	331,995			
TOTAL ASSETS	\$ 109,173,755	\$ 103,398,095			

REPORT ON FINANCIAL OPERATIONS

Six Months Ending March 31, 2005

Summary

For the period October 1, through March 31, 2005, revenues totaled \$40,936,073 and expenses totaled \$40,903,146, which indicates an excess in the amount of \$32,927 for the six months of the fiscal year. Listed below are significant facts regarding operations for the six 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 49.00% of the annual budgeted amount, which is slightly below the amount anticipated. In addition, customer fares increased \$694,209 or 9.58% 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 50.75% 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 45.06% of the annual budgeted, which is below 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 44.92% of the annual budgeted amount, which is below the amount expected. Revenue earned year-to-date indicates a decrease in the amount of \$155,044 or (.64)% 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 48.69% of the annual budgeted amount, which is slightly below the target for the *six 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 48.69% of the annual budgeted amount, which is slightly 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 20.29% of the annual budgeted amount. Expenses such as other professional fees pertaining to planning projects are lower than anticipated for the *six 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 62.29% of the annual budgeted amount, which is higher than the amount anticipated for *six 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 50.66% of the annual budgeted amount, which is higher 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 32.48% 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 51.66% of the annual budgeted amount, which is above the amount anticipated for the *six 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 39.60% 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 17.40% 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.

Information Item R: 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: 5/26/2005

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.	May	June	July
RFP 05-003	General Engineer Consultant Transportation	May	June	July
RFP 05-008	Legal Counsel HR	February	March	April
RFP 05-033	Occupational Health Services	April	May	June
IFR 05-032	Free Mobile Wi-Fi	April	May	None
05-26	7/12 – Passenger Van Pools Procurement	March	April	None
IFB 05-014	Apopka Super Stop	April	May	None
05-034	Fuel (Diesel)	May	June	None
RFP 05-037	General Consultant	June	July	August

Information Item S: 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 and April 2005

Date: 5/26/2005

BUS ADVERTISING / SALES – March 2005

	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

BUS ADVERTISING / SALES – April 2005

	LYNX Contracts	Culver Contracts	Fiscal YTD Contracts
Advertising Sales Revenue	\$ 87,675	0	\$ 434,223
Admin Fee to Culver Amherst @ 40%	0	0	\$ 39,392
Net Revenue to LYNX Per Agreement	\$ 87,675	\$ 0	\$ 394,831

BUSINESS RELATIONS – March 2005

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

LYNX Board Agenda

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 Lockheed Martin Renaissance Orlando Hotel Seminole Community College	The Job Partnership of Florida Urban League	
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 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.

BUSINESS RELATIONS – April 2005

Commuter Choice and WAGES Transportation Programs

Activity	CCP Performance	WAGES Performance	
Carpool/Vanpool and WAGES Inquires	Phone: 89 Internet: 18	Phone: 154 Internet: 32	
Carpool/Vanpool/WAGES Transit Letters & Matches	Letters: 40 Matches: 17	Letters: 2 Matches: 2	

LYNX Board Agenda

Number of Approved WAGES Participants		31	<u>YTD Participants</u> 307
Number of Participants Receiving WAGES benefit(s)		689	<u>YTD Participants</u> 1,468
Number of Commuter Choice Vanpool Participants	705		<u>Total Revenue Miles</u> <u>YTD</u> 424,434
Vanpools	New: 0 Returned: 0	New: 1 Returned: 1	<u>Current Vans In Service</u> 34
Pending Vanpool Interest	Summer Bay Resort Orange Lake Resort Disney Radisson Sea World Correct Craft OUC Orange Co Dept of Corrections Lockheed Martin Veterans Administration Renaissance Airport Hotel Orange Co Clerk of Courts		
Number of Employers Contacted	150	5	
Number of Employees Contacted	600	0	
Employer Program Presentations	Sea World Oerther Foods Disney Orange Co Clerk of Courts Veterans Administration 7-Eleven Renaissance Airport Hotel Aramark Apartment Hunters	Healthy Families Orange Osceola Co Work Release Coalition for the Homeless ACS Youth Services Men of Destiny Ministries, Inc.	
Employee Vanpool Presentations	Disney Employee Kick-off Events		<u>Total Participants</u> 2,000
Other Business Presentations/Meetings	Hispanic Business HSMIA Luncheon	Disney ACS State/Local Solutions Sanford Housing Authority Orlando Housing Authority Family Self- Sufficiency Board	<u>Total Participants</u> 2,265

Bus Pass Partners

Disney

LYNX and Disney entered into an agreement that will allow Disney to offer full and part-time cast members the ability to use pre-tax dollars to pay for monthly bus passes. Bus passes can be purchased through payroll deduction and will be mailed directly to cast members. This agreement was followed by four days of kick-off events held in numerous locations throughout the Disney complex.

