




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

## 1. Call to Order & Pledge of Allegiance

## 2. Approval of Minutes

-  Minutes from the May 24, 2012 Board of Directors' Meeting

Pg 4

## 3. Recognition

- Maria Martinez - Pride, Passion, Performance Award
- Adalberto Ruiz - Pride, Passion, Performance Award
- Charlie Arias - Pride, Passion, Performance Award
- Michael Walters - Pride, Passion, Performance Award
- Service Awards 25 years: Chris Swincicki, Bus Operator; John Williams, Bus Operator; Service Awards 20 years: Elijah Fails, Bus Operator; Victor Perez, Bus Operator; Jose Maisonet, Bus Operator


## 4. Public Comments

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



## 5. Chief Executive Officer's Report

## 6. Consent Agenda




### A. Release Requests for Proposal (RFP)


-  Authorization to Release a Request for Proposal (RFP) for Consultant Services for the Design, Deployment and Evaluation of the Customer Information System for the Veterans Transportation and Community Living Initiative Project Pg 15


### B. Award Contracts


-  Authorization to Award a Contract to Affiliated Computer Services, Inc. (ACS) for Ticket Vending Machines Pg 17
-  Authorization to Award a Contract for Closed Circuit Television (CCTV) at LYNX Super Stops to Protect Video, Inc. and to Authorize a Ten Percent (10%) Construction Contingency for this Project Pg 19


### C. Miscellaneous


-  Authorization to Issue a Purchase Order in the Amount of \$395,000 to Tribridge for LYNX' Fare Collection Program Support and Implementation Planning Assistance Pg 21
-  Authorization to Execute a Contract with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program Pg 23
-  Authorization to Initiate the Public Participation Process for Consideration of Proposed Service Efficiency Changes for December 16, 2012 Pg 25
- iv. Authorization to Execute Memorandums of Understandings with United Way, the Homeless Services Network (HSN) and the Orlando VA Medical Center (Orlando VAMC) in


 Coordinating Technical Assistance Associated with the Veterans Transportation and Community Living Initiative Project. Pg 27


-Attachments 

v.  Authorization to add \$150,000 to Contract Number 11-C01, Security Consultant Services for Safety and Security Certification mandated for the East/West and Parramore BRT Extension Projects. Pg 38

vi.  Authorization to Ratify the Submittal of the FY 2013/2014 Service Development Grant Proposal for Medical City Connector Routes to the Florida Department of Transportation (FDOT) and the Authority to Execute Upon Notification of Funding Pg 40


vii.  Authorization to Initiate the Process of Reauthorizing LYNX as the Designated Recipient of Federal Transit Administration Funds Pg 43


viii.  Authorization to Auction Surplus Equipment and Obsolete Bus Parts Pg 45


ix.  Authorization to Ratify the Annual Participatory Funding Agreement with Metroplan Orlando for FY 2012/2013 Pg 70

-Attachments 


## 7. Action Agenda


A.  Authorization to Ratify the FY 2013-2022 Transit Development Plan (TDP) Major Update Submittal to the Florida Department of Transportation District 5 Pg 76

B.  Authorization to Implement the Proposed Service Efficiency Changes for Fixed Route Services on September 16, 2012 Pg 78

C.  Authorization to Adopt the Proposed LYNX Unsolicited Proposal Policy Via Amendment to Administrative Rule 4 Pg 80

-Attachments 

D.  Authorization to Use LYNX' Reserves to Support Link 111 through September 30, 2012 Pg 88

E.  Authorization to Increase the Not-to-Exceed Amount of Contract #12-C02 with MV Transportation, Inc., to Accommodate Increased Trip Demand Beyond RFP Projections Pg 89

## 8. Other Business

## 9. Monthly Reports

A.  Monthly Financial Report - June 30, 2012 Pg 93

-Attachments 

B.  Monthly Financial Report - May 31, 2012 Pg 100

-Attachments 

C.  LYNX American Recovery and Reinvestment Act Project Status Report Pg 107

-Attachments 

D.	 Ridership Report May (Final) and June 2012 (Final)	Pg 109
E.	 Planning and Development Report	Pg 117
F.	 Communications Report	Pg 121
G.	 Government Relations Report	Pg 130
H.	 Monthly Employee Travel Report - July 2012	Pg 138
I.	 Monthly Employee Travel Report - June 2012	Pg 140

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

In accordance with the Americans With Disabilities Act of 1990, persons needing a special accommodation at this meeting because of a disability or physical impairment should contact Sarah Tirado at 455 N. Garland Ave, Orlando, FL 32801 (407) 841-2279, extension 6012, not later than three business days prior to the meeting. If hearing impaired, contact LYNX at (407) 423-0787(TDD).

**LYNX**  
**Central Florida Regional Transportation Authority**  
**Monthly Board Meeting Minutes**

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

**DATE:**        **May 24, 2012**

**TIME:**        **2:20 p.m.**

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**Members in Attendance:**

Seminole County Commissioner, Carlton Henley, Chair  
Osceola County Commissioner, Brandon Arrington, Vice Chair  
City of Orlando, Mayor Buddy Dyer, Secretary  
Orange County, Mayor Teresa Jacobs  
FDOT District 5 Secretary, Noranne Downs

**Members Absent:**

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**1. Call to Order and Pledge of Allegiance**

The Chairman, Commissioner Carlton Henley, called the meeting to order at 2:20 p.m. Chairman Henley asked Commissioner Brandon Arrington to lead the Pledge of Allegiance.

**2. Approval of Minutes**

**Motion** was made and seconded to approve the Minutes of the March 22, 2012 Board of Directors. The Motion passed unanimously.

**3. Recognition**

The Chairman recognized John Lewis, Chief Executive Officer, to present LYNX employee Passion, Pride and Performance Award.

Mr. Lewis noted that the Passion, Pride and Performance Award is awarded to employees that have taken the extra step to make sure the customers have a positive experience when riding LYNX.

Mr. Lewis recognized Yves Pardieu, Bus Operator, for his outstanding customer service on a busy Friday evening about 6:30 pm, on Orange Blossom Trail.

Mr. Lewis recognized Eddie Jones, Transportation Supervisor, for his outstanding customer service on January 28, 2012.

The Chairman recognized Lisa Darnall, Chief Operating Officer, to announce the Bus & Paratransit Rodeo Winners.

**Paratransit Rodeo Winner:**

Felicia Maye, MV Transportation

Rookie of the Year: Cut-away-Van Competition - Written Test

**LYNX Local Rodeo Winner:**

Pablo Perez, Bus Operator, 1<sup>st</sup> Place Award

**State Rodeo Winner:**

Pablo Perez, Bus Operator, 1<sup>st</sup> Place Award

The Chairman recognized Donna Tefertiller, Director of Human Resources, to present LYNX employee recognitions.

**20 Years of Service:**

Ray Demers, Bus Operator

Feliciano Rodriquez, Bus Operator

**30 Years of Service:**

Alvin Randall, Bus Operator

The Chairman recognized John Lewis, Chief Executive Officer, to introduce Mike Pratt, Interim-Chief Executive Officer, Florida's Blood Centers, Tico Perez, Co-Chairman, Central Florida Heroes Blood Drive, David Wiggins, Director of Donor Development, Florida's Blood Centers, and Pat Michaels, Executive Director of Public Relations, Florida's Blood Centers, for presentation.

Florida's Blood Centers, recognized LYNX and its employees for its participation at the Central Florida Heroes Blood Drive on May 2, 2012.

**4. Public Comments**

Justin Rose addressed the Board regarding the elimination of the Lake County VanPool Program.

The Chairman recognized John Lewis, Chief Executive Officer. Mr. Lewis reported that the issue came to the attention of LYNX' staff in early 2011. At that time, LYNX had been operating the Lake County VanPool program for several years and Lake County was not in the LYNX Urban Service Area. Staff advised Lake County that LYNX was not receiving credit for ridership and thus, as a result of the ridership, Lake County was receiving the FTA funds.

