

LYNX Board Agenda

Board Date: 8/25/2005

Time: 1:30 PM

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

1. Call to Order & Pledge of Allegiance

2. Approval of Minutes

-  Approval of July 28, 2005 Board Minutes (pg. 4-5)


3. Recognition






- Employee Service Awards for 20, 25 & 30 Years

4. Public Comments




5. Executive Director's Report

6. Consent Agenda

- A.  Resolution Authorizing the Appointment of Albert Frances II as Trustee on the Central Florida Regional Transportation Authority Money Purchase Plan (pg. 6-9)
- Attachment 
- B.  Adoption of Resolution to Appoint Albert Francis II as Trustee of the ATU Defined Benefit Plan as a Replacement for Brain Anderson (pg. 10-12)
- Attachment 
- C.  Confirmation of the Appointment of Albert Francis II as Chief Financial Officer and Peggy Gies as Chief Marketing Officer (pg. 13-13)
- D.  Approval of LYNX' Disadvantaged Business Enterprise Goal for Fiscal Year 2005/2006
- E.  Award of Contract for the Consultant Team Program - General Administrative Consultant Services TSP 05-037 (pg. 17-19) (pg. 14-16)
- F.  Award of Contract for Auditing Services (pg. 20-22)

- G.  Authorization to Enter into an Interlocal Funding Agreement with the City of Altamonte Springs for the FlexBus Design and Engineering (pg. 23-31)
- Attachment 
- H.  Approval of Labor Contract between LYNX and Amalgamated Transit Union 1749 for Maintenance and Transportation Supervisors (pg. 32-33)
- I.  Award of Contract for the Consultant Team Program - General Consultant Services Contract #PBSJ 05-003 to PBS&J, Contract #HDR 05-003 to HDR Engineering, Inc. and Contract #DTS 05-003 to Data Transfer Solutions (pg. 34-36)
- J.  Authorization to Award a Contract to SEON for the Purchase of Digital Surveillance Cameras for Existing Revenue Vehicles (pg. 37-38)

7. Work Session

- K.  Transportation Regional Incentive Program (TRIP) (pg. 39-39)
- L.  LYNX Coordination with the Florida Department of Transportation's iFlorida Projects
- Presentation  (pg. 40-41)



















8. Other Business

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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)

- M.  Ridership Report (pg. 42-47)
 - Attachment  
- N.  Paratransit Operations Monthly Ridership Report (pg. 48-49)
 - Attachment 
- O.  Monthly Financial Reports (pg. 50-55)
 - Attachment    
- P.  Procurement Activities (pg. 56-57)
- Q.  Marketing Report (pg. 58-61)
- R.  Planning Report (pg. 62-65)
- S.  LYNX Central Station and the LYNX Operations Center Report (pg. 66-68)
- T.  Employee Travel From August 1, through mid-August, 2005 (pg. 69-69)
- U.  Rail Update for the Months of June & July (pg. 70-80)
- V.  Federal Lobbyist's Activity Report (pg. 81-82)
- W.  State Lobbyist's Activity Report for July 2005 (pg. 83-84)

LYNX
Central Florida Regional Transportation Authority
Board of Directors Monthly Meeting

DATE: July 28, 2005

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

TIME: 1:30 p.m.

MEMBERS IN ATTENDANCE:
Osceola County Commissioner Atlee Mercer, Chair
Seminole County Chairman Carlton Henley, V. Chair
Orange County Mayor Richard Crotty
Orlando Mayor Buddy Dyer
FDOT District 5 Secretary George Gilhooley

ABSENT:
None

1. Call to Order and Pledge of Allegiance

LYNX Chairman Atlee Mercer called the meeting to order at 1:29 p.m., and Vice Chair Carlton Henley led the Pledge of Allegiance.

2. Approval of June 23, 2005 Board Minutes

Motion: Mayor Richard Crotty moved to approve the minutes, Vice Chair Carlton Henley seconded, and the motion passed unanimously.

3. Public Comments

There were no public comments given.

4. Executive Director Report

Ms. Linda Watson, CEO, announced that five new 25' Gillig buses will hit the road in August and that LYNX will be reintroducing a secret shopper program to gauge driver courtesy and verify that ADA announcements are being made on the buses. She also discussed steps that have been taken by LYNX, the City of Orlando, and the Orlando Police Department to make the Rosemont Superstop safer for customers and the community.

Ms. Watson reported on the success of the Bikes, Buses and Backpacks promotion, in which 60 backpacks full of school supplies were donated to A Gift for Teaching, and also noted LYNX' participation in back to school events sponsored by State Representative Bruce Antone and Orange County Commissioner Mildred Fernandez. In addition, Ms. Watson provided an update on the Transportation Reauthorization Bill (SAFETEA-LU) and LYNX' financial position. There is currently a \$300,000 operating profit, but Ms. Watson warned that soaring fuel costs and increased demand for ACCESS LYNX services would impact that.

5. Consent Agenda

A. Ratification of Chief Executive Officer Authorization to Issue a Request for Proposal for Auditing Services

Motion: Mayor Buddy Dyer moved to approve Consent Item 5.A., Mayor Richard Crotty seconded, and the motion passed unanimously.

6. Action Agenda

B. Authorization to Issue a Request for Proposal for Operational Services for the Downtown Orlando LYNX LYMMO Service

Mr. Edward Johnson, Chief of Staff, asked for the Board's authorization to move forward with an RFP to outsource special bus routes including the LYMMO service. It was noted that service expansion is also addressed in the RFP.

Motion: Mayor Richard Crotty moved to approve Action Item 6.B., Vice Chair Carlton Henley seconded, and the motion passed unanimously.

7. Work Session

C. Business Plan Overview

Ms. Linda Watson, CEO, presented an overview of her Business Plan for the organization, which is a blue print to help LYNX achieve success. The presentation included a discussion of Ms. Watson's accomplishments to date as well as the values, mission, vision and goals for the agency.

The Board requested that the goals listed in the Business Plan be placed into priority order.

8. Other Business

There was no other business presented.

Meeting adjourned at 1:56 p.m.

Consent Agenda Item #6.A

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3129

Item Name: Resolution authorizing the appointment of Albert Frances II, as Trustee on the Central Florida Regional Transportation Authority Pension Plan.

Date: 8/25/2005

ACTION REQUESTED:

Adoption of the Resolution to appoint Albert Francis II, Chief Financial Officer as trustee on the Central Florida Regional Transportation Authority Money Purchase Plan as the replacement of former trustee Janice Keifer.

BACKGROUND:

The Central Florida Regional Transportation Authority(CFRTA) established a Money Purchase Plan effective as of October 1, 1994. CFRTA, then known as Orange, Seminole, Osceola Transportation Authority was part of the Florida State Retirement System until October 1, 1994. At that time, a merger occurred between the Central Florida Rail Authority and the Orange, Seminole, Osceola Transportation Authority. Because of the merger, there was an opportunity to develop a different retirement system for administrative employees. A new plan would reduce the vesting schedule, provide employees the opportunity to make investment choices and increase the mobility of the plan. Administrative employees had the choice of continuing with the Florida State Retirement Plan or to enroll in the new Money Purchase Plan 401 (a). Most employees elected to enroll in the new Plan. As of this date, only eleven (11) employees are enrolled in the FRS while approximately 230 administrative employees are enrolled in the Money Purchase Plan. The bargaining unit is covered under a Defined Benefit Plan, which operates under different legislation and a different tax code.

The Administrative Plan is overseen by a Board of three trustees. They are appointed by LYNX' Chief Executive Officer with notice to the Board. Each member appointed serves until a trustee elect to vacate the position or the Chief Executive Officer authorizes a re-appointment. There are no term limits.

LYNX Board Agenda

If approved, Albert Mr. Francis Chief Financial Officer for LYNX, will join Desna Hunte, Manager of Human Resources and Lisa Darnall, Interim Chief Operating Officer as trustees on the Central Florida Regional Transportation Authority Money Purchase Plan Board. The Trustees meet quarterly to review the Plan's performance. All changes to the Plan must be approved by the LYNX Board of Directors.

FISCAL IMPACT:

There is no fiscal impact.

CFRTA RESOLUTION 05-005

**RESOLUTION APPROVING THE
REMOVAL AND REPLACEMENT OF A TRUSTEE FOR 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, the Employer wishes to remove Janice Keifer as a Trustee of the Plan effective as of July 2005; and

WHEREAS, the Employer wishes to appoint Albert Francis II as a Trustee of the Plan, effective as of August 25, 2005. **NOW, THEREFORE, IT IS**

RESOLVED, by the Board of Directors that any employee classified as a senior officer of the Employer is authorized to prepare and execute, on behalf of the Employer, any documents necessary to effectuate the removal and replacement of these appointees as Trustee of the Plan, and perform any other acts necessary to implement the removal and replacement of these appointees as Trustee of the Plan.

**CERTIFICATION OF THE ADOPTION OF THE PROPOSED RESOLUTION
OF THE BOARD OF DIRECTORS
OF CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**

APPROVED AND ADOPTED this _____ day of _____, 2005, by the
Governing Board of Directors of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: Governing Board

Chairman

ATTEST:

Assistant Secretary

Consent Agenda Item #6.B

To:	LYNX Board Of Directors
From:	Sylvia Mendez CHIEF ADMINISTRATIVE OFFICER Desna Hunte (Technical Contact)
Phone:	407.841.2279 ext: 3129
Item Name:	Adoption of Resolution to appoint Albert Francis II as trustee of the ATU Defined Benefit Plan as a replacement for Brain Anderson
Date:	8/25/2005

ACTION REQUESTED:

Adoption of the Resolution authorizing the appointment of Albert Francis II 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. LYNX's Chief Executive Officer appoints three trustees with notice to the Board, and the Union's Executive Board appoints three. Each member is appointed for a three-year term. Mr. Brian Anderson's current term expires in September. Mr. Anderson has served on the Board for several years and will continue to be involved as an HR staff liaison.

Mr. Francis joined LYNX on August 22nd as the Chief Financial Officer. Mr. Francis previously with Cape Canaveral was responsible for oversight of the Cape's participation in the State's Defined Benefit Plan and is very familiar with retirement pension plans.

If approved, Mr. Francis will join Lisa Darnall, Interim Chief Operation Officer; and Blanche Sherman, Manager of Finance on the ATU Local 1596 pension board.

CFRTA RESOLUTION 05-006

**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, Brian Anderson's appointment to the Board of Trustees of the Plan terminates as of September 30, 2005; and

WHEREAS, the Employer wishes to appoint Albert Francis II to the Board of Trustees of the Plan, effective as of October 1, 2005. **NOW, THEREFORE, IT IS**

RESOLVED, by the Governing Board that the Employer is authorized to appoint Albert Francis II to the Board of Trustees of the Plan effective as of October 1, 2005; and it is

FURTHER RESOLVED, by the Board of Directors that any employee classified as a senior officer of the Employer is authorized to prepare and execute, on behalf of the Employer, any documents necessary to effectuate the appointment to the Board of Trustees of the Plan, and perform any other acts necessary to implement the reappointment to the Board of Trustees of the Plan.

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

APPROVED AND ADOPTED this _____ day of _____, 2005, by the
Governing Board of Directors of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: Governing Board

Chairman

ATTEST:

Assistant Secretary

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: Confirmation of the Appointment of Albert Francis II as Chief Financial Officer and Peggy Gies as Chief Marketing Officer

Date: 8/25/2005

ACTION REQUESTED:

Board confirmation of the appointment of individuals to the following positions:
Albert Francis II, Chief Financial Officer and Peggy Gies as Chief Marketing Officer.

BACKGROUND:

In January 2003 the Governing Board adopted amendments to Administrative Rules 1& 2 pertaining to the appointment of Executive Officers. The amendment defines “Executive Officer” positions as: Assistant Executive Directors; each Department Director, the Department Deputy Director, the executive Manager of Government Affairs, and any other officer serving in a position designated by the Board as an Executive Officer position. The amendment states that individuals appointed to an “Executive Officer” position by the Chief Executive Officer are subject to the approval of the Board.

The appointment of Mr. Francis and Ms. Gies will bring the reorganization process one step closer to finalization. Only the position of Chief Operating Officer remains. A search process has identified four top candidates and interviews are being scheduled.

Consent Agenda Item #6.D

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3017

Item Name: Approval of LYNX' Disadvantaged Business Enterprise Goal for Fiscal Year 2005/2006

Date: 8/25/2005

ACTION REQUESTED:

Governing Board Approval of:

LYNX' Disadvantaged Business Enterprise (DBE) overall annual goal of 12.25% for FY 2005/2006.

BACKGROUND:

As a grant recipient of Federal Transit funds, LYNX must ensure that the disadvantaged business enterprises as defined in Title 49 Code of Federal Regulations (CFR)-Part 26, have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or part with Federal Funds. As a condition of receiving Department of Transportation (DOT) financial assistance, LYNX developed and implemented a Disadvantaged Business Enterprise Program ("DBE Program") in accordance with Title 49 Code of Federal Regulations (CFR) Part 26, that was approved by FTA on June 22, 2000.

Section 26.45 of 49 CFR Part 26, requires that LYNX set its overall goal based on demonstrable evidence of the relative availability of ready, willing and able DBE's in the areas from which LYNX obtains contractors. Federal regulations define a DBE as a for-profit small business concern, that is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals.

It also provides that any individual owning a business may demonstrate that he/she is socially and economically disadvantaged, even if that individual is not a woman or a minority. In addition, the individual net worth of each owner (excluding primary residence and interest in Business) must not exceed \$750,000 and the average annual receipts over the firm's previous three fiscal years must not exceed \$17.4 million.

LYNX does not exclude any person from participating in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by LYNX' DBE Program on the basis of race, color, sex, or national origin. LYNX' DBE Program was designed to involve qualified DBE's in all facets of LYNX' Contracting and Purchasing activities. LYNX has taken affirmative steps to ensure DBE's have the opportunity to participate in procurement and contracting opportunities financed in whole or in part with funds, which are local or derived from the Department of Transportation ("DOT").

The FTA has outlined in its regulations the following methodologies that a recipient can use to obtain its annual goal:

- The use of DBE Directories and Census Bureau Data
- The use of Bidders List
- The use of data from a Disparity Study
- The use of the goal of another DOT recipient
- The use of an Alternative method

Historically, LYNX has used a combination of the first two approaches. However, due to the methodology changes in census criteria from the 1992 to the 1997 Census, the Census Bureau Data does not provide the most applicable data relative to the specific procurement needs of LYNX. Therefore, in accordance with the federal regulations, and detailed analysis of the data available, LYNX has elected to use the following method to arrive at the most accurate program goal for DBE participation. The selected methodology is consistent with that utilized by other transit agencies throughout the country and meets the requirement of the federal guidelines.