Business Relations Events

Hispanic Bus Unveiling

Executive Director, Linda Watson and LYNX Board Chairman, Atlee Mercer, were among the featured speakers to help unveil the 2005 LYNX/Hispanic Chamber of Commerce Promotional Bus. The event was held at the Plaza at City Hall and was attended by the Board of Directors and leadership of the Hispanic Chamber of Commerce, local officials and community leaders.

Hispanic Business Expo

Business Relations, Marketing and Customer Service participated in the 2005 Hispanic Chamber of Commerce Business Expo, which provided opportunities to educate the business and Hispanic community with information about commuter assistance and other transportation programs.

Hispanic Achievers

LYNX spoke to a group of Human Relations managers attending the Hispanic Achievers' board meetings on April 27th. Attendees were educated on LYNX transportation and commuter assistance programs and benefits.

Hospitality Sales & Marketing Association International Luncheon

LYNX sponsored and made a presentation at the HSMAI monthly meeting, which was a key target market for LYNX Business Relations. LYNX received positive feedback and interest from many of the 65 hospitality industry attendees.

Other Programs

CDBG Funding For The WAGES Program

Business Relations submitted the first of several applications to increase funding for the WAGES program. A presentation to the City of Kissimmee will be made on May 18 to request \$25,000 in funding for an extended partnership with the City. Plans are in progress to secure similar partnerships and funding involving Orlando and Sanford Housing Authorities.

MARKETING – March 2005

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

LYNX Board Agenda

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.

MARKETING – April 2005

Jobs Opened/Completed

Jobs Opened	Jobs Completed	Jobs opened FYTD	Jobs completed FYTD
20	29	100	118

Media Report

Radio	Spots	Value
WOMX 105.1	62	\$ 5,000
WLOQ	25	\$ 2,500
WOCL 105.9	51	\$ 6,980
WJHM JAMZ 102	28	\$ 2,510
La Nueva 98.1	90	\$10,000

Website Usage

Average Hits per Day	44,352
Average Users per Day	1949
Average Hits per User	22.76
Average Time Spent on Site	10 min, 22 sec.
Approximate Visits per User	2.56

Total Page Hits	333,757
Total User Visits	58,468
Total Unique IP (visits)	22,858

MEDIA RELATIONS – March 2005

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

MEDIA RELATIONS – April 2005

Thirty-seven pages of print/web articles, which are included in the pocket of the Board package for your review, ran during the month of April.

Information Item T: 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: 5/262005

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.

Information Item U: Human Resources Report (March and April 2005)

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 (March and April 2005)

Date: 5/26/2005

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

EEOC	Pending	0	0	0							
	Resolved	3	1	2							
	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

HR Report April 2005		Overall	Bargaining Unit	Admin.							
Retention											
Staffing Level (Actual/Budgeted # Employees)		97.4%	97.5%	97.3%							
Voluntary Terminations		6	6	0							
Involuntary Terminations		4	3	1							
Hiring											
Positions Filled		4	3	1							
Average Days to Hire		147	156	118							
Training & Development											
Employees Attending Orientation		0	0	0							
Employees Attending Other Training		14	0	14							
Leave Status											
FMLA	Submitted Paperwork	7	7	0							
	Currently On Intermittently (up to 1 year)	42	30	12							
	Currently On FMLA	7	5	2							
	Returned From FMLA	4	4	0							
Work Comp	Submitted Paperwork	12	9	3							
	Currently On Workers' Compensation	2	2	0							
	Returned From Workers' Compensation	11	8	3							
Grievances											
Intern	Submitted	2	2	0							
	Pending	2	0	0							
	Resolved	1	0	1							
EEOC	Submitted	0	0	0							
	Pending (average resolution is 18 months)	1	0	1							
	Resolved	1	1	0							
LYNX Demographics Summary											
	Race					Gender		Total	Total	Minority	Female
	W	B	H	A	AI	F	M		Minority	%	%
Director	6	1	1	0	0	6	2	8	2	25%	75%
Manager	17	4	1	1	0	7	16	23	6	26%	30%
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.	57	35	24	5	0	64	57	121	64	53%	53%
Maintenance (BU)	59	27	62	9	2	4	155	159	100	63%	3%
Bus Op. (BU)	149	169	202	11	2	107	426	533	384	72%	20%
Total	320	248	306	30	4	201	707	908	588	65%	22%