LYNX requested Lake County enter into a contract to cover operating loss and participate in capital expenditures. Mr. Lewis noted that similar contractual arrangements are in place for express bus service in Volusia and Lake Counties. After 1 year in discussion, Lake County was unwilling to participate in the capital funding.

LYNX' Board of Directors authorized entering into an agreement with Lake County at its meeting on March 22, 2012. However, the Lake County Board of County Commission voted against entering into an agreement with LYNX.

Mr. Lewis noted that a waiting list exists for VanPools in Orange, Seminole, Osceola and City of Orlando.

The Chairman recognized Mayor Teresa Jacobs. The Mayor commented that Orange County staff has been reviewing the issue and discussing it with LYNX' staff.

The Chairman recognized Secretary Noranne Downs. The Secretary commented that Florida Department of Transportation staff has also been reviewing the issue and discussing it with LYNX' staff.

The Chairman recognized Mayor Buddy Dyer. The Mayor inquired of Mr. Lewis if the Urban Service boundary had changed. Mr. Lewis responded that Lake County was in the LYNX service area at onetime; however, that did change and Lake County was no longer in the service area. Mr. Lewis explained that the designation is a result of ridership and LYNX received federal funding. When Lake County was taken out of LYNX service area, the federal funds were then sent to Lake County. The recent census indicates the service area may change; however, there is no final designation yet. The FTA has provided information that should the designation change, funding would not be received by LYNX until 2014 at the earliest.

The Chairman closed the discussion by advising that LYNX, Orange County, and FDOT staff would complete their review and communicate with Lake County.

The Chairman recognized Kim Rose to address the Board. Ms. Rose yielded her time.

Margo Wright addressed the Board to encourage service connections with Volusia County, Votran.

Sheri Gibson-Taylor addressed the Board regarding the time adjustments to routes effective May 20. She noted that time adjustments were made to an additional 26 routes that were not communicated on LYNX' website or the banner in the LYNX terminal. Due to the time adjustments, connections were missed and fares were paid twice. Additionally, Ms. Gibson-Taylor addressed the overcrowding on Link 17.

The Chairman asked Mr. Lewis for comment. Mr. Lewis stated that he will look into the issue of the adjustments not appearing on LYNX' website and have the matter rectified.

The Chairman recognized Mayor Teresa Jacobs. Mayor Jacobs asked if schools were involved in LYNX' public outreach.

In response, Mr. Tony Walter, LYNX' Director of Planning and Development, provided fliers are placed on buses that serve the schools for students to access.

Jonathan Blount addressed the Board regarding a community collaboration proposal for LYNX.

Joanne Counselis addressed the Board in support of 24 hour service 7 days a week including holidays and weekends.

## **5) Chief Executive Officer's Report**

The Chairman recognized John Lewis, Chief Executive Officer.

Mr. Lewis reported that LYNX' increased ridership has generated higher than expected revenue. To date, operating revenues are 110% above budget assumptions. Ridership continues to increase although at a slightly lesser rate than previously achieved. LYNX' ridership increased 7.2% over the same period last year.

The fuel hedging program continues to produce budget stability. Market fuel prices averaged \$3.78 per gallon in the month of April while LYNX' average fuel price was \$3.34 per gallon. LYNX received payments through the hedging program of \$45,000 to cover the difference between the lock-in prices of \$2.89 in one contract and \$3.04 in another. These contracts will end September 30<sup>th</sup> and staff is looking at a new program to ensure that future contracts are under budget going into the next fiscal year for not only diesel fuel but unleaded fuel as well. Both the NeighborLink and AccessLYNX vehicles do not operate on diesel fuel and are influenced by market conditions for the purchase of unleaded fuel.

LYNX' Planning Division is working on multiple projects in varying stages of development. The Board will be acting on a locally preferred alignment for the North/South Bus Rapid Transit project. The project kick-off for the Alternatives Analysis for the US192 project began with the first steering committee meeting on March 29<sup>th</sup>. A Request for Proposal (RFP) for the US50 Alternatives Analysis was released with the goal of bringing a team for approval to the next Board meeting. The East / West Bus Rapid Transit design-build project is underway. By mid-June, 30% of the design should be completed. It is anticipated that the contract signing for the Parramore Bus Rapid Transit design-build project will occur no later than May 30<sup>th</sup>.

The Surface Transportation Bill is still awaiting action by the Conference Committee. Congressman John Mica provided an update on the process and briefing on the House Bill at MetroPlan yesterday. The House Bill reflects a 5 year duration which differs from the Senate Bill which reflects a two year duration. The House Bill does have lower funding levels than the Senate version. While the House Bill reflected that Transportation Trust Funds should only be distributed to the modes that pay into the fund, LYNX' Board contacted Florida's delegation to advocate that the \$0.18 set-aside for public transit remain. Fortunately, the provision was removed from the House Bill and is not reflected in the Senate Bill.

The Chairman asked Mr. Lewis to report on LYNX' Paratransit financial position.

Mr. Lewis noted that LYNX' Paratransit serves the elderly and disabled. The service is contracted to two providers, MV Transportation and Transportation America. LYNX has

overcome the contract start-up issues. The growth of paratransit ridership is out-pacing the budget creating a \$500,000 budget overage. The cost per rider is a challenge. Staff is working diligently to provide a fixed route bus service that will attract riders that may be eligible for the paratransit service.

## **6. Consent Agenda**

The Chairman announced that staff is requesting that Item 6.E.i be pulled from the Consent Agenda to be taken up as Action Item 7.E.

Additionally, the Chairman announced that staff is requesting that Item 6.E.xi be pulled from the Consent Agenda.

### **A. Release Requests for Proposal (RFP)**

- i.** Authorization to Release a Request for Proposal (RFP) for State Lobbying Services
- ii.** Authorization to Release a Request for Proposal (RFP) for a System-Wide Comprehensive Operations Analysis (COA)

### **B. Invitation for Bid (IFB)**

- i.** Authorization to Issue an Invitation for Bid (IFB) for Lawn Maintenance

### **C. Award Contracts**

- i.** Authorization to Award a Contract for Trapeze FLEX Software to Trapeze Software Group and Mentor Engineering for Integration Professional Services
- ii.** Authorization to Award a Contract to AppleOne Employment Services and Manpower for Temporary Staffing Services.

### **D. Extension of Contracts**

- i.** Authorization to Amend Contract #BDM88 with the Florida Commission for the Transportation Disadvantaged to Provide Medicaid Non-Emergency Transportation (NET) Services
- ii.** Authorization to Extend the Contract with State Farm for Advertising for an Additional Three Months
- iii.** Authorization to Extend the Contract with the Florida Department of Transportation (FDOT) for the Road Ranger Program
- iv.** Authorization to Exercise Second Year Option of Contract #08-C17 with SSI Petroleum for Supplying Oils and Lubricants

### **E. Miscellaneous**

- ii.** Authorization to Execute Joint Participation Agreement between LYNX and the Florida Department of Transportation (FDOT) for Section 5316 (Job Access and Reverse Commute - JARC), Section 5317 (New Freedom Program - NFP) Federal Transit Administration Non-Urbanized Area Program Funds and Section 5317 (New Freedom Program) Federal Transit Administration Small Urbanized Area Program Funds
- iii.** Authorization to Negotiate a Work Order with Harris Corporation for Project Management and Training Related to the Completion and Acceptance of the Computer Aided Dispatch System