Establishing Base Figure – Data:

- a. LYNX has compared the number of DBE vendors in LYNX' DBE database with the number of all vendors receiving LYNX' contracts in the past year.
- b. The number of DBE's in the database (342) was divided by the number of all businesses receiving LYNX contracts in the past year (3445) to arrive at the base figure percentage A. $\text{Percentage} = 10\%$

Adjustment to Base Figure – Data:

- a. LYNX has determined the actual DBE participation over the past four years of available data, as set forth in the chart appearing below (15%, 12%, 16%, 15%).
- b. Add the past participation percentages and divide by 4, yields an average past participation of 14.50%.

To determine LYNX' overall annual percentage goal of availability, add the base percentage A (10%) and B (14.50%) = 24.50% then divide by 2 =12.25%.

As described in the DBE Program, LYNX will promote the overall Program goal of 12.25% through Race Neutral means. Upon the reviewing of the actual DBE participation during the upcoming fiscal year, if it appears that the overall goal will not be met on this basis, contract goals and other race-conscious methods may be implemented to ensure attainment of the overall goal.

The chart below has been developed to show the goal and actual performance for the past few years.

LYNX DBE PARTICIPATION (LAST 4 YEARS)

<i>Year</i>	<i>DBE Goal</i>	<i>Total \$ Awarded</i>	<i>\$ to DBE's</i>	<i>% DBE Participation</i>
<i>FY 2001 – 2002</i>	23%	38,703,751	5,668,480	15%
<i>FY 2002 – 2003</i>	11.15%	18,137,605	2,153,257	12%
<i>FY 2003 – 2004</i>	11.75%	20,179,736	3,266,426	16%
<i>FY 2004 -2005</i>	12.25 %	12,823,273	1,946,508	15%

LYNX awards contracts that fall under three categories. The categories are: (i) Professional Services (i.e., architect, engineering and legal); (ii) Goods/Services; and (iii) Construction. The majority of contracts awarded by LYNX are in the Professional Services category.

LYNX is aware of the importance of public participation in the establishment of its DBE goal. The goal will be published for notice and comments in the Orlando Sentinel.

The LYNX DBE Officer is responsible for implementing all aspects of the DBE program. Implementation of the DBE Program is accorded the same priority as compliance with all other legal obligations of LYNX in its financial assistance agreements with the DOT.

The staff recommendation is that LYNX' DBE Annual Goal be set at 12.25% for FY 2005/2006.

Consent Agenda Item #6.E

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3017

Item Name: Award of Contract for the Consultant Team Program - General
Administrative Consultant Services TSP 05-037

Date: 8/25/2005

ACTION REQUESTED:

Authorization by the Board of Directors to have the Chief Executive Officer (CEO) or designee Award Contract #TSP 05-037 to Technology Solution Providers, Inc. with a principal business address located 3600 West Pioneer Parkway Arlington, Texas. The contract is to provide general consulting services for administrative projects as outlined in the LYNX Request for Proposal (RFP). The term of this contract shall be for three years with two (2) one-year options subject to annual funding availability. The contract will have task work orders released as the need arises for services as described in the scope of services at an annual not to exceed cost of \$150,000.00 for the contract term.

BACKGROUND:

In accordance with LYNX Board approval, an RFP was issued on June 3, 2005. Twenty-five (25) firms requested and were mailed copies of the RFP. The proposal due date was July 12, 2005. Four proposals were received on that date from the following firms listed in alphabetical order:

Brunt & Company, Inc.
6301 Biscayne Boulevard
Miami, Florida 33138

Doolittle & Associates, Inc.
3191 Maguire Boulevard, Suite 200
Orlando, Florida 32803-3759

Hudson, Inc.
120001 Research Parkway Suite 100
Orlando, Florida 32826

Technology Solution Providers
3600 West Pioneer Pkwy, Suite 16
Arlington, Texas 76013

RFP EVALUATION

For this particular RFP, only two of the three steps of the LYNX evaluation process were necessary to determine the most technically qualified firm. Step I, "Determination of Responsiveness," the LYNX Contracts staff deemed all four proposals received were responsive and responsible.

During Step II, LYNX established a Source Evaluation Committee (SEC) to independently review and evaluate the "responsive" proposals. The SEC was convened on July 19, 2005 and was composed of four (4) LYNX staff members. Richard A. Solimano, A.P.P., of LYNX' Purchasing and Contracts Department chaired the meeting as a non-voting member.

The proposals were evaluated by each member of the SEC based on the following criteria as set forth in the RFP:

Evaluation Criteria:

Category A: Professional Qualifications	25%
Category B: Past Performance / Experience	25 %
Category C: Ability to Perform	25 %
Category D: Methodology & Technical Approach	25 %

The Source Evaluation Committee (SEC) was delegated the responsibility of ranking the four (4) proposals and ranking those proposals accordingly one through four. They were asked to choose the top proposal for recommendation to award for contract for future assignments as the Authority issues them.

The number one ranked firm in order of evaluation by the Source Evaluation Committee was:

#1 Technology Solution Providers

The order of the remaining proposers as evaluated by the Source Evaluation Committee was:

#2 Doolittle & Associates

#3 Hudson Financial Solutions

#4 Brunt & Company, Inc.

The measurement and assessment by the Source Evaluation Committee was such that they found no need to conduct oral presentations.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX Board Agenda

LYNX procurement policies require prime contractors to use their best efforts to subcontract a portion of the work to DBE firms. LYNX has an established a goal of 12.25% participation. Evaluation of the contractor's ability to achieve established goals is performed on the basis of a plan provided by the contractor, and evidence of his past record of achievement.

Because this contract award is based on an as needed basis, it is difficult to determine the true level of DBE participation. However, the consultant selected through the SEC noted that more than 50% of the work performed would be by a DBE firm.

The prime consultant of the team, TSP, is a certified DBE.

FISCAL IMPACT:

Funding has been approved and is available in the operating funds within LYNX's FY 2005-2006 budget.

Consent Agenda Item #6.F

To: LYNX Board Of Directors

From: Sylvia Mendez
 CHIEF ADMINISTRATIVE OFFICER
 Blanche Sherman
 (Technical Contact)
 Aneth Williams
 (Technical Contact)

Phone: 407.841.2279 ext: 3129

Item Name: Award of Contract for Auditing Services

Date: 8/25/2005

ACTION REQUESTED:

Authorization to award an auditing services contract to the firm of Cherry, Bekaert, & Holland to perform the services as outlined in the LYNX Request for Proposal (RFP) #05-043, "Auditing Services" for three years with two (2) one year options, subject to annual funding availability.

BACKGROUND:

An RFP for auditing services was issued on July 15, 2005. The Board provided ratification for this release on July 28, 2005. Twelve firms were mailed copies of the RFP. The Proposal due date was August 5, 2005. Two (2) Proposals were received on that date from the following firms listed in alphabetical order:

PROPOSER	SUBCONSULTANTS
Cherry, Bekaert & Holland, L.L.P. Orlando, Florida	Taylor & Ziegenbein, P.A. Orlando, Florida
Averett, Warmus, Durkee, Bauder & Thompson, P.A. Orlando, Florida	L.F. Harris & Associates, C.P.A., P. A. Orlando, Florida

RFP EVALUATION PROCESS:

- Two of the three steps of the LYNX evaluation process were completed to determine the most technically qualified firm. In the Step I Phase, "Determination of Responsiveness," both proposals received were deemed "Responsive" by the LYNX Contracts Staff.

2. For the Step II Phase, LYNX established a Source Evaluation Committee (SEC) to independently review and evaluate the “responsive” proposals. The SEC was convened on August 10, 2005, and was composed of three (3) LYNX staff members, and one (1) representative (Seminole County Chairman Carlton Henley) from the LYNX governing board.
3. The proposals were evaluated by each member of the SEC based on the following criteria as set forth in the RFP:

Category A – Quality

The Proposals were evaluated as to the quality of the proposal and their probable effectiveness in conducting services as described, but not limited to, the Scope of Services contained within this RFP.

Category B - Understanding

The proposer’s understanding of the tasks to be undertaken and the methodology of performing such tasks as described in the Scope of Services contained within this solicitation.

Category C - Technical Qualifications

The technical qualifications, capabilities of key personnel proposed to be assigned to the project and the emphasis which the proposer placed on this project in the areas of professionalism, staff commitment, and cooperation were evaluated.

Category D – Experience

The proposer’s recent relevant experience and performance on similar projects were evaluated.

Category E – Cost

The proposer’s cost information.

4. After a thorough discussion of each proposal, the following ordinal ranking of the two firms was developed based on the number of first place votes awarded by the voting members of the SEC.

Proposer	1 st Place Votes	2 nd Place Votes	Composite Ordinal Ranking
Cherry Bekaert & Holland L.L.P.	4	0	1
Averett, Warmus, Durkee, Bauder & Thompson	0	4	2

Based on a further discussion of this ordinal ranking, the Source Evaluation Committee voted unanimously to conclude the evaluation process, and to not conduct the optional, Step III Oral Presentations. Accordingly, it is the recommendation of the Source

Evaluation Committee that Cherry Bekaert & Holland, L.L. P. be awarded the contract for this solicitation.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

Based on the composition of the Cherry Bekaert & Holland, L.L. P. proposal, it is anticipated that the LYNX DBE goal of 12.25% will be met over the life of the contract.

FISCAL IMPACT:

The proposed total budget for this contract in FY 2006 is \$93,000.

Consent Agenda Item #6.G

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to Enter into an Interlocal Funding Agreement with the City of Altamonte Springs for the FlexBus Design and Engineering

Date: 7/28/2005

ACTION REQUESTED:

Authorization for the Chief Executive Officer to enter into an Interlocal funding Agreement with the City of Altamonte Springs for the North Orange/South Seminole Flexible Bus Rapid Transit System Circulator (FlexBus) Final Design and Engineering Study.

BACKGROUND:

In January 2000, LYNX partnered through an Interlocal Agreement with Altamonte Springs, Maitland, METROPLAN Orlando, FDOT, FTA, Orange and Seminole Counties to initiate the North Orange/South Seminole ITS Enhanced Circulator Study. The purpose of the study was to assess the feasibility of establishing a special transit circulation system in a portion of the LYNX service area that includes both Bus Rapid Transit (BRT) and Intelligent Transportation Systems (ITS) elements. The transit system concept is referred to as the FlexBus Rapid Transit System. The FlexBus Rapid Transit System concept includes BRT elements such as rubber tire vehicles operating along special reserved bus lanes with stations about every ½ mile. ITS elements include advanced technologies to increase the effectiveness and efficiency of the transit service provided. This project received FDOT Project Development and Environmental (PD&E) and Preliminary Engineering approval in July 2004.

A First Amendment to the Interlocal Funding Agreement was executed in June 2003 as the rail program was transferred from LYNX to the Florida Department of Transportation. This amendment transferred project management responsibilities from LYNX staff to FDOT staff.

This Interlocal Funding Agreement will address the following:

1. Designation of LYNX as the contracting agency for the Design Phase of the project.

2. Commitment of \$991,443.00 to LYNX from Altamonte Springs for the Design Phase of the project.

FISCAL IMPACT:

The Interlocal Funding Agreement makes \$991,443.00 in funding available to LYNX from Altamonte Springs for use for the Design Phase of the FlexBus Rapid Transit System. No Agency funds are in this phase of the project.

**INTERLOCAL FUNDING AGREEMENT IN SUPPORT OF THE DESIGN OF THE
NORTH ORANGE/SOUTH SEMINOLE INTELLIGENT TRANSPORTATION
SYSTEMS (ITS) ENHANCED CIRCULATOR**

THIS FUNDING AGREEMENT, is made and entered into this ____ day of _____ 2005 by and between the **CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, body politic and corporate created pursuant to Part II Chapter 343, Florida Statutes (hereinafter "**LYNX**"), the **CITY OF ALTAMONTE SPRINGS** a municipal corporation created and existing under the laws of the State of Florida (hereinafter "**Altamonte Springs**").

W I T N E S S E T H

WHEREAS, LYNX, joined with the cities of Altamonte Springs and Maitland, METROPLAN ORLANDO, FDOT, FTA, and Orange and Seminole Counties to design and construct the North Orange/South Seminole Intelligent Transportation Systems (ITS) Enhanced Circulator (hereinafter "Project"); and

WHEREAS, LYNX, partnered with the cities of Altamonte Springs and Maitland, METROPLAN ORLANDO, FDOT, FTA, and Orange and Seminole Counties to conduct the North Orange/South Seminole Intelligent Transportation Systems (ITS) Enhanced Circulator Study (hereinafter "Feasibility Study"); and

WHEREAS, the purpose of the Feasibility Study was to assess the feasibility of establishing a special transit circulation system in a portion of the LYNX service area that includes both Bus Rapid Transit (BRT) and Intelligent Transportation Systems (ITS) elements; and

WHEREAS, the Feasibility Study area was located in Northern Orange and Southern Seminole Counties and included portions of the cities of Altamonte Springs, Casselberry, Eatonville, Longwood, Winter Park and Maitland; and

WHEREAS, the Feasibility Study was concluded in March 2002 and it was determined that the Project was viable as both a stand-alone system and as a feeder/distributor system to both light rail and commuter rail; and

WHEREAS, LYNX partnered with the cities of Altamonte Springs and Maitland to conduct the Preliminary Design and Engineering and to identify Right-of-Way Acquisition (hereinafter "PD&E"); and

WHEREAS, the PD&E was concluded in August 2004; and

WHEREAS, the City of Maitland has determined that until light rail transit is approved to move forward in the Interstate 4 corridor, the city of Maitland will suspend

its participation in the North Orange/South Seminole Intelligent Transportation Systems (ITS) Enhanced Circulator Feasibility Study; and

WHEREAS, the Project has entered the design and deployment phase (hereinafter "Design Phase"); and

WHEREAS, the total not-to-exceed estimated cost of the Design Phase is \$2,446,362.00 of which Altamonte Springs has successfully secured state funding in the amount of \$1,750,000.00 under the Transportation Outreach Program toward the cost of the Project; and

WHEREAS, Altamonte Springs desires to provide LYNX with funding in the amount of \$991,443.00 in cash for their local funding portion of the Design Phase; and

WHEREAS, LYNX is the Federal Transit Administration ("FTA") grantee and the PROJECT to be undertaken hereby will be funded at least in part by a grant from the Federal Transit Administration to LYNX ("Grant"). Whereas, the parties hereto shall comply with the terms of the Master Agreement for the Grant which shall be incorporated herein to assure that the expenditure of the fund is consistent with the terms of the Federal Transit Administration Master Agreement.