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

Information Item V: Planning Division Report

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Planning Division Report

Date: 5/26/2005

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 during the last two weeks in April to conduct on-board bus surveys of LYNX customers. 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 with their 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's 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 two existing shelters will remain along with the remaining stops.

This item also appears under action to award a contract for construction. 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 has drafted the FY2006-2010 TDP Annual (minor) update. The draft TDP document will be provided at this meeting to the Board. 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, 2005 deadline. The TDP is a requirement of LYNX' state block grant, which has represented approximately \$7 million per year in recent years.

Jurisdictional Information

Staff has provided GIS maps of local jurisdiction districts, along with data on LYNX routes, ridership, developments of regional impact and amenities. Specific data analysis have been developed into fact sheets.

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 planned for implementation.

The first is a modification of Link 27 to serve the new Ocoee High School. Staff has worked closely with the City of Ocoee and Ocoee High School's new principal to develop service options that meet the needs of the new school's students. After meeting with the Ocoee High School staff, all agreed that the students will be served twice in the morning and twice in the afternoon by a route deviation along West Road, Ocoee-Apopka Road and Fuller's Cross Road. Since existing operating resources will be utilized, there is no fiscal impact in delivering this service improvement.

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 and has determined that 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 W: 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: 5/26/2005

Ridership Information

There were 56,220 trips booked in April 2005. Of the 56,220 trips scheduled to operate, 9,504 (16.87%) were cancelled and 1,901 (3.37%) were classified as “no-shows.” The number of billable trips provided by Paratransit Operations in April 2005 was 44,942 (79.76% of the total trips booked), with an additional 3,094 trips provided to Personal Care Attendants/Escorts/Companions.

The total number of billable trips provided by the coordinated system for the fiscal year to date is 317,635, with an additional 23,220 trips provided to Personal Care Attendants/Escorts/Companions. These trips were provided to customers who are elderly, transportation disadvantaged, or disabled.

In fiscal year 2005, we have budgeted 42,461 billable trips per month. We have exceeded our budgeted billable trip level by approximately 5.84% in April 2005. Year-to-date, we are over our budgeted billable trip level by approximately 6.87%.