- iv. Authorization to Purchase Used Radios from Orange County Public Schools and Purchase Motorola Software Upgrade for All Radios
- v. Authorization to Execute a Multi-Year Joint Participation Agreement (JPA) # 4247831 with the Florida Department of Transportation (FDOT) for State Block Grant Funding
- vi. Authorization to Initiate the Public Participation Process for the August 2012 Service Changes
- vii. Authorization to Amend Contract #11-C18 with Diamond Investigations & Security, Inc.
- viii. Authorization to Implement Revised Substance Abuse Program Policies For Non-Safety Sensitive Positions as well as For Safety Sensitive Positions
- ix. Authorization to Submit Grant Applications to the Federal Transit Administration for Fiscal Year 2012 Urbanized Area Program, Capital Investment Fixed-Guideway Program and Surface Transportation Program (STP) Apportionments
- x. Authorization to Ratify an Amendment to the Interlocal Agreement with the City of Orlando for TIGER II Funding for Parramore BRT (Creative Village - Moving Parramore Forward) Project
- xii. Authorization to Renew the KnightLYNX Late Evening/Weekend Service Agreement with the University of Central Florida (UCF) Student Government Association (SGA)
- xiii. Authorization to Enter into Agreements with Redcoach, Inc. and Megabus NE, LLC for Use of the Kiss-N-Ride Area at LYNX Central Station for Boarding and Alighting of Passengers for their Private Intercity Transportation Services
- xiv. Authorization to Enter Into a Service Planning Agreement with the Lake Buena Vista Resort & Spa
- xv. Authorization to Terminate Lease Agreement with Orange County Clerk of Courts
- xvi. Authorization to Adopt Resolution #12-005 Authorizing the Execution of the Transportation Disadvantaged Operating Grant Application; Filing of the Application with the Florida Commission for the Transportation Disadvantaged; Execution of Contract for the Period from July 2012 to June 2013
- xvii. Authorization to Purchase Twenty Vanpool Vehicles for Replacement and Expansion

**Motion** was made and seconded to approve the Consent Agenda Items 6.A.i through 6.E.xvii excluding 6.E.i and 6.E.xi.

Under discussion, the Chairman recognized Secretary Noranne Downs.

Secretary Downs recommended the following:

- 1) Item 6.A.i, Authorization to Release a Request for Proposal (RFP) for State Lobbying Services: Remove language from the scope that the Contractor will assist in creating and maintaining relations with the Florida Department of Transportation (FDOT).
- 2) Item 6.A.i, Authorization to Release a Request for Proposal (RFP) for State Lobbying Services: Remove language from the scope that the Contractor will provide technical assistance with grant proposals / applications to FDOT.
- 3) Item 6.A.ii., Authorization to Release a Request for Proposal (RFP) for a System-Wide Comprehensive Operations Analysis (COA): ensure coordination with MetroPlan Orlando.

The Chairman noted that in the Scope of Service for the RFP for State Lobbying Services (Item 6.A.i) did not include getting bills introduced in the State Legislature.

**Motion was Amended** and seconded to approve the Consent Agenda Items 6.A.i through 6.E.xvii excluding 6.A.i, 6.E.i and 6.E.xi and moving 6.A.i and 6.E.i to the Action Agenda.

Under discussion, The Chairman recognized Commissioner Brandon Arrington.

Commissioner Arrington noted that in regarding to Item 6.A.ii, he agreed with Secretary Downs. He supports that the long range plan for FDOT reflects transit throughout.

Mr. Lewis noted that LYNX staff is continually working with MetroPlan on the long range plan, the Vision 2030, and the Transportation Development Plan (TDP). A Comprehensive Operational Analysis (COA) is a “wheels on the ground” analysis for how LYNX can best provide the service being provided today. He opined that the COA is more of an Operational plan than a Planning study which would review how to better schedule, make use of vehicles, etc. The Secretary’s point is well taken in terms of LYNX’ continued long range plan coordination with MetroPlan.

The **Amended Motion** was passed unanimously.

## 7. Action Agenda

### 6.A.i Authorization to Release a Request for Proposal (RFP) for State Lobbying Services

The Chairman recognized Mayor Teresa Jacobs for clarification.

For clarification of Secretary Downs concerns regarding the Scope of Service for the RFP for State Lobbying Services, Mayor Jacobs, stated there may be an occasion when LYNX staff may find it helpful or necessary to have technical assistance with grant proposals / application to FDOT

The Chairman reiterated his concern that the Scope of Service includes getting bills introduced in the State Legislature.

**Motion** was made and seconded to authorize Release of a Request for Proposal (RFP) for State Lobbying Services and that the Scope of Service exclude language that the Contractor will assist in creating and maintaining relations with the Florida Department of Transportation (FDOT).

Under discussion, the Chairman recognized Mayor Buddy Dyer.

Mayor Dyer requested that staff include language in the Scope of Service under “State Liaison” for the Contractor to assist with obtaining Bill sponsors and in the passage of legislation.

The **Motion** was passed unanimously.

### A. Authorization to Approve the North/South Locally Preferred Alternative for the LYMMO Downtown Circulator Alternative Analysis and Transmit the Alternative Analysis Documents to the Federal Transit Administration

The Chairman recognized Laura Minns, Senior Planner, to make the presentation.

The planned expansion of the LYMMO Bus Rapid Transit (BRT) includes an East/West alignment serving Parramore, the Downtown Venues and Thornton Park neighborhood as well as a North/South alignment connecting Orlando Health/Downtown South and Florida Hospital/Ivanhoe Village/College Park to the downtown core. The East/West alignment was split from the overall system project for submittal to FTA for a Very Small Starts BRT application for the proposed East/West corridor. This project is currently under Design/Build.

The public involvement and analysis of the North / South segment of the Alternatives Analysis for the planned expansion of the LYMMO. The Orlando City Council approved the LPA at their meeting on April 23, 2012. The MetroPlan Orlando Board will also review the LPA and study results at their meeting on June 13, 2012. At this time, there is no funding identified to move this segment of the project into the environmental, design and engineering phase of implementation.

Staff is requesting the Board of Directors' approval of the North/South Locally Preferred Alternative (LPA) for the LYMMO Downtown Circulator Alternatives Analysis (AA) and transmittal of the Alternatives Analysis documentation to the Federal Transit Administration (FTA).

**Motion** was made and seconded to approve the North / South Locally Preferred Alternative for the LYMMO downtown Circulator Alternative Analysis and Transmit the Alternative Analysis Documents to the Federal Transit Administration. The Motion passed unanimously.

**B. Authorization to Implement Bus Service Enhancements to Existing Links Experiencing Substantial Service Delays and Overload Issues**

The Chairman recognized Tony Walter, Director of Planning and Development, to make the presentation.

Due to rapidly increasing ridership throughout the LYNX system over the past three years, a number of LYNX routes are experiencing issues with capacity constraints and/or issues with adhering to the published bus schedules.

LYNX staff is requesting a one-time use of LYNX reserves in the amount of \$1,638,384 to address the service delays and overload issues for the following routes:

<b>Route</b>	<b>Estimated Annual Cost</b>	<b>Additional Number of Vehicles</b>
Link 17	\$339,415	4
Link 26	\$230,274	2
Link 41	\$316,865	1
Links 55 & 56	\$751,830	3
<b>Total</b>	<b>\$1,638,384</b>	<b>10</b>

The Chairman noted that the Audit Committee discussed the matter thoroughly. The Committee reviewed the request for reserves in the amount of \$1,638,384 to address the issues for one year. In subsequent years, each funding partner would cover the cost of routes identified in their jurisdiction. The Chairman provided that Osceola County Commission had had an opportunity to review and discuss the costs associated with enhancements to its Links 55 / 56 and 26; however, Seminole County Commission had not reviewed and discussed the costs associated with funding the enhancements to Link 41 nor had Orange County Commission reviewed and discussed the costs associated with funding the enhancements Link 17.