WHEREAS, FDOT shall be responsible for establishing and maintaining adequate internal control over project management functions for implementation of the Grant.

NOW, THEREFORE, in consideration of the promises and the mutual covenants herein contained, the parties hereto agree as set forth below:

1. RECITALS – Above recitals are true and accurate and are incorporated by this reference.
2. CONTRACTING AGENCY - LYNX shall serve as the contracting agency for the Design Phase of the project. The scope of the design is included in the work order for additional services contained in LYNX Contract No. 02-017 with TranSystems, Inc. The Florida Department of Transportation (hereinafter DEPARTMENT) shall serve as the Project Manager for LYNX and effect the Design Phase of the Project as described herein.
3. LOCAL FUNDING COMMITMENT - Altamonte Springs shall provide the sum of \$991,443.00 to LYNX as a contribution to the Design Phase of the Project and LYNX and FDOT agree to use the full amount of the contribution solely for the Design Phase of Project, and to return any unused funds to Altamonte Springs, unless otherwise provided for in writing by the parties.
4. TERM - The term of this Agreement shall commence upon its execution by all parties and continue in effect and be binding on the parties for twenty (20)

months. This agreement may be extended for an additional period as mutually agreed to in writing by the parties.

5. **COMMITMENTS** – LYNX agrees that it shall not execute an agreement with or make a commitment to any federal, state, or local agency, or any private entity, which commits or obligates Altamonte Springs in any way without prior written approval from Altamonte Springs, including but not limited to the type, amount, or proportionate share contributions to the studies or Project.
6. **INDEPENDENT CONTRACTOR STATUS** – The parties are independent contractors and are not employees or agents of each other. Nothing in this Agreement shall be interpreted to establish any relationship other than that of an independent contractor, between the parties, their employees, agents, subcontractors or assigns, during or after performance of this Agreement.
7. **ASSIGNMENT** – At the written request of Altamonte Springs and subject to the conditions of the Grant and applicable law, LYNX shall assign and convey to Altamonte Springs all rights, title, benefit and ownership of all engineering contracts, documents, plans, and notes for the Design Phase.

8. CONTROLLING LAWS

- a. This Agreement shall be construed, controlled and interpreted according to the laws of the State of Florida. In any disputes or disagreements regarding the terms of this Agreement, or the failure of the parties to abide by said Agreement, venue shall be in Orange County, Florida. The parties agree to be responsible for their own costs, expenses and attorney's fees in the adjudication of any dispute.
- b. The parties to this Agreement agree to comply with all applicable federal, state, and local laws, ordinances, rules and regulations pertaining to the actions contemplated by this Agreement to the fullest extent required by law.

9. MISCELLANEOUS

- a. By execution of this document, the parties hereby acknowledge the receipt as consideration of the mutual promises, terms and conditions set forth in this Agreement.
- b. This document incorporates and includes all prior negotiations, correspondence, conversations, agreements, or understandings applicable to the matters contained herein and the parties agree that there are no commitments, agreements or understandings concerning the subject matter of this Agreement that are not contained or incorporated into this document. Accordingly, it is agreed that no deviation from the

terms hereof shall be predicated upon any prior representation or agreement whether oral or written.

- c. Nothing herein shall be construed as waiving any protection or immunities; provided by Florida law to any of the parties.
- d. Amendments to this Agreement may be initiated by any party and shall become effective upon execution of a written document in the same form and manner as this Agreement.
- e. The headings contained in this agreement are for reference purposes only and will not affect, in any way, the meaning or interpretation of this Agreement.
- f. The parties to this Agreement acknowledge that all terms of this Agreement were negotiated at arms length and that this Agreement and all documents executed in connection herewith were prepared and executed without undue influence exerted by any party or on any party. Further, this Agreement was drafted jointly by all parties, and no parties are entitled to benefit of any rules of construction with respect to the interpretation of any terms, conditions, or provisions of this Agreement in favor of or against any person or party who drafted this Agreement.

10. NOTICES - Any notice required under this Agreement shall be in writing and be deemed to be delivered when hand-delivered to the person herein designated, or upon receipt of said notice when deposited in the United States Mail, first class postage prepaid, to such party at the name and address specified below. The parties may from time to time by written notice to the other party change their address for giving of notice as required.

LYNX: Central Florida Regional Transportation Authority
455 N. Garland Av.
Orlando, Florida 32801

Attention: _____

Attention: Patrick Grimison
Manager of Procurement & Contracts

ALTAMONTE: City of Altamonte Springs
225 Newburyport Avenue
Altamonte Springs, Florida 32701

Attention: Phillip D. Penland
City Manager

Attention: Franklin W. Martz, II
Director, Community Redevelopment
Agency and Planning Services

11. BINDING NATURE OF AGREEMENT - This Agreement shall be binding only between the LYNX and Altamonte Springs and inure to the benefit of the successors and assigns of the parties.

12. MEETING NOTICES AND RECORD KEEPING PROCEDURES –

- a. LYNX shall keep and maintain accurate records of all services rendered in the performance of this Agreement and shall keep such records open to inspection by any party to this Agreement at reasonable hours during the entire term of this Agreement, plus three (3) years after the expiration or termination of this Agreement.
- b. LYNX shall ensure that all agreements relating to the administration and project management of LYNX Contract No. 02-017 with TranSystems, Inc. include a requirement that notices of all meetings relating to material elements of the project between FDOT and/or LYNX be provided to Altamonte Springs in advance of the meeting, and thereafter FDOT and/or LYNX shall provide meeting minutes, if taken, to the parties hereto following the meeting.

13. CONFLICT OF INTEREST - The parties agree that they will not commit, permit or encourage any act in the performance of its obligations pursuant to this Agreement that would create a conflict of interest, as defined by Chapter 112, Florida Statutes.

14. FILING OF AGREEMENT - This Agreement shall be filed with (a.) the Clerk of the Circuit Court of Orange County, Florida., or such other public official responsible under general or special law for the public records of Orange County, Florida., and (b) the clerk of the Circuit Court of Seminole County, Florida., in accordance with Section 163.01 Florida Statutes.

15. COUNTERPARTS - This Agreement may be executed simultaneously and in any number of counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

16. MEDIATION - The parties to this Agreement acknowledge and hereby agree to resolve any dispute arising from this Agreement in a manner consistent with the requirements of Chapter 164, Florida Statutes.

IN WITNESS WHEREOF, the parties have duly approved this Interlocal Funding Agreement and have authorized the appropriate officers to execute and deliver this Interlocal Funding Agreement, all as of the day and year first written above.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Linda S. Watson
Chief Executive Officer

Date: _____

ATTEST:

Assistant Secretary

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me by _____ and _____, the _____ and Assistant Secretary, respectively, of the CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY, the ____ day of _____ 2005. Such persons are personally known to me or have produced _____ as identification.

My commission expires:

(affix notarial seal)

Notary Public

CITY OF ALTAMONTE SPRINGS

By: _____
City Manager

Date: _____

ATTEST:

City Clerk

STATE OF FLORIDA
COUNTY OF SEMINOLE

The foregoing instrument was acknowledged before me by PHILLIP D. PENLAND, City Manager of the City of Altamonte Springs, and PATSY WAINRIGHT, City Clerk of the City of Altamonte Springs, the ____ day of _____ 2005. Such persons are personally known to me.

My commission expires:

(affix notarial seal)

Notary Public

Consent Agenda Item #6.H

To: LYNX Board Of Directors

From: Ellisa Darnall
Interim Chief Operating Officer

Phone: 407.841.2279 ext: 3036

Item Name: Approval of Labor Contract between LYNX and Amalgamated Transit Union 1749 for Maintenance and Transportation Supervisors for Maintenance and Transportation Supervisors

Date: 8/25/2005

ACTION REQUESTED:

Approval of the LYNX Board of Directors for the ratified collective bargaining agreement between LYNX and the Amalgamated Transit Union (ATU), Local 1749 for Maintenance and Transportation Supervisors covering the period of October 9, 2005 through September 30, 2008.

BACKGROUND:

On May 25, 2005, LYNX Management and the Amalgamated Transit Union (ATU), Local 1749 began meeting to negotiate the labor agreement, which is scheduled to expire September 30, 2005. The union represents fourteen (14) Maintenance Supervisors and thirty-five (35) Transportation Supervisors.

After three (3) sessions of negotiations, LYNX Management and the ATU, Local 1479, reached a tentative agreement on July 22, 2005.

A vote was held on August 3, 2005, and the labor contract was ratified. Thirty-six (36) voted with thirty-two (32) voting in favor of the contract.

A total of seven (7) proposals were submitted by the Union. An overview of the negotiated items are outlined below.

LYNX Board Agenda

Provision	Current	Ratified Agreement
Wages	Three percent (3%) across the board with adjustments made to Supervisors who were close to top pay for Operators.	Three percent (3%) across the board. Six Transportation Supervisors increased to \$19.60, which is \$2 per hour above top operator pay. Annual increased cost of \$93,559.
Job Bidding and Assignment	Transportation – Work shift selection based on three (3) classifications. Maintenance – Work shift assigned by Management	Transportation – Pilot program to combine two (2) classifications and allow work shift selection by seniority. Maintenance – No change.
Night Differential for Vehicle Maintenance Supervisors	None	Five Vehicle Maintenance Supervisors who work the PM or 3 rd shift will be paid \$.50 per hour differential. Annual increased cost of \$7,010.
Holiday Pay	Holiday hours do not count as hours worked when calculating overtime when working the holiday.	Holiday hours will count as hours worked when calculating overtime when working the holiday.
Shoe Allowance	Transportation - \$60 per year Maintenance - \$120 per year	Transportation - \$70 per year Maintenance - \$126.50 per year. Annual increased cost of \$435.

FISCAL IMPACT:

The annual increased cost of the ratified contract will be \$101,000, which is budgeted in FY 2006.

Consent Agenda Item #6.I

To: LYNX Board Of Directors

From: **Ellisa Darnall**
Interim Chief Operating Officer
Doug Jamison
(Technical Contact)
Richard Solimano
(Technical Contact)
Jennifer Clements
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Award of Contract for the Consultant Team Program - General Consultant Services Contract #PBSJ 05-003 to PBS&J, Contract #HDR 05-003 to HDR Engineering, and Contract #DTS 05-003 to Data Transfer Solutions

Date: 8/25/2005

ACTION REQUESTED:

Authorization by the Board of Directors to have the Chief Executive Officer or designee award Contract #PBSJ 05-003 to PBS&J, Inc., Contract #HDR 05-003 to HDR Engineering, Inc. and Contract #DTS 05-003 to Data Transfer Solutions. The contracts are to provide “General Consulting Services for Urban Design, Transportation Planning, Technical Studies and Implementing Geographic Information Systems” as outlined in the LYNX Request for Proposal (RFP). The term of the contracts shall be for three (3) years with two (2), one (1) year options subject to annual funding availability. The contracts will have released task work orders as the need arises for services as described in the Scope of Services for the subject contracts are at an annual “Not to Exceed” cost of \$150,000 per consulting firm for the contract term.

BACKGROUND:

In accordance with LYNX Board approval, an RFP was issued on June 3, 2005. Thirty-five (35) different firms requested and were mailed copies of the RFP. The proposal due date was July 11, 2005, at which time seven (7) proposals were received from the following firms listed in alphabetical order:

CCL/IBI Consultants, Inc.
2603 Maitland Center Parkway
Maitland, Florida 32751

Data Transfer Solutions
13013 Founders Square Drive
Orlando, Florida

Edwards & Kelsey, Inc.
245 Riverside Avenue
Jacksonville, Florida

Geo Age, Inc.
3740 St. Johns Bluff Road
Jacksonville, Florida

HDR Engineering, Inc.
315 East Robinson Street
Orlando, Florida

Meridian associates, Inc.
3505 Lake Lynda Drive
Orlando, Florida

PBS & J
482 South Keller Road
Orlando, Florida

RFP EVALUATION:

For this particular RFP, only two of the three steps of the LYNX evaluation process were necessary in order to determine the most cost effective and technically qualified firm. In the Step I Phase, "Determination of Responsiveness," LYNX staff deemed all seven (7) proposals received were responsive and responsible.

LYNX established a Source Evaluation Committee (SEC) to independently review and evaluate the "responsive" proposals. The SEC was convened on July 19, 2005, and was composed of three (3) LYNX staff members, and one (1) representative from the Greater Orlando Aviation Authority (GOAA) and one (1) representative from the Florida Turnpike Enterprise, for a total of five (5) voting members.

The proposals were evaluated by each member of the SEC based on the following criteria as set forth in the RFP:

Evaluation Criteria:

Category A: Professional Qualifications	25%
Category B: Past performance / Experience	25 %
Category C: Ability to perform	25 %
Category D: Methodology & Technical Approach	25 %

The SEC ranked the seven (7) proposals accordingly one through seven. The top three proposals were then selected for recommendation to award for contracts for future assignments.

The top three firms in order of evaluation by the SEC are:

- #1 The firm of PBS&J
- #2 The firm of HDR Engineering, Inc.
- #3 The firm of Data Transfer Solutions

The order of the remaining proposers as evaluated by the SEC were:

- #4 The firm of Edwards & Kelsey
- #5 The firm of CCL/IBI Consultants, Inc.
- #6 The firm of GeoAge & GIS Associates, Inc.
- #7 The firm of Meridian Associates, Inc.

The measurement and assessment by the SEC was such that they found no need to conduct Oral Presentations.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX procurement policies require prime contractors to use their best efforts to subcontract a portion of the work to DBE firms. LYNX has an established a goal of 12.25% participation. Evaluation of the contractors' ability to achieve established goals is performed on the basis of a plan provided by the contractor(s), and evidence of past record of achievement.

FISCAL IMPACT:

Funding has been approved and is available in the operating funds within LYNX' FY 2005-2006 budget from grant funded sources.