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

MONTHLY PARATRANSIT STATISTICAL BREAKDOWNS

	Category	April 2004	May 2004	June 2004	July 2004	August 2004	September 2004	October 2004	November 2004	December 2004	January 2005	February 2005	March 2005	April 2005	2004 to 2005 Difference
Commendations & Concerns	Commendations	12	36	12	19	3	2	3	6	18	11	9	17	16	33.33%
	Customer Service	9	11	4	7	9	4	12	11	24	23	14	23	20	122.22%
	Discourtesy	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
	Drivers and Driving	45	59	59	66	60	50	57	39	28	49	40	53	38	-15.56%
	Equipment	0	2	4	3	4	2	6	1	3	3	3	5	1	#DIV/0!
	Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
	Risk Management	2	2	1	2	2	1	2	1	3	1	1	2	3	50.00%
	Scheduling	17	13	10	9	4	3	14	5	5	14	13	7	9	-47.06%
	Other	4	3	3	4	2	1	1	2	2	3	4	7	2	-50.00%
	Timeliness	77	84	63	67	114	87	170	127	93	153	247	267	233	202.60%
	Total Concerns	154	174	144	158	195	148	262	186	158	246	322	364	306	98.70%
	Total Reservations Accepted	56,827	56,430	57,756	58,065	56,239	53,630	57,012	57,534	60,287	56,565	54,023	61,617	56,347	-0.84%
Concerns per 1,000 Trips *	2.71	3.08	2.49	2.72	3.47	2.76	4.60	3.23	2.62	4.35	5.96	5.91	5.43	100.39%	
Trip Status	No-Shows	2,816	2,353	2,256	2,024	2,283	2,214	2,300	2,025	2,190	1,908	1,809	2,253	1,901	-32.49%
	Cancellations & Sub. Changes	7,905	8,137	8,230	8,990	11,769	15,219	8,354	10,433	13,186	10,184	9,470	10,233	9,504	20.23%
	Completed Trips	46,106	45,940	47,270	47,051	42,187	36,197	46,358	45,076	44,911	44,473	42,744	49,131	44,942	-2.52%
	No-Show Rate	4.96%	4.17%	3.91%	3.49%	4.06%	4.13%	4.03%	3.52%	3.63%	3.37%	3.35%	3.66%	3.37%	-31.92%
	Cancellation Rate	13.91%	14.42%	14.25%	15.48%	20.93%	28.38%	14.65%	18.13%	21.87%	18.00%	17.53%	16.61%	16.87%	21.25%
	Completed Trips	81.13%	81.41%	81.84%	81.03%	75.01%	67.49%	81.31%	78.35%	74.50%	78.62%	79.12%	79.74%	79.76%	-1.69%
Completed Passenger Trips by Sponsor	ADA	22,194	20,808	21,484	20,648	18,342	14,749	21,446	20,359	20,279	20,592	19,908	22,346	20,118	-9.35%
	TD	4,380	4,533	5,049	5,619	4,877	4,604	5,348	5,616	5,911	5,906	5,744	6,848	6,366	45.34%
	Medicaid	14,984	14,914	16,021	14,989	13,613	11,601	14,461	13,903	13,761	13,129	12,157	13,774	13,004	-13.21%
	Coordinated Medicaid	8,260	9,191	8,493	9,578	8,517	7,879	8,774	8,476	8,441	8,077	7,876	9,690	8,548	3.49%
	Other	6	8	4	10	12	0	7	2	2	0	0	16	0	-100.00%
Completed Trips by Space Type	Ambulatory Passengers	33,437	33,404	34,332	34,001	30,518	26,380	33,838	32,398	32,056	32,138	30,902	35,417	31,966	-4.40%
	Wheelchair Passengers	11,834	11,574	11,899	11,886	10,629	8,828	11,333	11,515	11,675	11,318	10,868	12,689	12,016	1.54%
	Stretcher Passengers	835	962	1,039	1,164	1,040	989	1,187	1,163	1,180	1,017	974	1,025	960	14.97%
	Escort/Attendant Passengers	3,718	3,514	3,781	3,793	3,174	2,636	3,678	3,280	3,483	3,231	2,941	3,543	3,094	-16.78%
Other Stats	Average Call Hold Time *	1:55	2:14	1:51	1:18	2:20	1:41	2:57	3:02	2:12	2:36	2:31	2:35	3:30	82.61%
	On Time Performance *	88%	88%	87%	87%	82%	88%	84%	83%	89%	91%	87%	89%	90%	2.82%
	Productivity (Passengers/Hour)	1.36	1.37	1.36	1.33	1.28	1.19	1.29	1.29	1.21	1.39	1.24	1.28	1.33	-2.21%

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 X: 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)
Jennifer Clements
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: LYNX Central Station and New Operating Base Report

Date: 5/26/2005

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 lease for this space will be completed upon the delivery of the phase one design document that will be part of the lease agreement.

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.

LYNX Board Agenda

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. There was a small over-run of the approved \$350,000 budget. This was due to the fact that the debris pile was deeper than originally estimated and the entire cost overage is from additional hauling charges. A consent item is included in this months agenda for authorization for the above the original authorization.