The Chairman noted that without objection, the Audit Committee agreed to recommend the Board of Directors' approve the proposed service enhancements to Osceola County Links 55 / 56 and 26, to fund the \$982,014 from reserves, and to bring the proposed Orange County Link 17 and Seminole County Link 41 back after the Boards of County Commissions of Seminole and Orange Counties reviewed and discussed the issue.

**Motion** was made and seconded to approve the proposed service enhancements to Osceola County Links 55 / 56 and 26, to fund the \$982,014 from reserves, and to bring the proposed Orange County Link 17 and Seminole County Link 41 back after the Boards of County Commissions of Seminole and Orange Counties reviewed and discussed the issue. The motion passed unanimously.

**C. Authorization to Increase Contract #10-C17 with Integrated Claims Solution for Third Party Claims Administration for Workers' Compensation, Tort and Public Liability**

The Chairman recognized Baunie McConnell, Director of Risk Management & Safety, to make the presentation.

Staff is requesting the Board of Directors' authorization to increase the not-to-exceed amount under Contract #10-C17 with Integrated Claims Solutions for Third Party Claims Administration for Workers' Compensation, Tort and Public Liability by \$110,000 for the period April 1, 2011 through March 31, 2012.

During the second contract year April 1, 2011 to March 31, 2012, there were 1,424 Liability and 120 Workers' Compensation claims brought against LYNX. Of those, 120 Workers' Compensation and 220 Liability claims were turned over to Integrated Claims Solutions to administer.

LYNX' Risk Management and Safety department is in the process of reorganizing in order to alleviate, eliminate and reduce the claims, and costs, being brought against the entity in the future. The department has eliminated the dependency on the Third Party Administrator for all liability matters with a savings of \$97,000 from January 19, 2012 to May 1<sup>st</sup> in all claim handling fees.

**Motion** was made and seconded to increase the not-to-exceed amount under Contract #10-C17 with Integrated Claims Solutions for Third Party Claims Administration for Workers' Compensation, Tort and Public Liability by \$110,000 for the period April 1, 2011 through March 31, 2012. The Motion passed unanimously.

**D. Authorization to Enter into a Purchasing Agreement with Seminole County Public Schools to Purchase Biodiesel Fuel from LYNX**

The Chairman recognized Lisa Darnall, Chief Operating Officer, to make the presentation.

Ms. Darnall noted that Seminole County Public Schools would like to provide biodiesel fuel in the system's bus fleet. LYNX staff has been in discussion regarding a partnership in that effort. The school system would require approximately 7,500 gallons per weekday.

LYNX would invoice the school system based on the average price for the month with an additional \$.05 per gallon administrative fee.

LYNX' staff and legal counsel will work with Seminole County Public Schools staff to finalize the terms and conditions of the proposed agreement. At this time, authorization is requested from the Board for LYNX staff to complete the purchasing agreement. This would permit the purchasing agreement to be executed quickly and allow Seminole County Public Schools to start taking deliveries of the biodiesel product.

**Motion** was made and seconded to authorize entering into a purchase agreement with Seminole County Public Schools to Purchase Biodiesel Fuel from LYNX. The motion passed unanimously.

**E. Authorization to Issue a Purchase Order in the Amount of \$1,097,625 to First Class Coach Sales Under the Florida Department of Transportation's (FDOT) Florida Vehicle Procurement Program's (FVPP) State Contract #FVPP-11-CAFCCSC for Eleven (11) Paratransit Replacement Vehicles and Four (4) Paratransit Expansion Vehicles**

The Chairman recognized Lisa Darnall, Chief Operating Officer, to make the presentation.

LYNX' goal is to purchase all the paratransit vehicles operated in the future and provide them over the next five years to our contracted provider for utilization. This will allow LYNX to use capital grant funds to procure the vehicles, rather than using local operating dollars paid to our contracted provider. Further, LYNX will save the financing costs and taxes that are passed through as an expense built into the provider's capital cost. LYNX has already provided eighty-four (84) paratransit vehicles to MV Transportation to operate in exchange for a reduction in invoiced expenses.

The Board item stated that eleven vehicles would be considered replacement vehicles and 4 as expansion vehicles. Staff is recommending that all fifteen vehicles will be considered replacement vehicles. The change is a better use of American Recovery and Reinvestment Act (ARRA) funding.

**Motion** was made and seconded to authorize a Purchase Order to be issued in the amount of \$1,097,625 to First Class Coach Sales under the Florida Department of Transportation's (FDOT) Florida Vehicle Procurement Program's (FVPP) State Contract #FVPP-11-CA-FCCSC for fifteen (15) paratransit replacement vehicles. The Motion passed unanimously.

## **8. Work Session**

### **A. Overview of LYNX' Draft 2013-2022 Transit Development Plan major Update**

The Chairman recognized Andrea Ostrodka, Senior Planner, to make the presentation.

Ms. Ostrodka provided a brief overview of the draft Transit Development Plan (TDP) Major Update for 2013-2022. She noted that no action is requested from the Board at this time; however, staff will request Board authorization to submit a final draft FY 2013-2022 TDP Major Update to the Florida Department of Transportation (FDOT) at its next meeting. The final draft FY 2013 – 2022 Transit TDP is due to FDOT on or before September 1, 2012.

## **9. Other Business**

The Chairman asked if there was other business to bring before the members.

The Chairman noted that he had an item of new business. He noted that in the past, LYNX' Chairmanship changed more frequently and he suggested that we reconsider that practice and asked permission to step aside as Chairman and moved Mayor Buddy Dyer to serve as Chairman.

Mayor Dyer indicated he would accept the appointment and in doing so resigned his position as Secretary of the Board of Directors.

Motion was made and seconded to appoint Mayor Buddy Dyer as Chairman of the Board of Directors. The Motion passed unanimously.

Motion was made and seconded to appoint Mayor Teresa Jacobs as Secretary of the Board of Directors. The Motion passed unanimously.

## **10. Monthly Reports**

Monthly Reports are for review purposes only. No action is required.

**Meeting adjourned at 4:10 p.m.**

**Consent Agenda Item #6.A. i**

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Reginald Mells  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Release Requests for Proposal (RFP)  
Authorization to Release a Request for Proposal (RFP) for Consultant Services for the Design, Deployment and Evaluation of the Customer Information System for the Veterans Transportation and Community Living Initiative Project

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release a Request for Proposal (RFP) for Consultant Services for the design, deployment, and evaluation of the Customer Information System for the Veterans Transportation and Community Living Initiative project.

**BACKGROUND:**

At its meeting September 28, 2011, the Board ratified the submission of a grant application for the Veterans Transportation and Community Living Initiative (VTCLI), One-Call/One-Click Transportation Resource Center. Funds awarded under this grant allow agencies to develop non-traditional partnerships, including with many of our nation's Veterans Service Organizations (VSO). The implementation and expansion of local One-Call/One-Click Transportation Resource Centers will benefit all populations, military and non-military alike by assisting them with obtaining information about resources available to them and transportation available to get them to such resources. In an effort to make information more accessible, Kiosks will be deployed at locations frequented by veterans. LYNX will also partner with human services agencies and veterans services organizations to create a Mobile Field Unit completely outfitted with integrated computers and staffers with case management, outreach experience, and crisis and referral training experience. The initiative aligns with the Administration's implementation of the Supreme Court's Olmstead decision, which addresses the rights of people with disabilities to live independently, rather than in long-term care facilities. It also reflects the President's commitment to assist economically disadvantaged workers and people who need access to health care.

On November 9, 2011 LYNX was notified of a pending grant award of \$1,056,800 in federal funds to implement the proposed project. The total estimated project cost including the local 20% match is \$1,321,000.

Staff has developed a scope of services and independent cost estimate and desires authorization to issue a Request for Proposals (RFP) for Consultant Services to assist in the design of the system and software, coordinate stakeholder participation, and prepare bid documents for procurement of capital equipment.

**DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:**

LYNX has established a 6% contract participation goal on this contract. Proposers must, in order to be responsible and/or responsive, make a good faith effort to meet the goal. LYNX' procurement policy requires contractors to use a good faith effort to subcontract portions of their work for material, supplies and services to Small and Disadvantaged Business Enterprise (DBE) Firms.

**FISCAL IMPACT:**

LYNX staff plans to apply to obligate the \$1,056,800 grant in the Transportation Electronic Award and Management System (TEAM) which will provide the funding necessary for the engineering & design, Customer Information System, Wayside Signage/Station Kiosks, and the Mobile Field Unit.

Funding for the Veterans Transportation and Community Living Initiative is the total amount of \$1,321,000. LYNX and in-kind contributions from other partner agencies will provide the required 20% local match of \$264,200.



**Consent Agenda Item #6.B. i**

**To:** LYNX Board of Directors

**From:** Blanche Sherman  
-DIRECTOR OF FINANCE  
Blanche Sherman  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6100

**Item Name:** Award Contracts  
Authorization to Award a Contract to Affiliated Computer Services, Inc.  
(ACS) for Ticket Vending Machines

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to negotiate and award a Contract for Ticket Vending Machines to Affiliated Computer Services, Inc. (ACS). The term of the contract shall be from the date of Notice to Proceed through May 15, 2013.

**BACKGROUND:**

LYNX has a Fare Collection Program initiative underway in conjunction with the Florida Department of Transportation's (FDOT's) SunRail commuter rail service and VOTRAN's Bus Service as a regional partnership and integrated service delivery initiative. This is a key program that is critically important in order to provide an integrated fare collection system to the riding public as well as upgrade and automate the existing fare collection equipment in order to provide for a superior customer experience.

On November 10, 2011 the Board authorized LYNX to enter into an Interlocal Agreement with FDOT for the cooperative purchase of ticket vending machines through a Request for Proposal. A member of LYNX staff served on the Technical Review Committee for the procurement process.

On February 8, 2012 FDOT released RFP-DOT-11-12-5003-TVM for Central Florida Fare Collection System Equipment. LYNX partnered with FDOT on this solicitation for a new fare collection system to be installed at LYNX. Proposals were due on April 20, 2012. Three proposals were received. After analysis, FDOT determined that all three proposals were non-responsive.

After advising each proposer of the deficiencies in their previous submittal, FDOT issued an amendment to the RFP and established a new submittal deadline for the three proposers to submit revised proposals. The deadline for resubmittal was June 13, 2012. Only one firm, ACS Transport Solutions, Inc., responded to the resubmittal.

Both FDOT and LYNX have begun preliminary negotiations with ACS.

**DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:**

A certified DBE has been identified as a subcontractor to perform a major portion of the work to install the wireless validators. However, LYNX is in the process of contract negotiations and a final percentage for DBE participation has not been determined. The DBE officer will work with identified firms to ensure compliance.

**FISCAL IMPACT:**

LYNX staff has included funding in the amount of \$940,210 in the FY2012 Capital Budget for the purchases of Fare Collections Equipment, including Ticket Vending Machines.

LYNX staff will amend the FY2012 Capital Budget to include additional funding in the amount of \$2,359,790 to meet the project requirements. Such funds will be secured through ARRA savings and other federal funding. The estimated total project cost for LYNX is \$3,300,000, excluding maintenance costs.

**Consent Agenda Item #6.B. ii**

**To:** LYNX Board of Directors

**From:** **Ellisa Darnall**  
CHIEF OPERATING OFFICER  
**William Zielonka**  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6036

**Item Name:** **Award Contracts**  
**Authorization to Award a Contract for Closed Circuit Television (CCTV) at LYNX Super Stops to Protect Video, Inc. and to Authorize a Ten Percent (10%) Construction Contingency for this Project**

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a contract to Protect Video, Inc. for the installation of Closed Circuit Television (CCTV) at the LYNX Super Stops in the amount of \$587,369 and to further authorize the Chief Executive Officer (CEO) or designee to utilize a 10% construction contingency for this project in the amount not to exceed of \$58,737 as warranted.

**BACKGROUND:**

At the November 10, 2011 Board of Directors meeting, staff received authorization to issue an Invitation for Bid (IFB) and make an award for the installation of CCTV at LYNX Super Stops. The IFB was issued on December 2, 2011, with a due date of January 10, 2012. One bid was received from Protect Video, Inc., in the amount of \$462,806. On February 2, 2012, the bid was rejected as non-responsive due to omissions of certain work elements.

The scope and engineered drawings were reviewed and revised and a new bid was issued on May 7, 2012, with a due date of June 4, 2012.

Two responsive and responsible bids were received as follows:

Simplex Grinell: \$764,800.  
Protect Video, Inc.: \$587,369

The contingency funds in the amount of \$58,737 could be used for unanticipated construction elements that result in a change orders.

**FISCAL IMPACT:**

LYNX staff has included \$302,129 in the FY2012 Adopted Capital Budget to support this project. LYNX staff will amend the FY2012 Capital Budget in the amount of \$285,240 to cover the contract and any contingency for this project.

**Consent Agenda Item #6.C. i**

**To:** LYNX Board of Directors

**From:** **Blanche Sherman**  
-DIRECTOR OF FINANCE  
**Blanche Sherman**  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6100

**Item Name:** **Miscellaneous**  
**Authorization to Issue a Purchase Order in the Amount of \$395,000 to**  
**Tribridge for LYNX' Fare Collection Program Support and**  
**Implementation Planning Assistance**

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer or designee to issue a Purchase Order in the amount of \$395,000 to Tribridge for support and implementation planning assistance for LYNX' Fare Collection Program (FCP).

**BACKGROUND:**

LYNX has a Fare Collection Program initiative underway in conjunction with the Florida Department of Transportation's (FDOT's) SunRail commuter rail service and VOTRAN's Bus Service as a regional partnership and integrated service delivery initiative. This is a key program that is critically important in order to provide an integrated fare collection system to the riding public as well as upgrade and automate the existing fare collection equipment in order to provide for a superior customer experience.

A fully integrated and automated fare collection system is very complex and has the potential to experience numerous challenges that have historically hindered successful, timely and on-budget deployment for numerous transit systems in the U.S. Thus, it becomes important to enlist the services of a qualified consultant experienced in automated fare collection technologies and processes implementation to provide program management, implementation management and oversight support to the program.

LYNX, through a contract competitively let by the State of Florida, has selected Tribridge Holdings, LLC to provide the services of their Florida Certified DBE partner nMomentum, who is uniquely qualified to service the needs of this project. In addition to technical staff augmentation services, some of the additional services provided include:

## LYNX Board Agenda

1. Provide project management for the program.
2. Manage Affiliated Computer Services, Inc. (ACS) as the FCP vendor from a technical and system design perspective on behalf of LYNX.
3. Review and provide advice on LYNX' Fare Collection Program and strategy for integration with the SunRail and VOTRAN commuter fare collection program.
4. Participate in and manage all Preliminary and Final Design Review Sessions with ACS and other vendors as needed in the design of the back office system, Ticket Vending Machines (TVMs), Point of Sale (POS) devices and on-board Bus Validators.
5. Develop and manage Project Plan related to the AFCS program in order for LYNX to successfully deploy AFCS project in 2013.
6. Participate in meetings with ACS, LYNX, FDOT, VOTRAN, HDR and others as needed.
7. Manage pre-deployment project issues and post-deployment punch-list items, provide rollout prioritization of issues and punch-list items
8. In conjunction with ACS, provide guidance and manage contingency planning for system failure/disaster recovery related events for business continuity

### **FISCAL IMPACT:**

LYNX staff has included funding in the amount of \$940,210 in the FY2012 Capital Budget for the purchases of Fare Collections Equipment, including Ticket Vending Machines.