Consent Agenda Item #6.J

To: LYNX Board Of Directors

From: **Ellisa Darnall**
Interim Chief Operating Officer
Joe Cheney
(Technical Contact)
Ricky Sonny
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Authorization to Award a Contract to SEON for the Purchase of Digital Surveillance Cameras for Existing Revenue Vehicles

Date: 8/25/2005

ACTION REQUESTED:

Authorization by the Board of Directors to have the Chief Executive Officer or designee award a contract to SEON to procure replacement digital surveillance systems for existing revenue vehicles in the amount not to exceed \$462,100.

BACKGROUND:

The LYNX fleet currently consists of 237 buses that are equipped with surveillance systems. Of these 237 units, 57 units are equipped with a digital system and the remaining 180 units are equipped with an analog VCR type surveillance system.

The request is to replace the old analog system that currently uses VCR cassette tapes as the recording medium and replace them with the new digital system that offer the following advantages:

- a. The recording medium in the existing system is a magnetic tape used in VCR recording systems. The new digital systems records the images on hard drives similar to the hard drives in computers.
- b. The maximum recording time that is available with the VCR tapes is 6 hours.
This drives our policy to ensure that if there is an incident onboard a revenue vehicle, a Transportation Supervisor or Safety Officer must travel out to the bus and retrieve the VCR tape before the incident is recorded over.

Moving to the new digital system allows a window of 3 days to remove the recording medium. This reduces operational cost in retrieving the images of an incident.

- c. The analog system provides no security in the recorded images. Once the tape is available, any standard VCR can play back the recordings. This allows an opportunity to tamper with the images or completely remove images from the tape.

The new digital system provides security in that only authorized personnel with the propriety Viewer and Software can view the images or download for distribution.

- d. The old analog system requires an ongoing operational cost to replace VCR tapes every 3 months of service.

The digital surveillance uses a computer hard drive as the recording medium that will require replacement every 5 years.

- e. This request also allows LYNX to purchase spare parts such as hard drives, viewing stations, cameras, and DVRs.

LYNX RFP No. 05-035 was issued on July 1, 2005, for the “Retrofit of existing Surveillance with Digital Surveillance systems in 180 revenue vehicles. The solicitation was advertised on DemandStar, in the Orlando Times and the Orlando Sentinel and a total of 9 venders provided a bid for consideration.

The Source Evaluation Committee reviewed the bids and determined that 4 of the 9 bids met all conditions as outlined in the RFP. In the following discussions and oral presentation from the 4 qualified venders, SEON, a Canadian company was selected to provide the Surveillance System for the LYNX revenue vehicles.

SEON met the Buy America requirements via a waiver from the Federal Transit Association. This waiver was granted because the cost of the domestic product was more that 25% higher that the foreign product.

FISCAL IMPACT:

Currently this project is funded 100% through Federal funds and will not require any local funds.

LYNX Board Audit Committee Agenda

Work Session Item #7.K

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3017

Item Name: Transportation Regional Incentive Program (TRIP)

Date: 8/25/2005

BACKGROUND:

Transportation Regional Incentive Program or “TRIP” is new funding category created from the new Growth Management legislative (Senate Bill 360) to assist with transportation planning concurrent with future growth. Funding from this initiative will be provided for regional transportations initiatives and require the participation of three or more counties or transportation management area(s) (TMA). LYNX and METROPLAN ORLANDO qualify for this funding independently. The lump sum amount for the first two years dedicated to this initiative is \$60 million.

Work Session Item #7.L

To: LYNX Board Of Directors

From: **Ellisa Darnall**
Interim Chief Operating Officer
Doug Jamison
(Technical Contact)
Jennifer Clements
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: LYNX coordination with the Florida Department of Transportation's iFlorida project.

Date: 8/25/2005

BACKGROUND:

The iFlorida project is a \$10 million grant (\$21 million including local match) awarded in March 2003 by the Federal Highway Administration (FHWA) to the Florida Department of Transportation (FDOT). Its purpose is to demonstrate how a major Federal investment into inter-related security projects can have a greater affect than many smaller grants to various non-related projects. The formal name of the program is the Surface Transportation Security and Reliability Information System Model Deployment (DTFH61-02-X-0089). Various issues are being addressed through the iFlorida grant including installation of traffic cameras, automated traffic flow information, automated video surveillance of bridges and key transportation points, expansion of the 511 Traveler Information Systems, and monitoring of evacuation plans. As part of the project, LYNX buses will be equipped with live video streaming. The project is administered by FDOT with the consultant, PBS&J providing project management support.

LYNX buses are being used as a platform for the test of the iFlorida Broadband Wireless Transit Security System. The system is being installed on twelve LYNX buses to demonstrate an integrated audio and video based transit security application. Live “real-time” audio and video images will be broadcast to LYNX radio dispatch at South Street and to the FDOT Regional Traffic Management Center (RMTC) from a new broadband wireless network connected to the existing FDOT fiber optic cable. The test system will operate over approximately fourteen miles of Interstate 4 between downtown Orlando and the Walt Disney World attractions area. The transit application will utilize the broadband wireless network installed along this corridor to distribute the audio and video images from the LYNX buses to the roadside readers to demonstrate the ability of high data content communications between moving vehicles and the roadside infrastructure.

LYNX Board Agenda

This is part of a larger concept called Vehicle Information Infrastructure (VII). In VII, the Federal government is considering installing similar readers on all primary and arterial roads nationwide to allow such communication between vehicles and the infrastructure. Private vehicle manufacturers will install communication devices in cars, trucks, and buses as part of the base model. The theory is that information on volume and performance of traffic can be utilized to forecast vehicular activity to adjust the infrastructures, such as signal timing ahead while information can be "ported" to the vehicles, such as up-to-date GIS maps for navigation all in real time and at speed.

In a separate iFlorida project, LYNX will be added as an option to the "511 Traveler Information System". This will enable an option for callers of "511" for public transportation information where they will hear a message recorded by LYNX. The caller will then have the options to directly transfer to LYNX Customer Service, AccessLYNX Customer Service and Reservations, and LYNX Van Pool & Car Pool. The LYNX Marketing Department is pursuing the internal options for marketing the "511" number as an additional means of contacting LYNX.

Information Item M: Ridership Report

To: LYNX Board Of Directors

From: **Ellisa Darnall**
Interim Chief Operating Officer
Glen Waters
(Technical Contact)
Terry Jordan
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Ridership Report

Date: 8/25/2005

June 2005 – FINAL

During the month of June 2005, LYNX had a system-wide total of 1,962,206 passenger boardings. Comparison to previous year's ridership represents a decrease of -3.6% from the 2,036,240 boardings recorded in June 2004. Ridership for all services during June 2005 averaged 75,106 passengers per weekday, a decrease of -3.6% when compared to 77,938 passengers per weekday averaged in June 2004. The fare increase implemented on March 20, 2005 may have contributed to this decline. Still, ridership within the first three quarters of FY 05 is up 4.7% when compared to the first three quarters of FY 04.

Due to above average ridership experienced in June 2004, fixed route ridership of 1,901,638 during June 2005 reflects a decrease of -3.4% when compared to the 1,969,395 riders carried in June 2004. Comparisons of June 2005 to the prior month's boardings (May 2005) reflect a decrease in ridership of -3.4%. This ridership decline is indicative of the frequent days of heavy rainfall during the month of June and loss of student ridership while public schools are closed for the summer. With the exception of June 2004, previous years' trends have also displayed declines from May to June. An expanded shelter program may mitigate the weather-related losses during the rainy season.

When comparing individual route ridership during June 2005 to June 2004, sixteen routes (Links 1, 2, 5, 6, 12, 13, 14, 16, 17, 23, 27, 34, 36, 40, 45 and 200) experienced declines in ridership greater than 10%. Service Planning staff continues to monitor these Links for continued declines and opportunities for improvements.

Route Decreases Greater Than 10%

- Link 1 – North Orange Avenue/Altamonte Springs (-13.5%)
- Link 2 – Colonialtown (-38.5%)
- Link 5 – Lake George/Fort Gatlin (-22.8%)
- Link 6 – Dixie Belle (-14.8%)
- Link 12 – Buenaventura Lakes/Boggy Creek (-21.3%)
- Link 13 – University of Central Florida (-15.1%)
- Link 14 – Princeton Street/Plymouth Apartments (-38.9%)
- Link 16 – College Park/The Meadows (-19.9%)
- Link 17 – North U.S. 441/Apopka (-11.4%)
- Link 23 – Winter Park/Forest City (-11.6%)
- Link 27 – Plant Street/Oakland (-20.4%)
- Link 34 – Sanford/Goldsboro (-23.3%)
- Link 36 – Lake Richmond (-10.4%)
- Link 40 – Americana Boulevard/Universal Orlando (-17.2%)
- Link 45 – Lake Mary (-19.1%)
- Link 200 – Volusia Express (-19.4%)

June 2005 produced three routes (Links 37, 42 and 43) with increases of 10% or greater when compared to June 2004. These three routes serve the Florida Mall – a popular destination for Central Florida visitors to escape the heat and rain.

Route Increases Greater Than 10%

- Link 37 – Park Promenade Plaza/Florida Mall (+10.6%)
- Link 42 – International Drive/OIA (+12.6%)
- Link 43 – Central Florida Parkway (+34.2%)

ROUTE RIDERSHIP REPORT

Link No	Route	FY04 Average Monthly Ridership	Apr-05	% Change Apr 05 to May 05	May-05	% Change May 05 to June 05	Jun-05	% Change June 04 to June 05	June 05 Change as Compared to FY04 Avg. Monthly Ridership
1	N Orange Ave/Altamonte Mall	18,213	15,559	-7.6%	14,372	-7.1%	15,387	-13.5%	-15,515%
2	Colonialtown	4,710	2,806	-2.2%	2,743	11.0%	3,044	-38.5%	-35.38%
3	Lake Margaret	18,174	18,021	-4.6%	17,185	-4.4%	16,437	-7.6%	-9.56%
4	South U.S. 441/Kissimmee	143,042	137,971	-2.2%	134,965	-0.7%	134,011	-8.3%	-6.31%
5	Lake George/Fort Gallin	5,132	5,096	-3.7%	4,909	-11.4%	4,349	-22.8%	-15.26%
6	Dixie Belle	19,188	19,281	-6.3%	18,055	-7.8%	16,650	-14.8%	-13.23%
7	S. Orange Ave./Florida Mall	23,949	25,213	-1.6%	24,798	-2.5%	24,168	-4.5%	-0.91%
8	W. Oak Ridge Rd./Int'l Dr.	143,115	153,495	-0.2%	153,256	-4.5%	146,311	1.3%	2.23%
9	N. Orange Ave./Rosemont	29,317	29,125	-2.0%	28,542	-4.5%	27,263	-8.8%	-7.01%
10	East U.S. 192/St. Cloud	20,552	22,402	-8.2%	20,555	-2.4%	20,056	0.2%	-2.41%
11	S. Orange Ave./OIA	36,190	34,586	-2.6%	33,670	-0.4%	33,530	-8.4%	-7.35%
12	Buenaventura Lks/Boggy Ck	8,667	9,745	-18.3%	7,966	-15.3%	6,746	-21.3%	-22.16%
13	University of Central Florida	35,177	35,555	-8.7%	32,263	-4.0%	30,972	-15.1%	-11.95%
14	Princeton Street/Plymouth Apts	8,081	6,421	-5.2%	6,087	-10.5%	5,445	-38.9%	-32.62%
15	Curry Ford Rd/V.C.C. East	45,516	48,130	-3.3%	47,114	-11.0%	41,936	-3.9%	-7.86%
16	College Park/The Meadows	12,191	11,637	-8.5%	10,650	-4.6%	11,141	-19.9%	-8.61%
17	North U.S. 441/Apopka	51,748	50,709	-2.8%	49,273	-2.5%	48,057	-11.4%	-7.13%
18	S. Orange Ave./Kissimmee	34,941	36,722	-8.0%	33,784	-2.5%	33,924	-8.9%	-5.77%
19	Richmond Heights	27,450	27,486	0.2%	27,538	-8.7%	25,143	-9.8%	-8.41%
20	Malibu/Pine Hills	59,676	63,050	-1.3%	62,229	-4.9%	59,210	-5.2%	-0.78%
200	Volusia Express	328	290	4.1%	302	4.6%	316	-19.4%	-3.63%
21	Carver Shores/Tangelo Park	70,050	78,277	-0.4%	77,928	4.7%	81,588	8.1%	16.47%
22	Richmond Estates	27,153	26,423	-6.0%	24,835	-3.6%	23,924	-9.8%	-11.85%
23	Winter Park/Forest City	26,778	27,173	-2.6%	26,455	-8.0%	24,348	-9.08%	-9.08%
24	Millenia	7,745	8,834	4.2%	9,208	-3.6%	8,879	7.6%	14.65%
25	Silver Star Rd	69,482	73,251	-2.4%	71,521	0.0%	71,518	0.2%	2.34%
26	Pleasant Hill Rd./Poinciana	14,163	15,652	-8.6%	14,489	-12.3%	12,714	-7.9%	-10.23%
27	Plant St./Oakland	7,480	7,871	-10.1%	7,076	-9.7%	6,363	-20.4%	-14.53%
28	E. Colonial Dr./Azalea Park	40,434	41,810	-3.7%	40,283	1.5%	40,887	-8.3%	-1.12%
29	E. Colonial Dr./Goldenrod	39,374	41,191	-4.9%	39,171	1.1%	39,600	-1.8%	-1.8%
30	Colonial Dr. Crosstown	48,215	52,379	-8.0%	48,194	-2.2%	47,149	-3.6%	-2.21%
300-304	Downtown Disney Direct	13,425	106,431	-1.4%	15,730	0.9%	15,873	2.7%	18.23%
Lynno	Lynno	86,301	106,431	-8.5%	97,391	-0.9%	96,514	6.5%	11.83%
32	Union Park/Bethlo	4,221	4,289	-3.9%	4,101	3.3%	4,237	-8.9%	0.37%
33	Midway/Sanford Airport	1,643	2,062	11.7%	2,303	-4.6%	2,187	27.1%	33.69%
34	Sanford/Goldsboro	7,107	6,731	0.3%	6,734	-3.8%	6,496	-23.3%	-15.71%
36	Lake Richmond	23,946	24,727	-4.5%	23,607	-8.1%	21,701	-10.4%	-9.38%
37	Park Promenade Plaza/Florida Mall	51,921	59,913	-2.1%	58,658	0.2%	58,803	-10.6%	-13.26%
38	Downtown Orlando/Int'l Dr.	13,718	14,136	5.2%	14,874	1.0%	15,019	1.2%	9.49%
39	U.S. 17-92/Sanford	36,655	62,883	-1.7%	61,842	-8.8%	56,377	-4.5%	-0.49%
40	American/Universal Orlando	38,384	33,898	3.1%	34,965	-3.1%	33,889	-17.2%	-6.86%
41	S.R. 436 Crosstown	117,584	123,229	-0.6%	122,545	-1.3%	120,992	-1.4%	-2.90%
42	International Dr./OIA	65,827	74,049	3.6%	76,702	-1.0%	75,959	-12.6%	-15.39%
43	Central Florida Pkwy	11,127	14,232	-1.8%	13,980	12.5%	15,722	34.2%	41.29%
44	Clarcenal/Zellwood	16,955	18,713	-8.0%	17,223	3.5%	17,825	4.2%	5.13%
45	Lake Mary	2,582	4,025	-7.3%	3,732	-8.2%	3,427	-19.1%	-32.74%
46	W. S.R. 46/Seminole Towne Ctr.	9,814	12,078	0.9%	12,191	-12.7%	10,648	-1.7%	8.50%
47	Oviedo	3,970	3,543	0.3%	3,564	-14.9%	4,084	5.2%	2.87%
48	W. Colonial Dr./Park Promenade	45,110	46,595	-5.2%	42,921	-2.4%	42,921	-7.0%	-4.85%
49	W. Colonial Dr./Pine Hills	46,402	47,790	-3.7%	46,008	-6.4%	43,051	-6.9%	-7.22%
50	Downtown Orlando/Magic Kingdom	34,962	33,232	9.9%	36,532	14.6%	41,857	0.1%	19.72%
51	Conway/OIA	31,191	34,197	1.0%	34,523	-5.2%	32,738	7.6%	4.96%
52	Pine Castle/Tradeport	5,738	6,390	-12.1%	5,616	-0.8%	5,571	-9.8%	-3.91%
53	Story Rd./Tilleville	8,318	9,145	-6.0%	8,600	9.3%	9,388	8.4%	12.98%
54	Old Winter Garden Rd.	13,986	15,782	-4.8%	15,030	-5.0%	14,280	2.10%	2.10%
55	West U.S. 192/Orange Lake	26,477	29,451	-4.5%	28,137	6.8%	30,042	-1.0%	13.46%
56	West U.S. 192/Magic Kingdom	28,315	29,327	3.9%	30,470	7.5%	32,757	7.6%	15.69%
57	John Young Pkwy.	14,036	13,476	-3.4%	13,018	2.8%	13,388	-7.5%	-4.62%
Unknown	Farebox Errors	17,556	10,874	20.0%	13,044	20.9%	15,766	-29.1%	-10.20%
Total		1,892,163	1,983,698	-2.5%	1,934,539	-1.7%	1,901,638	-3.4%	0.5%