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 Y: 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 April and Mid May, 2005

Date: 5/26/2005

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

LYNX Board Agenda

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, Marketing Department	Charlotte, NC	Transit Initiatives Conference	4/10 – 4/12/05	\$831.40
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
J. Marsh McLawhorn Gov't Affairs	Washington, DC	Regional Fly-in	5/17 – 5/19/05	\$875.00
Linda Watson Executive	Washington, DC	Regional Fly-in	5/17 – 5/19/05	\$875.00
William Zielonka Transit Operations	Tampa, FL	Governor's Hurricane Statewide Conference	5/9 – 5/13/05	\$831.00

LYNX Board Agenda

Blanche Sherman	Hollywood, FL	Annual Florida Government Finance Officer's Association Conference	5/13 – 5/18/05	\$1,454.00
Finance				
Carter Krone	Clearwater, FL	Windows 2003 Boot camp training to support w2k3 to help run other transit applications	5/15 – 5/20/05	Grant funded
IS				
Daniel Whitfield	Houston, TX	APTA Risk Management Seminar	5/22 – 5/26/05	\$1,339.80
Risk Management				
Lisa Darnall	Pompano Beach, FL	Florida State Roadeo	5/20/ - 5/22/05	Grant Paid
Transit Operations				
Brian Ruppert	Ft. Lauderdale, FL	State Roadeo Sub-Committee to assist with training modules	5/18 – 5/22/05	Grant Paid
Transit Operations				
Glen Chowtee	Pompano Beach, FL	Coach for Maintenance Team in Florida State Roadeo	5/18– 5/22/05	Grant Paid
Transit Operations				
Fernando Polanco	Pompano Beach, FL	Maintenance Team member participating in State Roadeo	5/18 – 5/22/05	Grant Paid
Transit Operations				
Hemo Harnanan	Pompano Beach, FL	Maintenance Team member participating in State Roadeo	5/18 – 5/22/05	Grant Paid
Transit Operations				
Patrick D'Amico	Pompano Beach, FL	Maintenance Team member participating in State Roadeo	5/18 – 5/22/05	Grant Paid
Transit Operations				
Pablo Perez-Ortega	Pompano Beach, FL	Maintenance Team member participating in	5/19 – 5/22/05	Grant Paid

LYNX Board Agenda

Transit Operations		State Rodeo		
Randall Kilgore	Pompano Beach, FL	Maintenance Team member participating in State Rodeo	5/19 – 5/22/05	Grant Paid
Transit Operations				
Joseph Cheney	Pompano Beach, FL	Attend State Rodeo	5/20 – 5/22/05	Grant Paid
Transit Operations				
Hemo Harnanan	Ft. Lauderdale, FL	Pre-Rodeo Training	5/15 – 5/18/05	CUTR Reimbursed
Transit Operations				
Polanco Fernando	Ft. Lauderdale, FL	Pre-Rodeo Training	5/15 – 5/18/05	CUTR Reimbursed
Transit Operations				
Patrick D'Amico	Ft. Lauderdale, FL	Pre-Rodeo Training	5/15 – 5/18/05	CUTR Reimbursed
Transit Operations				
Glen Chowtee	Ft. Lauderdale, FL	Pre-Rodeo Training	5/15 – 5/18/05	CUTR Reimbursed
Transit Operations				
William Hearndon	Jacksonville, FL	TDC meeting	5/19 – 5/20/05	\$108.00
ACCESS LYNX				
TOTAL				\$7,497.36

Information Item Z: 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: 5/26/2005

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' 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' 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' highest priority.

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

FROM: Rick Spees
Jane Sargent

DATE: May 13, 2005

SUBJECT: May 13, 2005 Activity Report

I. The Authorization Process

As this report is being written (Friday, May 13) the surface transportation reauthorization bill is on the Senate floor where it has been debated for weeks. Final passage is now expected next Tuesday, May 17.

As reported previously, the existing law -- TEA 21 -- expired almost two years ago. Congress was unable to rewrite the law last year, primarily due to a dispute between the White House and the Senate. The White House refused to accept a bill that totaled more than \$256 billion over six years. The Senate passed bill totaled \$318 billion. The House version of the bill tried to bridge the gap at \$284 billion. As the 2004 election got closer, both sides dug in their heels and the bill died. To prevent a halt in highway and transit construction, Congress passed several extensions of the expiring law the last of which will run until May 31st of this year.

As 2005 started, the Administration expressed a willingness to increase the overall level of funding for the bill to \$284 billion. The House marked up and passed a bill at that level on March 10th. The bill was H.R. 3 and was called the Transportation Equity Act: A Legacy for Users or TEA-LU.