LYNX staff will amend the FY2012 Capital Budget to include additional funding in the amount of \$2,359,790 to meet the project requirements. Such funds will be secured through ARRA savings and other federal funding. The estimated total project cost for LYNX is \$3,300,000, excluding maintenance costs. The technical staff augmentation in the amount of \$395,000 is included in the total project costs.

Consent Agenda Item #6.C. ii

**To:** LYNX Board of Directors

**From:** **Ellisa Darnall**  
CHIEF OPERATING OFFICER  
**Joseph Cheney**  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6036

**Item Name:** Miscellaneous  
**Authorization to Execute a Contract with the Florida Department of Transportation (FDOT) for the Road Ranger Assistance Program**

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the third and final one-year option on Contract #BDL-96 with the Florida Department of Transportation (FDOT) to continue the existing Road Ranger Assistance Program effective October 1, 2012.

FDOT has identified funding for the program in the amount of \$1,191,000. In the event the funding is greater or less than estimated, LYNX will amend the agreement and expand or decrease coverage accordingly.

**BACKGROUND:**

On May 18, 1998, LYNX and FDOT initiated the Highway Helper Program. The partnership with FDOT began with two technicians assisting stranded motorists, free of charge, on forty miles of the busiest sections of I-4, during weekday rush hour traffic. The goal was to provide a service to assist stranded motorists and minimize instances where roadside breakdowns and accidents distract and slow down traffic. The trucks are specifically equipped to make minor vehicle repairs and the technicians are trained to assist with non-injury accidents and other emergency services. They also communicate with law enforcement and emergency services to ensure a quick response to traffic incidents, which occur on the most congested corridor of the region. As the Central Florida Regional Transportation Authority, it is LYNX' responsibility to enhance the movement of motorists throughout Central Florida by reducing congestion on the area's roadways through a full array of transportation services. The Road Ranger Program now consists of 16 Road Rangers, 1 Supervisor and 13 trucks. The patrol coverage area encompasses 75 miles of I-4 beginning at the Champions Gate – Exit 58, Polk County line, through Exit 132, I-95 Daytona Beach area in Volusia County and operates Monday through Thursday from 6:00 a.m. to 12:00 a.m., and Friday through Sunday from 6:00 a.m. – 3:30 a.m.

In August 2008, due to legislative reductions in funding, LYNX entered into a contract with State Farm for one year with two one-year renewal options to supplement funding for the program.

**FISCAL IMPACT:**

LYNX staff has included \$1,191,000 in the FY2013 Preliminary Operating Budget in anticipation of the FDOT's continued funding of the Road Ranger Program. The services provided under the existing contract agreement are funded 100% by FDOT and State Farm.



Consent Agenda Item #6.C. iii

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Gerald Bryan  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Miscellaneous  
Authorization to Initiate the Public Participation Process for Consideration of Proposed Service Efficiency Changes for December 16, 2012

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to initiate the public participation process for consideration of proposed service efficiency changes. Authorization is requested for this process to begin immediately for the December 16, 2012 service changes.

**BACKGROUND:**

In an effort to streamline the fixed route bus service for efficiency, route restructuring proposals are being developed which may impact some Links. Staff is seeking public input as to how proposed changes will affect the community. LYNX' Public Participation Program requires that these proposals be presented to the public in the form of workshops and/or public hearings. Staff will compile comments from the workshops and incorporate them into final restructuring proposals. At this time staff does not anticipate any service reductions that would mandate public hearings, but prefers to seek public participation to further provide input on the proposed changes.

LYNX' Public Participation Program mandates public hearings to take place should a route or routes be reduced by 25% or more of the total route's hours, as recommended by the Federal Transportation Administration (FTA). If warranted, staff will then take the proposals to the public in the form of public hearings if a proposed change could affect 25% or more of the total route's hours.

## LYNX Board Agenda

To date, staff has identified the following proposed service efficiencies under review for the December 16, 2012 service changes:

- Link 21: move route from Central Boulevard to Washington Street due to LYMMO lane construction
- Link 38: Adjust headways to 30 minutes and expand the route to serve Sea World
- Link 104: Running time will be added to this route to address late-arriving trips
- NeighborLink 621: Redesign into the Bithlo Circulator

Staff will bring the workshop results back to the Board and seek their approval of the final proposed service changes for December 16, 2012 at the November 2012 Board meeting.

### **FISCAL IMPACT:**

All proposed changes will be supported with funds included in the FY2013 Operating Budget.

**Consent Agenda Item #6.C. iv**

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Reginald Mells  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Miscellaneous  
**Authorization to Execute Memorandums of Understandings with United Way, the Homeless Services Network (HSN) and the Orlando VA Medical Center (Orlando VAMC) in Coordinating Technical Assistance Associated with the Veterans Transportation and Community Living Initiative Project.**

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the Memorandums of Understandings with United Way, the Homeless Services Network (HSN) and the Orlando VA Medical Center (Orlando VAMC) in coordinating technical assistance associated with the Veterans Transportation and Community Living Initiative project grant.

**BACKGROUND:**

At its meeting September 28, 2011, the Board ratified the submission of a grant application for the Veterans Transportation and Community Living Initiative (VTCLI), One-Call/One-Click Transportation Resource Center. Funds awarded under this grant allow agencies to develop non-traditional partnerships, including with many of our nation's Veterans Service Organizations (VSO). The implementation and expansion of local One-Call/One-Click Transportation Resource Centers will benefit all populations, military and non-military alike by assisting them with obtaining information about resources available to them and transportation available to get them to such resources. In an effort to make information more accessible, kiosks will be deployed at locations frequented by veterans. LYNX will also partner with human services agencies and veterans services organizations to create a mobile field unit completely outfitted with integrated computers and staffers with case management, outreach experience, and crisis and referral training experience. The initiative aligns with the Administration's implementation of the Supreme Court's Olmstead decision, which addresses the rights of people with disabilities to live independently, rather than in long-term care facilities. It also reflects the President's commitment to assist economically disadvantaged workers and people who need access to health care.

On November 9, 2011 LYNX was notified of a pending grant award of \$1,056,800 in federal funds to implement the proposed project. The total estimated project cost including the local 20% match is \$1,321,000.

United Way, the Homeless Services Network (HSN) and the Orlando VA Medical Center (Orlando VAMC) and LYNX staff have drafted the attached Memorandums of Understanding (MOU) that outlines the work tasks, deliverables, project schedule and commitment of the agencies to provide technical assistance to LYNX for this project. The MOU will serve as a guide to the partners in evaluating the support effort and value of the program. These services and responsibilities do not obligate either party to any financial commitments

## **FISCAL IMPACT:**

LYNX staff plans to apply to obligate the \$1,056,800 grant in the Transportation Electronic Award and Management System (TEAM) which will provide the funding necessary for the engineering & design, customer information system, wayside signage/station kiosks, and the mobile field unit.

Funding for the Veterans Transportation and Community Living Initiative grant is the total amount of \$1,321,000. LYNX and in-kind contributions from other partner agencies will provide the required 20% local match of \$264,200.

# TRACS

## Memorandum of Understanding

### *Purpose of Memorandum of Understanding (MOU):*

The purpose of this MOU is to establish roles and responsibilities between Central Florida Regional Transportation Authority (LYNX) and Homeless Services Network (HSN) in coordinating technical assistance associated with the Transportation Resources and Community Services (TRACS). Technical assistance services to be provided to LYNX/HSN are outlined and LYNX/HSN responsibilities are defined. These services and responsibilities do not obligate either party to any financial commitments. The MOU will serve as a guide to LYNX/HSN in evaluating the support effort and value of the TRACS Program.

**Support Objective:** To provide technical assistance to LYNX and the Homeless Services Network of Central Florida (HSN) related to the Veterans Transportation and Community Living Initiative (a FTA funded project) through the Transportation Resources and Community Services (TRACS) program.