LYNX MONTHLY RIDERSHIP JUNE 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	106,431	97,391	96,514				875,260
25% OF VOTRAN	329	295	289	302	313	345	290	302	316				2,780
(all other Links)	2,028,139	1,920,348	1,891,693	1,918,273	1,822,895	1,927,035	1,876,977	1,836,846	1,804,808				17,027,014
Total Fixed Route	2,117,242	2,012,031	1,984,415	2,017,364	1,923,124	2,030,993	1,983,698	1,934,539	1,901,638				17,905,044
Special Shuttles	965	51	105	26,333	112	464	74	584	433				29,121
Access LYNX	50,321	48,556	48,628	47,910	45,939	52,989	48,781	47,001	48,679				438,804
VanPlan	16,024	16,794	15,408	13,356	13,932	14,366	12,892	12,400	11,456				126,628
TOTAL	2,184,552	2,077,432	2,048,556	2,104,963	1,983,107	2,098,812	2,045,445	1,994,524	1,962,206				18,499,597

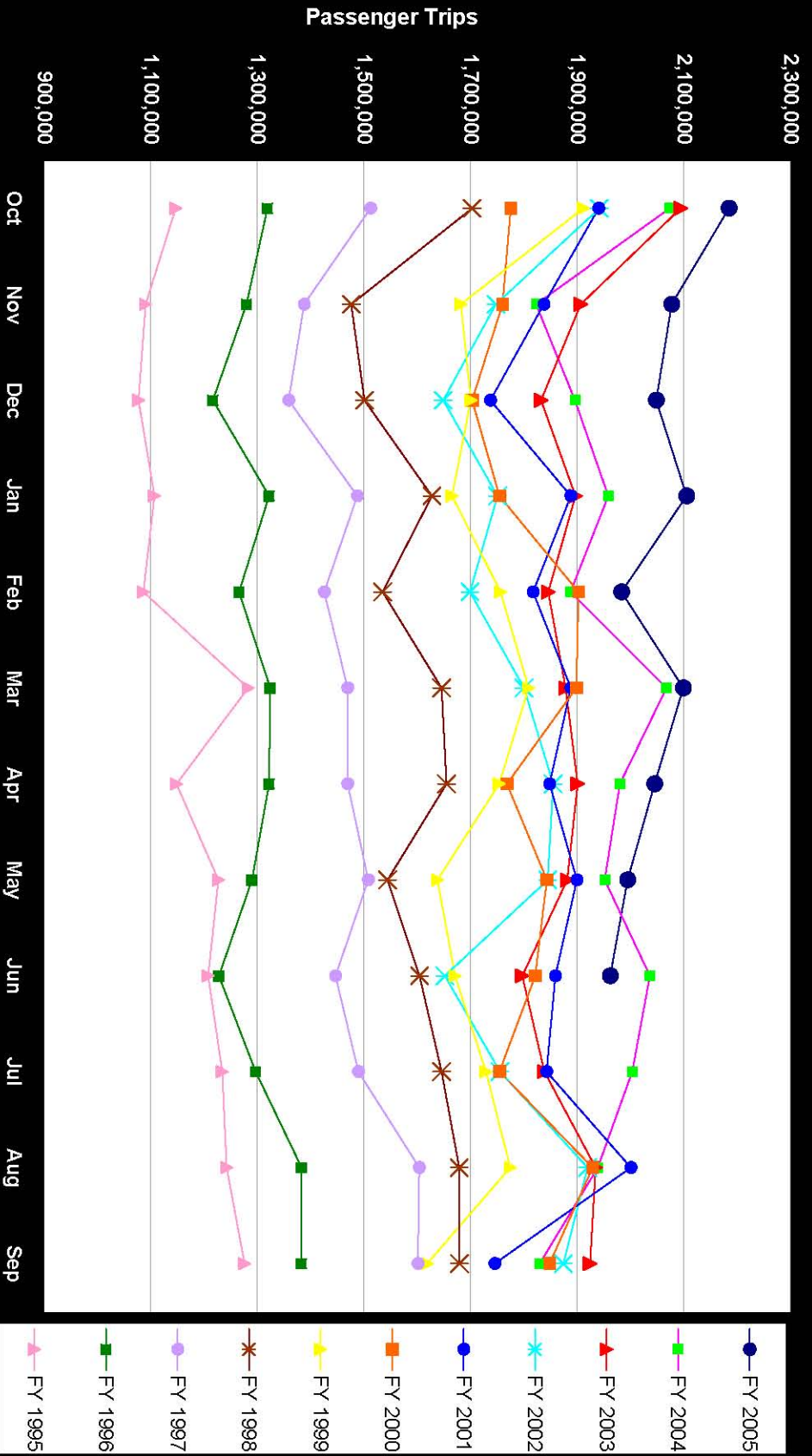
% CHANGE FROM FY 2004 TO FY 2005

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%	23.4%	9.6%	6.5%				9.6%
25% OF VOTRAN	-6.2%	9.6%	-2.4%	-2.3%	3.0%	-13.5%	-8.8%	-5.9%	-19.4%				-6.0%
(all other Links)	6.6%	14.2%	8.0%	6.1%	4.7%	1.3%	2.8%	2.0%	-3.9%				4.5%
Total Fixed Route	5.6%	14.0%	8.2%	6.5%	5.4%	1.6%	3.7%	2.4%	-3.4%				4.8%
Special Shuttles	665.9%	-56.8%	-78.4%	1283.8%	-81.5%	N/A	-90.4%	56.1%	783.7%				556.6%
Access LYNX	2.6%	14.3%	6.3%	5.2%	1.5%	0.8%	-4.6%	-4.6%	-7.0%				1.3%
VanPlan	-20.8%	5.9%	-4.4%	-18.1%	-17.2%	-13.5%	-12.8%	-3.9%	-20.8%				-12.1%
TOTAL	5.3%	14.0%	8.1%	7.5%	5.1%	1.5%	3.3%	2.2%	-3.6%				4.7%

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	1,998,394	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 JUNE 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	3,808	3,978	3,713	4,182	4,544	4,089	4,595	4,201	4,065				4,142
	Sat	732	1054	1357	1,623	1,440	1,539	1,294	1,315	1,093				1,272
	Sun	609	717	591	745	821	854	867	651	679	736			726
25% of Voltran	Wkday	16	14	13	14	16	15	14	14	14				14
	Wkday	77,294	75,616	70,045	74,058	75,646	70,297	72,723	70,699	68,499				72,774
	Sat	51,126	48,411	49,800	49,483	50,215	48,793	47,729	47,622	46,424				48,845
(all other Links)	Sun	29,506	27,075	25,636	27,472	26,726	28,325	27,414	26,849	27,737				27,427
	Wkday	81,218	79,608	73,771	78,254	80,206	74,401	77,332	74,914	72,578				76,920
	Sat	51,858	49,465	51,157	51,106	51,655	50,332	49,023	49,037	47,517				50,117
Access L YLNK	Sun	30,215	27,792	26,227	28,217	27,547	29,179	28,281	27,500	28,416				28,453
	Wkday	2,142	2,009	1,927	2,040	2,090	2,112	2,080	1,933	2,032				2,041
	Sat	754	756	639	656	734	767	759	727	714				723
VanPlan	Sun	312	332	438	360	299	332	327	312	278				332
	Wkday	647	711	613	583	617	529	572	531	496				569
	Sat	136	176	172	105	236	138	118	95	56				137
TOTAL L YLNK SERVICES	Sun	101	109	161	119	159	89	69	71	70				105
	Wkday	84,007	82,328	76,311	80,877	82,913	77,042	79,984	77,378	75,106				79,560
	Sat	62,748	60,397	61,968	61,867	62,625	61,237	49,900	49,759	48,287				60,976
Sun	30,628	28,233	26,826	28,696	28,005	29,600	28,677	27,883	28,764				28,690	

% 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	-6.9%	-0.5%	6.9%	10.2%	17.4%	6.0%	24.7%	3.4%	4.3%				9.9%
	Sat	-10.6%	20.2%	60.0%	94.6%	89.5%	55.3%	59.0%	71.9%	48.7%				64.8%
	Sun	-5.0%	57.6%	37.4%	54.6%	39.9%	6.7%	78.0%	6.9%	37.7%				36.0%
25% of Voltran	Wkday	2.7%	20.1%	-6.6%	-2.3%	3.0%	-13.5%	-4.5%	-10.4%	-23.1%				-4.8%
	Wkday	8.3%	9.5%	5.7%	6.0%	5.7%	0.4%	3.1%	-0.6%	-3.8%				4.3%
	Sat	12.1%	7.0%	10.4%	12.3%	9.9%	4.8%	3.1%	3.2%	-7.4%				7.7%
(all other Links)	Sun	18.3%	14.4%	14.3%	14.2%	5.5%	8.8%	6.3%	2.9%	0.4%				5.6%
	Wkday	7.5%	8.9%	5.9%	6.2%	6.3%	0.7%	5.7%	-0.3%	-3.4%				4.6%
	Sat	11.7%	7.3%	11.3%	13.8%	11.2%	5.9%	4.1%	4.3%	-6.6%				8.6%
Access L YLNK	Sun	17.8%	15.2%	14.7%	15.0%	6.3%	8.7%	7.6%	3.0%	1.1%				6.2%
	Wkday	8.8%	8.5%	10.0%	9.0%	2.3%	0.5%	-2.2%	-7.2%	-7.0%				3.8%
	Sat	11.2%	3.7%	-4.5%	-1.5%	8.6%	4.1%	0.1%	-10.2%	-4.8%				4.0%
VanPlan	Sun	17.7%	5.7%	2.9%	30.4%	-12.8%	7.4%	1.9%	3.0%	-14.5%				4.3%
	Wkday	-24.1%	-4.9%	-7.0%	-16.5%	-21.2%	-13.3%	0.2%	-3.1%	-19.7%				-10.4%
	Sat	41.7%	66.0%	7.5%	-13.9%	59.5%	6.2%	0.0%	18.8%	-58.8%				13.0%
TOTAL L YLNK SERVICES	Sun	62.9%	47.3%	96.3%	36.8%	37.1%	-6.3%	-18.8%	-23.7%	-11.4%				9.5%
	Wkday	7.2%	8.8%	6.9%	6.1%	6.9%	0.5%	6.4%	-0.5%	-3.6%				4.4%
	Sat	11.8%	7.3%	11.1%	13.5%	11.3%	5.8%	4.0%	4.1%	-6.7%				8.6%
Sun	17.9%	15.2%	14.8%	15.2%	6.2%	8.6%	7.5%	2.9%	0.9%				6.2%	

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 Voltran	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	46,212	46,150	50,160	49,308	35,529	44,577	45,357
(all other Links)	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
	Wkday	75,556	73,075	69,748	73,664	75,437	73,911	73,194	75,174	75,136	71,627	72,818	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
Access L YLNK	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
	Wkday	1,868	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
VanPlan	Sun	265	314	428	276	343	309	321	303	325	319	311	308	319
	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
TOTAL L YLNK SERVICES	Sun	62	74	82	87	116	85	85	93	79	132	133	116	96
	Wkday	78,376	75,674	72,159	76,234	78,264	76,622	75,991	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	50,892	36,742	45,891	46,944
Sun	26,884	24,506	23,372	24,909	26,368	27,247	26,884	27,107	28,515	28,266	27,291	32,916	26,922	

Information Item N: Ridership Report

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Paratransit Operations Monthly Ridership Report

Date: 8/25/2005

Ridership Information

There were 53,846 trips booked in July 2005. Of the 53,846 trips scheduled to operate, 9,770 (17.87%) were cancelled and 1,995 (3.65%) were classified as “no-shows.” The number of billable trips provided by Paratransit Operations in July 2005 was 42,907 (78.48% of the total trips booked), with an additional 2,872 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 449,938, with an additional 32,273 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 1.05% in July 2005. Year-to-date, we are over our budgeted billable trip level by approximately 5.97%.