Once the House completed passage of the bill, the action started in the Senate. The four committees with jurisdiction over the different parts of the bill marked up a bill that also totaled \$284 billion. The Senate version of the bill did not include any specific project earmarks (The House version included thousands of earmarks including \$4.9 million for LYNX for new buses and an authorization for the commuter rail and light rail projects in Central Florida). Traditionally, the Senate adds its earmarks in conference.

The Senate began consideration of the bill the week of April 25. Little was accomplished during that week and at the end of the week the Senate adjourned for a previously scheduled week-long recess. Reconvening on May 9th, the Senate again debated the bill. Behind the scenes, Senators Grassley and Baucus, the Chair and Ranking Member of the Senate Finance Committee, began gathering support for an amendment to increase the overall funding levels in the bill by about \$11 billion. According to the two sponsors, the amendment is deficit neutral as it finds the money by making minor adjustments in the gas tax and by improving compliance. In other words, Senators Grassley and Baucus are arguing that the President should accept the increased spending because it would be paid for without raising new taxes and without raising

the deficit. However, the White House continues to say that any bill that exceeds \$284 billion is unacceptable.

Despite the President's objections, the Grassley/Baucus amendment gathered significant support as the week progressed. Rather than risk losing a floor fight over the amendment, the Senate leadership agreed to accept it as part of a package of amendments that were added to the bill. A budgetary objection was raised to the amendment by the Senate Budget Committee Chairman, Senator Gregg. However, the objection was defeated by a vote of 76-22. This shows the level of support in the Senate for more transportation funding.

As the week dragged on, the Senate leadership decided to limit debate and wrap up work on the bill by filing a cloture motion. The vote on the motion was on Thursday, May 12, and passed by a vote of 92-7. By the rules of the Senate, work on the bill must be completed within 30 hours. During that time, the Senate must consider a number of serious amendments including increasing penalties for drunk drivers, status of toll roads, limits on teenaged drivers and intercity rail service. As mentioned above, the schedule now calls for final passage of the bill on Tuesday, May 17.

Immediately after Senate passage, the conference with the House will begin. There is a very slight chance that the conference will be completed before the current extension expires at the end of the month. There is a better chance that Congress will pass another short extension -- one or two months -- and will continue working on the conference.

We can not predict whether the President or Senator Grassley will blink over the issue of the overall funding level or if they can reach a compromise figure. The White House wants to take a hard line against additional spending. On the other hand, it is very likely that if the President vetoes the bill over \$11 billion, the Congress would override the veto. Our hope is that this issue can be resolved quickly and that a high stakes impasse does not develop.

II. Our Efforts

As the Senate considered the bill, we have been in contact with the offices of both Senators. We expressed the support of LYNX for the Grassley/Baucus amendment, which would provide additional resources for the Federal Transit Administration. More importantly, we have discussed the need for Senate earmarks for LYNX in the final version of the bill. While neither Senator would provide us an ironclad commitment, we do believe they will make a serious effort to obtain more funding for LYNX in the bill.

III. Appropriations

The Appropriations process for Fiscal Year 2006 has started. In April, Congress passed the FY 2006 Budget Resolution, which established the parameters for taxes and spending for next fiscal year. With the Budget Resolution in place, the Appropriations bills can be marked up. Before mid June the House will mark up the Transportation, Treasury, HUD, the Judiciary and the District of Columbia appropriations bill. That bill will include funding for the Federal Transit Administration.

IV. Our Efforts

We have continued to work with the Central Florida delegation to obtain appropriations earmarks for LYNX. All the offices have received LYNX' requests and back up material. We will see them all again just before the markup occurs to urge them to contact the Appropriations Committee again to push for LYNX funding.

Information Item a: 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: 5/26/2005

STATE LEGISLATIVE SUMMARY

LYNX did well this legislative session, receiving \$5,754,610 for the purchase of vehicles and related equipment as part of the five-year FDOT Work Plan and \$7,951,687 for block grant operating assistance from the total \$169,035,096 for public transit development grants.