### Background:

In December 2011, LYNX developed a plan for a Transportation Resources and Community Services (TRACS) project, submitted in response to a request by the Federal Transit Administration (FTA). The FTA awarded LYNX a grant in the amount of \$1,056,000 to provide mobility choices to veterans, military families and other community members, increasing their awareness of and access to existing community transportation options and enabling them to remain active in their communities.

Recently, LYNX and HSN have met to discuss refining this project to demonstrate priority and explore joint resource access for more efficient coordinated services and potential regional management coordination.

In addition, the application for grant funds has a provision for Consultant Services to use the Systems Engineering Process to design TRACS from the veterans' and customers' standpoint.

### Work Tasks

A Consultant will provide technical assistance to LYNX and HSN for the following areas supporting the development of TRACS technologies to more efficiently provide community transportation:

1. Planning assistance in refining the project development activities, including a modified scope of work to FTA.
2. Recommendations for procurement aspects of the TRACS project hardware & software applications.

3. ITS engineering assessment of existing LYNX and HSN communication systems.
4. Advise on technology (assume two areas Kiosks and In-Vehicle) – Provide LYNX/HSN information, tradeoffs, and recommendations in two technology areas.
5. Review technical aspects of project program.

### **LYNX/HSN Deliverables**

1. All existing FTA project documentation.
2. Pertinent documentation, procedures and data
3. Complete the Transportation Inventory for inclusion in TRACS database.
4. HSN and LYNX will provide cooperation and assistance in providing information and access to data relevant to TRACS program documentation and technology sharing.
5. Provide an evaluation of TRACS technical assistance value and performance.
6. HSN will cooperate with the coordination in the staffing of the Mobile Field Unit (vehicle outfitted with in-vehicle technology) with individuals that have case management and outreach experience.

### **Project Schedule:**

All assistance provided by the Consultant will be from initialization, through design, deployment, and evaluation.

### **Designated Personnel:**

#### ***For LYNX***

Reginald D. Mells, LYNX – will project manager the Consultant

#### ***For PCTS***

- Cathy Jackson, Executive Director at HSN

**Agreement:**

\_\_\_\_\_  
John Lewis  
Executive Director  
LYNX



\_\_\_\_\_  
Ms. Cathy Jackson  
Executive Director  
Homeless Services Network of Central Florida

\_\_\_\_\_  
Date

6/14/2012  
Date

# TRACS

## Memorandum of Understanding

### *Purpose of Memorandum of Understanding (MOU):*

The purpose of this MOU is to establish roles and responsibilities between Central Florida Regional Transportation Authority (LYNX) and Orlando VA Medical Center (Orlando VAMC) in coordinating technical assistance associated with the Transportation Resources and Community Services (TRACS). Technical assistance services to be provided to LYNX/ORLANDO VAMC are outlined and LYNX/ORLANDO VAMC responsibilities are defined. These services and responsibilities do not obligate either party to any financial commitments. The MOU will serve as a guide to LYNX/ORLANDO VAMC in evaluating the support effort and value of the TRACS Program.

**Support Objective:** To provide technical assistance to LYNX and the Heart of Florida United Way and the ORLANDO VAMC related to the Veterans Transportation and Community Living Initiative (a FTA funded project) through the Transportation Resources and Community Services (TRACS) program.

### Background:

In December 2011, LYNX developed a plan for a Transportation Resources and Community Services (TRACS) project, submitted in response to a request by the Federal Transit Administration (FTA). The FTA awarded LYNX a grant in the amount of \$1,056,000 to provide mobility choices to veterans, military families and other community members, increasing their awareness of and access to existing community transportation options and enabling them to remain active in their communities.

Recently, LYNX and ORLANDO VAMC have met to discuss refining this project to demonstrate priority and explore joint resource access for more efficient coordinated services and potential regional management coordination.

In addition, the application for grant funds has a provision for Consultant Services to use the Systems Engineering Process to design TRACS from the veterans' and customers' standpoint.

### LYNX Work Tasks

The Consultant Project Manager will provide technical assistance to LYNX and ORLANDO VAMC for the following areas supporting the development of TRACS technologies to more efficiently provide community transportation:

1. Planning assistance in refining the project development activities, including a modified scope of work to FTA.



2. All existing FTA project documentation. Pertinent documentation, procedures and data.
3. Recommendations for procurement aspects of the TRACS project hardware & software applications.
4. Intelligent Transportation System (ITS) engineering assessment of existing LYNX and ORLANDO VAMC communication systems.
5. Advise on technology (assume two areas Kiosks and In-Vehicle) – Provide LYNX/ORLANDO VAMC information, tradeoffs, and recommendations in two technology areas.
6. Review technical aspects of project program with all community partners.
7. Complete the Transportation Inventory for inclusion in TRACS database.

### **Orlando VAMC Deliverables**

1. Orlando VAMC and LYNX will provide cooperation and assistance in providing information and access to data relevant to TRACS program documentation and technology knowledge sharing. This information will not include any Personal Identifying Information.
2. Provide an evaluation of TRACS technical assistance value and performance.
3. Orlando VAMC will cooperate with the coordination in the staffing of the Mobile Field Unit (vehicle outfitted with in-vehicle technology) with individuals that have case management and outreach experience.

### **Project Schedule:**

All assistance provided by the Consultant will be from initialization, through design, deployment, and evaluation.

### **Designated Personnel:**

#### ***For LYNX***

Reginald D. Mells, LYNX – will project manage the Consultant

#### ***For Orlando VA Medical Center***

- Fanita Jackson-Norman, Outreach Coordinator at Orlando VA Medical Center
- William Mischak, Transportation Coordinator at Orlando VA Medical Center

**Agreement:**

\_\_\_\_\_  
John Lewis  
Executive Director  
LYNX

\_\_\_\_\_  
Date



\_\_\_\_\_  
Timothy W. Liezert, FACHE  
Medical Center Director  
Orlando VA Medical Center

\_\_\_\_\_  
7/20/12  
Date

# TRACS

## Memorandum of Understanding

### *Purpose of Memorandum of Understanding (MOU):*

The purpose of this MOU is to establish roles and responsibilities between Central Florida Regional Transportation Authority (LYNX) and Heart of Florida United Way (HFUW) in coordinating technical assistance associated with the Transportation Resources and Community Services (TRACS). Technical assistance services to be provided to LYNX/HFUW are outlined and LYNX/HFUW responsibilities are defined. These services and responsibilities do not obligate either party to any financial commitments. The MOU will serve as a guide to LYNX/HFUW in evaluating the support effort and value of the TRACS Program.

**Support Objective:** To provide technical assistance to LYNX and the Heart of Florida United Way (HFUW) related to the Veterans Transportation and Community Living Initiative (a FTA funded project) through the Transportation Resources and Community Services (TRACS) program.

### Background:

In December 2011, LYNX developed a plan for a Transportation Resources and Community Services (TRACS) project, submitted in response to a request by the Federal Transit Administration (FTA). The FTA awarded LYNX a grant in the amount of \$1,056,000 to provide mobility choices to veterans, military families and other community members, increasing their awareness of and access to existing community transportation options and enabling them to remain active in their communities.

Recently, LYNX and HFUW have met to discuss refining this project to demonstrate priority and explore joint resource access for more efficient coordinated services and potential regional management coordination.

In addition, the application for grant funds has a provision for Consultant Services to use the Systems Engineering Process to design TRACS from the veterans' and customers' standpoint.

### Work Tasks

A Consultant will provide technical assistance to LYNX and HFUW for the following areas supporting the development of TRACS technologies to more efficiently provide community transportation:

1. Planning assistance in refining the project development activities, including a modified scope of work to FTA.
2. Recommendations for procurement aspects of the TRACS project hardware & software applications.