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

MONTHLY PARATRANSIT STATISTICAL BREAKDOWNS

Category	July 2004	August 2004	September 2004	October 2004	November 2004	December 2004	January 2005	February 2005	March 2005	April 2005	May 2005	June 2005	July 2005	2004 to 2005 Difference
Commendations	19	3	2	3	6	18	11	9	17	16	16	7	11	-42,11%
Customer Service	7	9	4	12	11	24	23	14	23	20	15	10	17	142.86%
Discourtesy	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
Drivers and Driving	66	60	50	57	39	28	49	40	53	38	36	41	37	-43.94%
Equipment	3	4	2	6	1	3	3	3	5	1	6	4	7	133.33%
Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
Risk Management	2	2	1	2	1	3	1	1	2	3	2	3	0	-100.00%
Scheduling	9	4	3	14	5	5	14	13	7	9	6	5	7	-22.22%
Other	4	2	1	1	2	2	3	4	7	2	2	3	2	-50.00%
Timeliness	67	114	87	170	127	93	153	247	267	233	202	153	221	229.85%
Total Concerns	158	195	148	262	186	158	246	322	364	306	269	219	291	84.18%
Total Reservations Accepted	58,065	56,239	53,630	57,012	57,534	60,287	56,565	54,023	61,617	56,835	59,307	56,403	54,672	-5.84%
Concerns per 1,000 Trips *	2.72	3.47	2.76	4.60	3.23	2.62	4.35	5.96	5.91	5.38	4.54	3.88	5.32	95.61%
No-Shows	2,024	2,283	2,214	2,300	2,025	2,190	1,908	1,809	2,253	1,901	2,598	1,996	1,995	-1.43%
Cancellations & Sub. Changes	8,990	11,769	15,219	8,354	10,433	13,186	10,184	9,470	10,233	9,504	12,864	9,344	9,770	8.68%
Completed Trips	47,051	42,187	36,197	46,358	45,076	44,911	44,473	42,744	49,131	45,430	43,845	45,063	42,907	-8.81%
No-Show Rate	3.49%	4.06%	4.13%	4.03%	3.52%	3.63%	3.37%	3.35%	3.66%	3.34%	4.38%	3.54%	3.65%	4.68%
Cancellation Rate	15.48%	20.93%	28.38%	14.65%	18.13%	21.87%	18.00%	17.53%	16.61%	16.72%	21.69%	16.57%	17.87%	15.42%
Completed Trips	81.03%	75.01%	67.49%	81.31%	78.35%	74.50%	78.62%	79.12%	79.74%	79.93%	73.93%	79.89%	78.48%	-3.15%
ADA	20,648	18,342	14,749	21,446	20,359	20,279	20,592	19,908	22,346	20,118	18,962	19,471	18,109	-12.30%
TD	5,619	4,877	4,604	5,348	5,616	5,911	5,906	5,744	6,848	6,366	6,185	6,154	5,951	5.91%
Medicaid	14,989	13,613	11,601	14,461	13,903	13,761	13,129	12,157	13,774	13,004	12,946	13,647	12,804	-14.58%
Coordinated Medicaid	9,578	8,517	7,879	8,774	8,476	8,441	8,077	7,876	9,690	9,036	8,581	9,105	8,907	-7.00%
Other	10	12	0	7	2	2	0	0	16	0	8	0	8	-20.00%
Ambulatory Passengers	34,001	30,518	26,380	33,838	32,398	32,056	32,138	30,902	35,417	32,454	31,172	32,394	30,555	-10.13%
Wheelchair Passengers	11,886	10,629	8,828	11,333	11,515	11,675	11,318	10,868	12,689	12,016	11,784	11,708	11,317	-4.79%
Stretcher Passengers	1,164	1,040	989	1,187	1,163	1,180	1,017	974	1,025	960	889	961	1,035	-11.08%
Escort/Attendant Passengers	3,793	3,174	2,636	3,678	3,280	3,483	3,231	2,941	3,543	3,094	2,837	3,314	2,872	-24.28%
Average Call Hold Time *	1:18	2:20	1:41	2:57	3:02	2:12	2:36	2:31	2:35	3:30	2:44	2:08	2:09	65.38%
On Time Performance *	87%	82%	88%	84%	83%	89%	91%	87%	89%	90%	91%	87%	86%	-0.78%
Productivity (Passengers/Hour)	1.33	1.28	1.19	1.29	1.29	1.21	1.39	1.24	1.28	1.33	1.32	1.38	1.32	-0.75%

Estimated based on information available at the time of report compilation

* System Standards: Concerns per 1,000 Trips - Less than 1.0 Exceeds Standards; 1.0 to 2.0 Meets Standards
 Average Call Hold Time - 2:00 or less Exceeds Standards; 2:01 to 3:00 Meets Standards
 On Time Performance - More than 96% Exceeds Standards; 94% to 95.9% Meets Standards

Information Item O: Financial Reports

To: LYNX Board Of Directors

From: Sylvia Mendez
CHIEF ADMINISTRATIVE OFFICER
Blanche Sherman
(Technical Contact)

Phone: 407.841.2279 ext: 3129

Item Name: Monthly Financial Reports

Date: 8/25/2005

For your review, attached please find the Monthly Financial Reports for the nine months ending June 30, 2005. Please note, we have included the Balance Sheet as of June 30, 2005 for your review, as well.

The Monthly Financial Reports for the eight months ending July 31, 2005 will be provided as a hand-out at the August 25, 2005 Board meeting.

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BALANCE SHEETS**

	JUNE 30, 2005	SEPTEMBER 30, 2004		JUNE 30, 2005	SEPTEMBER 30, 2004
ASSETS			LIABILITIES AND NET ASSETS		
CURRENT ASSETS:			CURRENT LIABILITIES:		
Cash and cash equivalents	\$ 14,784,766	\$ 11,128,645	Accounts payable	\$ 5,016,782	\$ 14,689,501
Receivables:			Accrued salaries and related taxes	939,013	1,424,046
Local, trade and operating assistance	5,213,537	5,044,745	Accrued compensated absences	2,672,424	2,672,424
Federal grants	7,911,992	11,834,400	Accrued self-insurance liability, current	1,106,000	1,106,000
State grants	2,021,269	3,225,071	Leases payable, current	9,257	71,540
Inventory	1,376,665	1,059,676	Deferred operating revenue	6,542,053	401,775
State fuel tax refund	358,312	214,524			
Prepaid expenses and other assets	1,185,452	1,657,102	Total current liabilities	16,285,529	20,365,286
Total current assets	32,851,993	34,164,163			
Restricted Assets			Current liabilities (payable from restricted assets)		
Cash and Cash Equivalents	327,893	333,515	Deferred Capital	327,893	333,515
Total Restricted Assets	327,893	333,515			
			Total Current Liabilities (payable from restricted assets)	327,893	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	36,349,630	14,558,655	Loans payable	14,833,991	11,749,569
Revenue vehicles	67,539,841	62,168,240	Accrued self-insurance liability, long-term	1,546,000	1,546,000
Equipment	12,428,558	11,578,226			
Leasehold improvements	1,802,285	1,802,285	Total Other Liabilities	16,477,517	13,304,928
Total property and equipment	126,691,779	98,678,871			
Less accumulated depreciation	(68,187,943)	(63,512,369)	Total Liabilities	33,090,939	34,003,729
Construction work in process	19,578,931	33,401,920	NET ASSETS:		
Net property and equipment	78,082,767	68,568,422	Invested in capital assets, net of related debt	68,749,371	59,846,736
OTHER ASSETS:			Unrestricted	9,754,338	9,547,630
Net Pension Asset	331,995	331,995	Total net assets	78,503,709	69,394,366
TOTAL ASSETS	\$ 111,594,648	\$ 103,398,095	TOTAL LIABILITIES AND NET ASSETS	\$ 111,594,648	\$ 103,398,095

REPORT ON FINANCIAL OPERATIONS

Nine Months Ending June 30, 2005

Summary

For the period October 1, through June 30, 2005, revenues totaled \$62,280,646 and expenses totaled \$62,073,939, which indicates an excess in the amount of \$206,707 for the nine months of the fiscal year. Listed below are significant facts regarding operations for the Nine 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 76.76% of the annual budgeted amount, which is above the amount anticipated. In addition, customer fares increased \$1,312,385 or 11.8% as compared to the same period last year. This is primarily due to the significant increase in ridership year-over-year and the fare increase implemented in March 2005.

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 76.89% 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 66.08% of the annual budgeted, which is above the amount anticipated. This is due to lower amounts for Miscellaneous Revenue related to rental income for LCS retail space 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 67.86% of the annual budgeted amount, which is below the amount expected. Revenue earned year-to-date indicates a decrease in the amount of \$148,423 or (.41)% as compared to the same period last year. This is primarily due to lower than anticipated revenues/expenses incurred relating to planning projects, specifically the Flex Bus.

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 73.61% of the annual budgeted amount, which is below the target for the *nine 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 73.38% 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 34.76% of the annual budgeted amount. Expenses such as other professional fees pertaining to planning projects are lower than anticipated for the *nine months* of the fiscal year. In addition, expenses for legal fees, contract maintenance, 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 94.34% of the annual budgeted amount, which is higher than the amount anticipated for *nine months* of the fiscal year due to significant increases in fuel prices and vehicle repairs and maintenance.

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 82.55% of the annual budgeted amount, which is higher than anticipated due to additional utility expenses related to operating the LCS and increased telephone expenses.

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 48.41% 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 76.83% of the annual budgeted amount, which is slightly above the amount anticipated for the *nine months* of the fiscal year due to increases in trips.

Leases and Miscellaneous Expenses - These are expenses incurred for vehicle and facility leases and other miscellaneous expenses. Expenses incurred year-to-date represent 56.83% of the annual budgeted amount, primarily due to significantly lower than anticipated lease expenses, as a result of the ELC amendment relinquishing the 3rd floor.

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 23.33% 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.

EXECUTIVE SUMMARY REPORT

For the Nine Months ending June 30, 2005

LYNX' Operating Statement indicates total revenue earned year-to-date in the amount of \$62,280,646 and total expenses incurred year-to-date in the amount of \$62,073,939 resulting in an operating profit in the amount of \$206,707 for the nine months ending June 30, 2005. The Fixed Route Services resulted in an operating profit in the amount of \$323,055 for the nine months of operations. ACCESS LYNX' operations resulted in an operating loss in the amount \$(116,348) for the nine months of the fiscal year.

The positive results relate to lower than anticipated cost for LYNX' Fixed Route Services due to *cyclical* trends. In addition, significant expenses related to utilities, media, and various professional services were processed this month resulting in an abnormal impact on the bottom-line. Also, we have recognized a loss on the transfer of the Pine Street Terminal to the City of Orlando in the amount of \$197,281 this month. We are working with the City of Orlando in an effort to have this amount waived by FTA, which will in turn eliminate the loss. Overall, certain expenses will begin to smooth out as the year progresses and LYNX staff have been directed to curtail expenses on discretionary items for the remainder of the fiscal year.

In regard to the ACCESS LYNX program, eligible Medicaid trips are being transferred to the Transportation Disadvantage (TD) program in order to maximize the use of available funding. In addition, trips are stabilizing and continue to decrease due to the recent fare increase and changes in the Medicaid program policy and procedures. However, LYNX staff continues to closely monitor this program to ensure compliance related to service performance and contract administration is meeting expected objectives.

Although, the implemented changes in the ACCESS LYNX program and other factors are reducing the anticipated deficit. Please note, we are experiencing dramatic increases in our fuel costs this year and we are projecting an \$800,000 - \$1,000,000 shortfall in our total operating budget. Therefore, we have applied the use of the remaining FY2004 Local Medicaid funds in the amount \$600,000 to offset the impact of significant increases in fuel prices.

LYNX

OPERATING STATEMENT
NINE MONTHS ENDING June 30, 2005

	CURRENT MONTH INCURRED	YEAR TO DATE INCURRED	ANNUAL BUDGET	VARIANCE (OVER) OR UNDER	PERCENTAGE OF BUDGET
REVENUES:					
Customer Fares	\$ 1,454,938	\$ 12,436,052	\$ 16,201,286	\$ 3,765,234	76.76%
Contract Services	1,383,341	12,043,494	15,663,060	3,619,566	76.89%
Interest and Other Income	96,287	1,319,031	1,996,154	677,123	66.08%
Operating Assistance:					
Federal	610,977	7,609,338	12,278,039	4,668,701	61.98%
State	886,281	7,007,289	11,370,068	4,362,779	61.63%
Local	2,828,962	21,865,442	30,112,106	8,246,664	72.61%
Fund Balance	-	-	150,000	150,000	-
TOTAL REVENUES	<u>7,260,786</u>	<u>62,280,646</u>	<u>87,770,713</u>	<u>25,490,067</u>	<u>70.96%</u>
EXPENSES:					
Salaries and Wages	2,673,026	24,007,169	32,615,708	8,608,539	73.61%
Fringe Benefits	1,529,633	12,782,316	17,419,487	4,637,171	73.38%
Professional Services	443,868	3,698,894	10,642,670	6,943,776	34.76%
Materials and Supplies	968,147	8,373,674	8,876,100	502,426	94.34%
Utilities and Taxes	152,583	857,782	1,039,067	181,285	82.55%
Casualty and Liability Insurance	131,717	717,000	1,481,157	764,157	48.41%
Purchased Transportation Services	1,084,880	10,457,945	13,612,586	3,154,641	76.83%
Leases and Misc. Expenses	168,533	1,175,560	2,068,518	892,958	56.83%
Interest Expense	282	3,597	15,420	11,823	23.33%
Reserves	-	-	0	0	-
TOTAL EXPENSES	<u>7,152,670</u>	<u>62,073,939</u>	<u>87,770,713</u>	<u>25,696,774</u>	<u>70.72%</u>
EXCESS (DEFICIT) OF REVENUES OVER EXPENSES	<u>\$ 108,115</u>	<u>\$ 206,707</u>	<u>\$ -</u>		
NINE MONTHS BENCHMARK PERCENTAGE					<u>75.00%</u>