Transportation Disadvantaged-Medicaid Services Funding -

This years' budget includes \$80,037,492 for transportation disadvantaged-Medicaid services funding, which is a ten percent increase over last year's allocation. Proviso language was attached which sets aside \$7,664,452 as part of the renegotiated rate agreement between the Commission for the Transportation Disadvantaged (CTD) and the Agency for Health Care Administration (ACHA). This is the difference between this year's and last year's funding for transportation disadvantaged-Medicaid services. The appropriations bill also includes \$37,721,278 for the transportation disadvantaged from the trust fund.

CTD Reform Legislation

The key issue for LYNX this legislative session was the passage of CTD reform. In the final days there was an impasse between the two legislative bodies and it appeared that CTD reform legislation would not be enacted this session. The Senate had passed CS/CS 1168 by Senator Lee Constantine, but in the House there was a last minute effort by reform legislation opponents to kill CS/CS 1475.

LYNX enacted an intense effort to push the House to vote on Senator Constantine's Senate bill that had passed all committees and the Senate floor unanimously. Our efforts paid off when Representatives Julio Robaina (the House bill sponsor) and David Russell (the State Infrastructure Council Chair) reached an agreement with Senator Lee Constantine (the Senate bill sponsor) on a compromise amendment. After an initial delay, the bill was brought up on the House floor but reform opponents were able to postpone action on the bill once again.

Representative Robaina was finally able to bring up the bill. He indicated that Representative Russell would be offering a strike-everything amendment to his bill - Representative Russell explained the new compromise amendment with the a revised CTD membership and conflict checks. The amendment was adopted on a motion by Representative Russell.

Representative Robaina requested a waiving of House rules to place the bill on third reading and vote. The final vote was 112 yeas – 0 nays. The bill was sent back to the Senate in messages.

The amended legislation remained in Senate messages until Thursday, the day before the legislature adjourned. Senate President Tom Lee took up the House message requesting that the Senate concur with the House's amended bill. Senator Constantine made the motion to conform the bill and it passed by a 39 yeas – 0 nay vote. With that vote, CS/CS/SB 1168 by Senator Constantine will be sent to the Governor for his review and approval.

The final bill includes:

A Commission of 7 voting members, all to be appointed by the Governor,

- 5 appointees whom have business experience
- 2 users of the transportation disadvantaged system.
- 8 non-voting advisors to the commission include the state agency representatives or their designee.
- Language eliminating conflicts of interest and required background screening is included.
- The CTD must present a proposed formula to the Legislative Budget Commission no later than thirty days after the Governor issues his executive budget recommendations.
- The recommended funding formula must be an equitable distribution of funds.
- 4 technical advisory committees will be appointed to provide input and recommendations to the full CTD.

Growth Management legislation:

In an effort to end the disagreement between the House and Senate regarding Growth Management legislation, the Speaker and President appointed four members each to a conference committee. The Conference Committee included Senators Mike Bennett (Senate bill sponsor), Paula Dockery, Dan Webster and Gwen Margolis and Representatives Randy Johnson (House bill sponsor), David Russell, Bob Henriquez and Dudley Goodlette.

The main obstacle continued to be the Senate's position of giving local governments the ability to increase taxes without the benefit of a voter referendum. The Senate agreed to drop its local tax revisions and the House agreed to stricter concurrency rules that more closely ties development with local government's ability to pay for increased services.

The final growth management bill provides:

- \$1.5 billion in recurring revenues on an annual basis, with \$575 million addressing transportation issues.

LYNX Board Agenda

- For FY 05-06 only –
\$200 million is set-aside for the Strategic Intermodal System and \$275 million is for the Transportation Regional Incentive Program, which provides for a 50% match.
- In following fiscal years –
an annual expenditure of \$541.75 million will be provided from taxes contained in this chapter. Of this amount 10% (or \$54.175 million), is to be allocated to the New Starts Transit Program. Of the remaining funding 63.75% (or \$345.36 million), will fund the Strategic Intermodal System.
- Finally, the State Infrastructure Bank requirements have been changed to where there must now be a 25% match of local funding for loans.

Of interest –

HB 103 by Representative Bob Allen, which would have abolished the High Speed Rail Authority Act, received no committee hearings and died on the calendar. It did not have a Senate bill companion.

SB 2436 by Senator Gary Siplin, which would have changed the LYNX board membership, did not have a House bill companion and also was not heard in the Senate.