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Information Item P: Finance and Administrative Support Report

To: LYNX Board Of Directors

From: Sylvia Mendez
 CHIEF ADMINISTRATIVE OFFICER
Karen Kenning
 (Technical Contact)
Patrick Grimison
 (Technical Contact)
Richard Solimano
 (Technical Contact)

Phone: 407.841.2279 ext: 3129

Item Name: Procurement Activities

Date: 8/25/2005

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 05-002R	General Engineer Consultant Arch & Eng. Re-Issue	August	September	September
IFB 05-035	Digital Recorders	May	June	July
IFB 05-050	Public Time Tables	August	September	None
IFB 05-049	Security Systems for South Street	August	September	September
IFB 05-041	Unleaded Gasoline	July	July	None
IFB 05-042	Bearings and Seals	July	July	None
IFB 05-044	Detroit Diesel Series 50D engines	August	September	None
IFB 05-045	Cummins M11 Diesel engines	August	September	None
IFB 05-046	Allison B400R transmissions	August	September	None

LYNX Board Agenda

IFB 05-047	ZF 4HP-590 transmissions	August	September	None
IFB 05-038R	Fleet Maintenance Audit	July	August	None
IFB 05-043	Auditing Services	July	August	None
IFB 05-052	Lubricating Oils & Greases	July	September	None
RFP 05-016	LYMMO	August	September	October

Information Item Q: Government Affairs and Communications Report

To: LYNX Board Of Directors

From: Peggy Gies
 INTERIM DIR OF GOVT AFFAIRS
Deborah King
 (Technical Contact)
Tracy Bridges
 (Technical Contact)

Phone: 407.841.2279 ext: 3020

Item Name: Marketing Report

Date: 8/25/2005

BUS ADVERTISING / SALES

	LYNX Contracts	Culver Contracts	Contracts FYTD
Advertising Sales Revenue	169,134	N/A	872,266
Admin Fee to Culver Amherst @ 40%	N/A	N/A	39,392
Net Revenue to Lynx Per Agreement	169,134	N/A	832,874

* With June's billing, LYNX Transit Advertising surpassed the 2004-05 budget of \$615,750

BUSINESS RELATIONS

Commuter Choice and WAGES Transportation Programs

Activity	CCP Performance	WAGES Performance	
Carpool/Vanpool and WAGES Inquires	Phone: 95 Internet: 51	Phone: 100 Internet: 15	
Carpool/Vanpool/WAGES Transit Letters & Matches	Letters: 64 Matches: 17	Letters: 0 Matches: 0	
Number of Approved WAGES Participants		42	<u>YTD Participants</u> 472
Number of Participants Receiving WAGES benefit(s)		757	<u>YTD Participants</u> 1,421
Number of Commuter Choice Vanpool Participants	495		<u>Total Revenue Miles YTD</u> 599,753
Vanpools	New: 1 Returned: 1	New: 0 Returned: 0	<u>Current Vans In Service</u> 32

LYNX Board Agenda

Pending Vanpool Interest	Healthy Families Orange Labor Finders Veterans Administration MMI Primerica Disney Universal Orange Lake Summer Bay		
Number of Employers Contacted	450	45	
Number of Employees Contacted	2400	0	
Employer Program Presentations	Healthy Families Orange Portofino Bay – Loews Hotels Hilton Grand Vacations Winnie Palmer Hospital Hilton Disney AFLAC Primerica MMI	N/A	
Employee Vanpool Presentations	Veterans Administration (300) Sheraton Airport (75) High Tech Institute Student Fair (200)	N/A	<u>Total Participants</u> 575
Other Business Presentations/Meetings	CFEC Luncheon (95) FBT Conference (200) East Orlando Chamber Luncheon (100) CFEC Job Fair (2000) Poinciana Area Council (65) Orlando Chamber Business at Breakfast (200)	N/A	<u>Total Participants</u> 2,660

Bus Pass Partners

LYNX added three new small bus pass consignors:

Annie's Quick Cash

Benjamin Financial Services

EZ Prize 1, Inc.

Business Relations Events

Rep. Bruce Antone's Back to School Extravaganza

LYNX was a sponsor of this event. We signed up parents for School Pool provided School Pool information to about 200 parents.

Celebration High School Back to School

LYNX representatives spoke with over 100 parents about our School Pool and Transportation Benefits programs.

CFEC Luncheon

LYNX was a sponsor and speaker at this event. This event also allowed us to provide collateral materials to 95 attendees, as well as continuing to grow our partnership with the CFEC.

LYNX Board Agenda

CFEC Job Fair

LYNX sponsored the July job fair. The job fair drew over 2,000 job seekers and we were able to speak with the majority of attendees about the transportation benefits programs available to them.

Commissioner Fernandez Community Fair

LYNX representatives attended this event to help promote the school pool program. We were able to speak with several hundred parents and children about LYNX and how we could help them better get to and from school and work.

East Orlando Chamber of Commerce Luncheon

LYNX was the title sponsor of this event, which gave Chief-of-Staff Edward Johnson the opportunity to speak to 100 members of the chamber about LYNX and transportation. We also were given the opportunity to present information about our Transportation Benefit programs and had ample time to network with those in attendance.

Kissimmee Chamber- Poinciana Area Council Luncheon

A LYNX representative spoke to members of the Kissimmee Chamber and provided information about our transportation benefit programs. The group consisted of 65 attendees many of whom were good leads towards new business.

Latino Leadership Community Fair

LYNX was a sponsor of this event and we were able to talk to more than 500 people about our School Pool and Transportation Benefits programs.

Orange County Public Schools - School Days Kickoff

LYNX representatives signed up parents for our carpool matching service and talked with over 200 parents about the School Pool program.

Orlando Chamber Business At Breakfast

LYNX was a sponsor of this event and was able to speak with chamber members and guests about our transportation benefit programs. This event attracted over 200 attendees.

MARKETING

Jobs Opened/Completed

Jobs Opened	Jobs Completed	Jobs Opened FYTD	Jobs Completed FYTD
18	13	166	170

Media Report

Television	Spots	Value
Univision	5	1,930

Radio	Spots	Value
WPYO – Power 95	12	1,250

LYNX Board Agenda

WLOQ 103	52	5,875
WDBO	73	5,260
WMMO	18	2,485
MIX 105	62	5,000
WOCL – O’Rock	60	6,250
WJHM – JAMZ	56	5,020
WWKA – K92	29	3,100
MAGIC 107	34	5,000
WHTQ	20	2,780

Website Usage

Average Hits per Day	45,855
Average Users per Day	2,038
Average Hits per User	22.49
Average Time Spent on Site	11 min. 16 sec.
Approximate Visits per User	2.65

Total Page Hits	385,308
Total User Visits	63,200
Total Unique IP (visits)	23,839

Marketing Activities

Bikes, Buses and Backpacks

The 3rd Annual Lynx “Bikes, Buses and Backpacks” event to get school supplies for A Gift For Teaching was held on July 17, 2005 at Performance Honda in Clermont. Thanks our partners and 150 riders we collected 5,792 individual items for a total value of \$3,040.00.

Fiesta de Familia

Lynx partnered with Telemundo 40 for this family event in Osceola County. It was a great opportunity to provide information and support a portion of the Hispanic community. More than 15,000 people were in attendance!

Information Item R: Planning Division Report

To: LYNX Board Of Directors

From: **Ellisa Darnall**
Interim Chief Operating Officer
Jennifer Clements
(Technical Contact)
Glen Waters
(Technical Contact)
Lachant Barnett
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: Planning Report

Date: 8/25/2005

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 contract was approved and awarded to Manuel Padron & Associates, Inc. The COA report will ultimately provide fixed route bus service recommendations for the near-term (1-3 years), short-term (4-5 years), and long-term (10-15 years).

Geo-coding of the on-board survey origin and destination data is complete, and the Geographic Information Systems (GIS)-based analysis can proceed. Automated Passenger Counter (APC) ridechecks are complete. Consultant interviews with LYNX internal customers are complete.

Four Focus Groups were conducted the week of July 18. One group was for LYNX fixed route customers and the other three with non-riders. These Groups were providing additional input on what fixed route services the public would like to utilize.

A Technical Memorandum for staff and public input is forthcoming from the consultant. Another Technical Memorandum, "Summary of Existing Data", is also nearing completion.

Service Development Grants

LYNX staff submitted several applications, detailed in last month's update. The Florida Department of Transportation (FDOT) anticipates the awards announcement for the Service

Development Grants will be late August. The grant funds will be awarded from FDOT's funding cycle in fiscal year 2007 beginning on July 1, 2006.

Customer Amenities

Two sites have been selected for shelters in the Azalea Park neighborhood; one site is on Dahlia just off SR 436 behind a convenience store and one is at a church two blocks further down on Dahlia, site plans are being prepared.

Installation of up to five shelters on SR 436 will commence in August as road construction progresses. Currently all sites south of Grant Street are available for shelter installation. The contractor has 6 pads left to pour at the Curry Ford Road end of the site.

The major portion of the curb and gutter at the Apopka Superstop for the drive lane and platform and the main driveway has been poured with construction on or ahead of schedule.

Trash receptacles for two new Lymmo stops at the LCS have been installed by LYNX Facilities Maintenance, in coordination with the City of Orlando.

Staff reviewed and approved four proposed shelter sites for Culver Amhurst.

In compliance with their DRI, the developer of Seminole Towne Center Marketplace Mall has installed two passenger shelters on the property.

Spencer Fabrication completed the manufacture of five new passenger shelters and will be completing five every two weeks hereafter until the order for eighteen is complete. Seven of the ten passenger shelters being refurbished have been completed.

Developments of Regional Impact (DRI)/Major Roadway Project Development & Environment (PD&E) studies

Staff reviewed plans and provided comments for the S.R. 46 Resurfacing Project, between Seminole Towne Center at I-4 and Central Florida Regional Hospital at Mangoustine. Staff also attended a meeting regarding the LeeVista Development and provided comments.

LYNX/School Bus Coordination Study

Staff served on the consultant selection committee for METROPLAN ORLANDO's "Use of LYNX Public Transit Buses As A School Transportation Provider" study.

iFlorida Coordination

iFlorida is a \$20 million project managed by the Florida Department of Transportation (FDOT) to demonstrate the wide variety of operational functions that are enabled or enhanced with a surface transportation security and reliability system. Projects within iFlorida are being conducted throughout the State of Florida and range from transportation related data collection to operational improvements and security monitoring. LYNX is coordinating with FDOT on two iFlorida projects, inclusion of LYNX in the Statewide "511" Transportation Information System and a demonstration of live audio and video monitoring of 12 LYNX buses using broadband

wireless connections. Staff will provide a presentation at the Board meeting under Worksession items.

Geographic Information Systems (GIS)

GIS staff has completed the update of all of LYNX' relevant data and maps for hurricane response efforts, including the addition of information on hurricane shelter locations, evacuation roads, and flood zones. The result is a Compact Disc (CD) of all relevant layers for distribution to agencies in the event of an emergency situation, such as a hurricane.

Current geo-coded bus stop locations and their attribute data are being migrated into Trapeze FX scheduling software as part of the upgrade.

LYNX' GIS Analyst attended the 25th Annual ESRI International User Conference from July 25th – 29th. This event brought together more than 14,000 GIS professionals from all over the world. LYNX' GIS Analyst presented a paper and 30-minutes presentation as part of Transportation Planning Applications and Operational Analysis session. The presentation highlighted the GIS methodologies applied at LYNX to support LYNX' day-to-day activities. Some of the major results of implementing GIS technology are providing better information to our riders, geographic and proximity analyses of transit related data and generating reports for National Transit Database.

SERVICE PLANNING & SCHEDULING

APC Audit

During the week of July 25, LYNX staff and Urban Transportation Associates completed the first steps of an audit for our Automated Passenger Counting equipment. For the first part of the APC Audit, UTA staff came in to assess the overall functionality of the APC System including hardware, software and files used for processing, conversion and reporting the collected data. UTA will also be upgrading the processing and reporting programs utilized by LYNX staff. Overall, the 20 APC buses are functioning properly with only three requiring minor adjustments. Geo-coding and other reporting/programming functions were also fine-tuned, improving accuracy to over 95%. UTA will complete their findings with an audit summary report and recommendations for any internal improvements to ensure continued reliability of the APC system.

Delta Connection Flight School

Staff has been contacted by the Director of the Delta Connection Flight School in Sanford. The school is located adjacent to the Sanford Airport, which is served by Link 33. The flight school may provide an opportunity for additional ridership. The Flight School students are housed at various apartment complexes in the Sanford area – all of which are on LYNX bus routes. If LYNX can add the flight school to the route, there may be approximately 200-400 additional riders per day to be gained. Staff will be investigating the routing required and will see if such a deviation can be made within the existing Link 33 resources. The next available service change date to implement such a change is December 11, 2005.

Trapeze FX Upgrade

The Trapeze FX software upgrade is 90% complete. Currently, the interface with Midas BD (LYNX' Operator tracking program) is being tested to ensure accuracy in reporting between our scheduling and payroll programs. Once the testing is completed, the upgrade can go live and be utilized 100% for the next Operators' bid in November.

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

To: LYNX Board Of Directors

From: **Ellisa Darnall**
Interim Chief Operating Officer
Allan Lemaux
(Technical Contact)
Jennifer Clements
(Technical Contact)
Sherry Zielonka
(Technical Contact)

Phone: 407.841.2279 ext: 3036

Item Name: LYNX Central Station and the LYNX Operations Center Report

Date: 8/25/2005

Project Update

The current capital projects underway are:
LYNX Central Station
LYNX Operations Center

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 has 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. The lease agreement is being finalized. Construction will be procured via a change order to the Collage Company. This work will start upon receipt of a building permit.

The base project came in under budget by \$1 million.

(LOC) LYNX Operations Center

Summary:

This project includes an operations base and a maintenance facility on 24.1 acres along LYNX Lane, a roadway project which is complete.

Maintenance Building (Building “A”) - Pre-engineered metal building. Current construction status is as follows:

- The structural steel framing has been erected
- 60% of the concrete floor has been placed
- Interior and exterior masonry walls are being installed

Administration Building (Building “B”) – Building consists of structural steel framing and tilt-up exterior wall panels. Current construction status is as follows:

- Foundations & casting slabs are in place
- Concrete wall panels are being prepared for casting

Pre-wash/Fueling/Wash Facilities (Building “C”) - Building consists of structural steel framing and tilt-up exterior wall panels. Current construction status is as follows:

- Foundations and casting slabs are in place
- Concrete wall panels are being prepared for casting

Fuel Storage Facility (Building “D”) - Building consists of structural steel framing and tilt-up exterior wall panels. Current construction status is as follows:

- Foundations and casting slabs are in place
- Concrete wall panels are being prepared for casting

Canopy Building (Building “E”) – Pre-engineering metal building. Current construction status is as follows:

- The structural steel framing has been erected
- The metal deck roof has been installed

Underground utilities are being installed in all buildings and site utilities continue to be installed. The footing for the screen wall on the east side of the property has been poured and the block structure started.

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.

LYNX Board Agenda

LOC 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 T: Employee Travel Report

To: LYNX Board Of Directors

From: Linda Watson
EXECUTIVE DIRECTOR
Carol Frahn
(Technical Contact)

Phone: 407.841.2279 ext: 3017

Item Name: Employee Travel From August 1, through mid-August, 2005

Date: 8/25/2005

EMPLOYEE/ DEPARTMENT	DESTINATION	PURPOSE	DATE Departure and Return	COMPANY COST
Doug Jamison, Planning Division	Washington, DC	Public Transportation Special Interest Group Committee Meeting	8/14 – 8/16/05	Paid by APTA
Total:				\$0 cost to company

Information Item U: Rail Update

To: LYNX Board Of Directors

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

Phone: 407.841.2279 ext: 3036

Item Name: Rail Update for the Months of June & July

Date: 8/25/2005

The progress reports submitted by the Florida Department of Transportation for the months of June and July 2005 are below for review:



Production Meeting Summary

June 2005

Project ID Number: 408409
Description: Flex Bus
Project Manager: Young
Project Consultant: TranSystems (formerly Multisystems, Inc.)

Current Activities:

- Submitted grant application to FTA.
- Obtaining permission to perform corings on City's roadways.
- Updating JPA/Interlocal funding agreements.
- Right of Way agents beginning initial contacts with property owners.

Upcoming Activities:

- Start Final Design

Schedule Status:

None

Project Issues:

None



Production Meeting Summary

June 2005

Project ID Number: 412994
Description: North/South Commuter Corridor Environmental Assessment
Project Manager: Olore
Project Consultant: Earth Tech

Current Activities:

- Met with Osceola County June 1, 2005 to discuss project.
- Met with Volusia County June 6, 2005 to discuss project.
- Met with Orange County June 8, 2005 to discuss project.
- Met with Seminole County June 9, 2005 to discuss project.
- Held Alternatives Workshops:
 - June 7, 2005 Seminole County
 - June 9, 2005 Orange County
 - June 14, 2005 Volusia County
 - June 16, 2005 Osceola County
- Existing Transit Conditions Report being reviewed by TRT
- Existing Roadway and Traffic Conditions Report being reviewed by TRT.
- Transit Operating Plans Report being reviewed by TRT.
- Field activities within CSXT Right-of-Way almost complete.
- Data collection activities complete.
- Setting up meetings with jurisdictions to discuss potential grade crossing closures.
- Preparing New Starts Templates for IOS.
- Presented to METROPLAN Committee's:
 - CAC June 22, 2005.
 - BPAC June 22, 2005.
 - TTC June 22, 2005.

Upcoming Activities:

- Prepare information for Request to Enter Preliminary Engineering.
- Finalize cost information.
- Begin preparing Environmental Assessment.
- County Commission Meetings July/August 2005.

Schedule Status:

- EA to be finalized in Fall 2005.

Project Issues:

None



Production Meeting Summary

June 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:

- Comments and Coordination Report being reviewed by TRT.
- Submitted Draft Alternatives Evaluation Report being reviewed by TRT.

Upcoming Activities:

- Final Alternatives Evaluation Report
- Final Comments and Coordination Report
- Project Closeout

Schedule Status:

- Completion of study is anticipated in June 2005.

Project Issues:

None



Production Meeting Summary

June 2005

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

Current Activities:

- Final EA sent to FTA for review and comment.
- Developing existing conditions for design.
- Conducting Survey at OIA.
- Vertical circulation cores being developed.
- Developing geotechnical program.

Upcoming Activities:

- Final PER
- Public Hearing for PD&E

Financial Status:

- Monies for project encumbered.

Schedule Status:

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

Project Issues:

None



Production Meeting Summary

June 2005

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

Current Activities:

- Final Report being reviewed by FTA and Stakeholders

Upcoming Activities:

- Choose Locally Preferred Alternative
- Project Closeout.

Financial Status:

- Money for the project has been encumbered.

Schedule Status:

- Completion of study is anticipated in June 2005.

Project Issues:

None



Production Meeting Summary

July 2005

Project ID Number: 408409
Description: **Flex Bus**
Project Manager: Young
Project Consultant: TranSystems (formerly Multisystems, Inc.)

Current Activities:

Submitted grant application to FTA.
Updating Interlocal funding agreement.
Right of Way agents beginning initial contacts with property owners.

Upcoming Activities:

Start Final Design

Schedule Status:

None

Project Issues:

None



Production Meeting Summary

July 2005

Project ID Number: 412994
Description: North/South Commuter Corridor Environmental Assessment
Project Manager: Olore
Project Consultant: Earth Tech

Current Activities:

- Met with Orlando Realtor's Group July 6, 2005 to discuss project.
- Met with City of Orlando July 6, 2005 to discuss project.
- Met with Volusia County Council July 7, 2005 to discuss project.
- Met with Winter Park Council July 11 2005 to discuss project.
- Met with Orange County Commission July 12, 2005 to discuss project.
- Met with METROPLAN ORLANDO July 13, 2005 to discuss project.
- Met with City of Orlando Council July 13, 2005 to discuss project.
- Met with Envisions in Seminole County July 14, 2005 to discuss project.
- Met with Winter Park Chamber of Commerce July 15, 2005 to discuss project.
- Met with Osceola County Commission July 18, 2005.
- Met with Winter Park to discuss project.
- Met with City of Orlando Commission July 25, 2005.
- Met with Seminole County Commission July 26, 2005.
- Existing Transit Conditions Report being reviewed by TRT
- Existing Roadway and Traffic Conditions Report being reviewed by TRT.
- Transit Operating Plans Report being reviewed by TRT.
- Field activities within CSXT Right-of-Way complete.
- Setting up meetings with jurisdictions to discuss potential grade crossing closures.
- Preparing New Starts Templates for IOS.
- Preparing Class of Action Determination.
- Preparing Project Documentation.

Upcoming Activities:

- Prepare information for Request to Enter Preliminary Engineering.
- Begin preparing Environmental Assessment.
- Preparing Engineering Documentation

Schedule Status:

- EA to be finalized in Fall 2005.

Project Issues:

None



Production Meeting Summary

July 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:

- Comments and Coordination Report being finalized.
- Submitted Draft Alternatives Evaluation Report being finalized.

Upcoming Activities:

- Final Alternatives Evaluation Report
- Final Comments and Coordination Report
- Project Closeout

Schedule Status:

- Completion of study is anticipated in June 2005.

Project Issues:

None



Production Meeting Summary

July 2005

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

Current Activities:

- Final EA sent to FTA for review and comment.
- Developing existing conditions for design.
- Conducting Survey at OIA.
- Vertical circulation cores being developed.
- Developing geotechnical program.

Upcoming Activities:

- Final PER
- Public Hearing for PD&E

Financial Status:

- Monies for project encumbered.

Schedule Status:

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

Project Issues:

None



Production Meeting Summary

July 2005

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

Current Activities:

- Final Report being printed.

Upcoming Activities:

- Choose Locally Preferred Alternative
- Project Closeout.

Financial Status:

- Money for the project has been encumbered.

Schedule Status:

- Completion of study is anticipated in June 2005.

Project Issues:

None

Information Item V: Federal Lobbyist's Activity Report

To: LYNX Board Of Directors

From: Linda Watson
EXECUTIVE DIRECTOR
James McLawhorn
(Technical Contact)

Phone: 407.841.2279 ext: 3017

Item Name: Federal Lobbyist's Activity Report

Date: 8/25/2005

Transportation Reauthorization Bill, SAFETEA-LU:

On July 29, 2005, the House and Senate approved the conference report on the transportation reauthorization bill. The President is expected to sign the bill into law on August 10.

The bill reauthorizes funding and policy for highways, public transportation and road safety programs through fiscal year 2009. It provides \$286.4 billion for surface transportation programs over six years, including \$52.6 billion for federal transit programs. This is a 46% increase over transit funding under the current transportation law (TEA 21). For the transit program the bill provides \$8.6 billion in FY 2006; \$9.0 billion in FY 2007; \$9.7 billion in FY 2008; and \$10.3 billion in FY 2009.

Before adjourning for the August recess, the House and Senate had to pass another short-term extension of the current transportation law to keep transportation programs operating until President Bush signs the long-term reauthorization bill into law. The House and Senate are now in recess until after Labor Day.

The final version of the transportation reauthorization law includes the following 3 earmarks for new LYNX buses totaling \$9,096,400:

- Orlando, Florida – LYNX Bus Fleet Expansion Program totaling \$752,400 over four years (FY06 - \$173,052; FY07 - \$180,576; FY08 - \$195,624; FY09 - \$203,148);
- Orlando, Florida - Bus Replacement totaling \$3,344,000 over four years (FY06 - \$769,120; FY07 - \$802,560; FY08 - \$869,440; FY09 - \$902,880); and,
- Central Florida Regional Transportation Authority – LYNX Bus Fleet Expansion Program totaling \$5,000,000 over four years (FY06 - \$1,145,000; FY07 - \$1,190,000; FY08 - \$1,293,000; FY09 - \$1,372,000).

FY2006 Transportation/Treasury/HUD Appropriations Bill:

In addition to the transportation reauthorization bill, we continue to work with the Central Florida delegation on FY2006 appropriations requests. As you know, LYNX has requests for bus and bus facilities in the Transportation/Treasury/HUD/Judiciary/District of Columbia Appropriations bill in the House and the Transportation/Treasury/Judiciary/HUD bill in the Senate.

The House passed its version of the bill on June 30. The bill does not include any Member projects or "earmarks." The House plans to add them during the conference committee between the House and Senate.

On July 21, 2005, the Senate Appropriations Committee marked up its version of the Transportation/Treasury Appropriations bill. As reported, the Senate bill includes \$3 million for LYNX Bus Fleet Expansion. The earmark is funded out of the Federal Transit Administration's Bus and Bus Facilities account. The full Senate will take up the bill in September or October.

The projects, including the earmark for LYNX buses, will not be finalized until the conference committee later this year. Our lobbyist recommends making another trip to Washington to meet with the delegation to thank them for their continued support and make a final push for LYNX's appropriations projects.

Information Item W: State Lobbyist's Activity Report

To: LYNX Board Of Directors

From: Linda Watson
EXECUTIVE DIRECTOR
James McLawhorn
(Technical Contact)

Phone: 407.841.2279 ext: 3017

Item Name: State Lobbyist's Activity Report for July 2005

Date: 8/25/2005

July marked the start of the 2005 Fiscal Year and the effective date of much legislation, including the growth management bill (CS/CS/SB 360). The Growth Management legislation was considered one of the highlights of the 2005 Legislative Session. During the last week of the session, there was much debate on the various aspects of the bill and the ramifications of its components. Concurrency was one aspect, which ultimately was not included in the final version signed by the Governor. The “pay as you go” system is designed to address current and future growth needs. Funding for next year totals \$1.5 billion for all aspects related to growth and \$750 million annually thereafter. These funds will be used to link government policies, plans and budgets, ensuring that infrastructure is available to support local growth plans.

There are significant opportunities for LYNX to take advantage of the additional recurring and non-recurring funding contained in the bill:

- The State Infrastructure Bank had \$100 million added for FY 05-06. These funds are revolving low-interest loans that can be used to leverage matching requirements.
- The County Incentive Grant Program (CIGP) with its \$25 million appropriation in FY 05-06 is for facility improvements to the State Highway System or to relieve congestion on the State Highway System, including transit projects. The match for these funds is now set at 50% of the project cost. County partners of LYNX would need to apply for funding of transit projects.
- The Transportation Regional Incentive Program (TRIP) will have \$275 million in non-recurring general revenue funds in the first year and \$115.1 million recurring funding from documentary stamp revenue. These funds are meant to provide an incentive for regional planning and funding for regionally significant facilities, including public transportation. Funding levels will be at a 50% match of the non-federal share of project costs for transportation projects.

In order to access TRIP funding, it is critical that regional partners unite to develop a regional plan, designate regionally significant facilities and achieve a consensus on priorities. As a multi-county transportation authority, LYNX meets the criteria to participate in this program. Emphasis for funding during the first two years of the program will be placed on specific projects that will be identified through the application process. As a result of this, LYNX will need to be pro-active in approaching TRIP funds and develop a plan of action to secure program partners and funding.

- The New Starts Transit Program receives \$54.2 million annually from recurring documentary stamp revenue. This program assists local governments in the development of fixed guideway and bus rapid transit projects. State funds are leveraged with local revenues to secure federal discretionary New Starts funding. This program focuses on major new transit capital projects in metropolitan areas. It can be expected that each metropolitan area in the State will attempt to access these funds, so it is imperative that LYNX develop a plan quickly.

Also in July, talk of a special legislative session began to develop. LYNX should consider the possibility of reviving the TD legislation during any special session and continue to work with its coalition partners to maintain the momentum developed during the regular session.

In other news, Floridians for Better Transportation (FBT) held their annual conference at the Disney Hilton in Orlando on July 14-15. FBT is a statewide business and transportation association that has become a vocal advocate for transportation funding in the past few years. Linda Watson officially joined the FBT Board of Directors at this meeting. LYNX sponsored the Friday morning breakfast and provided complimentary bus transportation to conference participants for the Thursday evening reception.

Denver Stutler, the Governor's former Chief of Staff, officially became the Secretary of the Department of Transportation on July 10. Governor Bush selected Mark Kaplan, who previously served as the Chief of Staff for Lieutenant Governor Toni Jennings, to serve as his Chief of Staff.

Representative Dean Cannon (R-Winter Park) announced that he had secured enough votes to sew up the House Speakership for 2011-2012. Currently, Representative Marco Rubio (R-Miami) is scheduled to succeed Representative Allan Bense in 2007-2008 with Representative Ray Sansom (R-Destin) following in 2009-2010.