3. ITS engineering assessment of existing LYNX and HFUW communication systems.
4. Advise on technology (assume two areas Kiosks and In-Vehicle) – Provide LYNX/HFUW information, tradeoffs, and recommendations in two technology areas.
5. Review technical aspects of project program.

### **LYNX/HFUW Deliverables**

1. All existing FTA project documentation.
2. Pertinent documentation, procedures and data
3. Complete the Transportation Inventory for inclusion in TRACS database.
4. HFUW and LYNX will provide cooperation and assistance in providing information and access to data relevant to TRACS program documentation and technology sharing.
5. Provide an evaluation of TRACS technical assistance value and performance.
6. HFUW will coordinate staffing of the Mobile Field Unit (vehicle outfitted with in-vehicle technology) with individuals that have case management and outreach experience.

### **Commitment of In-kind:**

Heart of Florida United Way will provide in-kind contribution of a value totaling \$40,000 for the “One-Call/One-Click” Transportation Resources and Community Services (TRACS) project under the Veterans Transportation and Community Living Initiative (VTCLI).

The contribution Heart of Florida United Way will provide is their service as the evaluators and partners of the project.

### **Project Schedule:**

All assistance provided by the Consultant will be from initialization, through design, deployment, and evaluation.

### **Designated Personnel:**

#### ***For LYNX***

Reginald D. Mells, LYNX – will project manage the Consultant

#### ***For PCTS***

- Caree Jewell, 2-1-1 Director at HFUW

**Agreement:**

\_\_\_\_\_  
John Lewis  
Executive Director  
LYNX

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ms. Caree Jewell  
2-1-1 Director  
Heart of Florida United Way

\_\_\_\_\_  
Date

transfer

Consent Agenda Item #6.C. v

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Laura Minns  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Miscellaneous  
Authorization to add \$150,000 to Contract Number 11-C01, Security Consultant Services for Safety and Security Certification mandated for the East/West and Parramore BRT Extension Projects.

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to approve the addition of \$150,000. to Contract Number 11-C01 for mandatory Safety and Security Certification for the East/West and Parramore BRT Extension Projects.

**BACKGROUND:**

At the October 2011 Governing Board Meeting, the Governing Board approved a contract award in the not to exceed amount of \$145,000 to K & J Safety and Security Consulting Services, Inc. for consulting services regarding LYNX safety and security issues on a task order basis. The remaining balance of funds for this contract is \$28,900.

The East/West and Parramore BRT Expansion Projects require a mandatory Safety and Security Certification process be implemented including design reviews, threat and vulnerability assessments of the new systems, safety training for staff and operators as well as certification of the BRT expansions during construction and once revenue service begins. K & J was contacted to provide a response to the scope of work consistent with Contract guidelines. The resulting fee of \$150,000 dollars to cover both projects was negotiated necessitating the addition of funding as requested.

**PROPOSED NEW EXPANSION:**

The East/West BRT expansion consists of 3.7 miles of enhanced LYMMO service in the City of Orlando Downtown core and also serving the Thornton Park and Parramore neighborhoods. Funding for the project is provided by Federal New Starts funds and local (Orlando) funds. The Parramore BRT expansion consists of 2.1 miles of enhanced LYMMO service. The project will

## LYNX Board Agenda

be interlined with the existing LYMMO route and provide expanded service west of I-4 serving the Parramore and Callahan Neighborhoods. Parramore BRT is funded through TIGER II discretionary funds. Both projects will also serve SunRail.

### **FISCAL IMPACT:**

LYNX staff included funds in the FY2012 Capital Budget to support the Safety and Security Certification for the East/West and Parramore BRT Expansion projects.

Consent Agenda Item #6.C. vi

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Belinda Balleras  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Miscellaneous  
**Authorization to Ratify the Submittal of the FY 2013/2014 Service Development Grant Proposal for Medical City Connector Routes to the Florida Department of Transportation (FDOT) and the Authority to Execute Upon Notification of Funding**

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' ratification of the FY 13/14 Service Development Grant Application submittal to the Florida Department of Transportation (FDOT) for the LYNX Medical City Connector Routes proposal and the authority to execute enabling Resolution and Service Development Grant Joint Participation Agreement (JPA provided by FDOT) upon project selection in FY 2013.

**BACKGROUND:**

On June 20, 2012, the Florida Department of Transportation (FDOT) solicited applications for FY13/14 Service Development Grants. Applications were due on June 28, 2012. This program is selectively applied to determine whether a new or innovative technique or measure can be used to improve or expand public transit. Service Development projects specifically include the use of new technologies, enhanced services/routes or increase in vehicle frequencies; the purchase of special transportation services and other techniques for increasing service to the riding public; and new technologies or methods for improving operations, maintenance and marketing.

LYNX applied for the Medical City Connector Routes developed to provide transit service to Medical City. Services will connect residents from economically distressed areas to employment, healthcare and educational opportunities at Medical City. This Service Development Project consists of the following two complementary routes, both of which provide transfer points that link to the Sand Lake SunRail Station:



## LYNX Board Agenda

- Orlando Medical City Connector: Originating from LYNX Central Station in Downtown Orlando with direct service to Medical City via State Road 408, Goldenrod Road and Narcoossee Road.
- Kissimmee Medical City Connector: Originating from Kissimmee Intermodal Center with service to Buenaventura Lakes, Veterans Administration Hospital in Medical City, terminating at the Orlando International Airport.

Service is scheduled to coincide with the shift changes at the various medical facilities in Medical City, and both routes will have service every thirty minutes in the morning and afternoon peak periods of 5:00 a.m. to 7:30 a.m. and 5:30 p.m. to 8:00 p.m. Monday through Friday. Two midday trips have been added to weekday service so others who wish to reach Medical City will have a public transit option. These midday trips will operate on a sixty-minute frequency. This project will enhance the ability to choose multimodal travel options by developing the connectivity needed to link a variety of transportation modes.

Medical City is home to hospitals, universities, research institutions and life science companies. Anchored by University of Central Florida's new College of Medicine, the Sanford-Burnham Medical Research Institute, Veteran Affairs Medical Center, and Nemours Children's Hospital, Medical City has become the epicenter of health and biomedical research in the region. Only three routes serve the area east of Kissimmee, with no service to Medical City. The patient count at the VA Medical facility is expected to reach 400,000 annually with the opening of the new VA Medical Center, located 21.8 miles from the LYNX Central Station.

Funding for this project will provide much needed resources to veterans, and will also provide transit access for residents working in the Medical City complex. In addition, this project will establish a larger connection to the LYNX system and the 61-mile SunRail system. LYNX currently does not have the capacity to serve this remote area which is approximately 9 miles from the nearest operating fixed route. This new service will enhance the ability to choose multimodal travel options by developing the connectivity needed to link a variety of transportation modes. Also, these routes provide a unique opportunity to improve and integrate connectivity between four Strategic Intermodal System Facilities: Kissimmee Intermodal, Orlando International Airport, the Sand Lake SunRail Station and LYNX Central Station.

Staff received notification July 20, 2012 from FDOT that the Medical City proposal has been awarded for the proposed FY 2014 funding year. Letter of confirmation will be forthcoming from FDOT on the announcement.

### **FISCAL IMPACT:**

The Medical Connector Routes, if awarded, will be programmed in the FDOT Work Program due for development beginning October 2012. LYNX requested service development funding in the amount of \$637,008 for two (2) years of service. LYNX will include the Medical Connector Routes in the appropriate LYNX fiscal year operating budgets upon confirmation of award by FDOT. Total project cost excluding estimated farebox revenue of \$141,559 is \$1,274,016.

LYNX staff is diligently working with local jurisdictions and anticipated private partners for the local share of the grant, estimated at \$637,008. FDOT required that documentation of local match

## LYNX B ard Agenda

commitment be submitted by October 15, 2012 before the annual state Work Program development cycle starts for the state FY 2014/15. Staff will keep the Board updated on the status of funding coordination for the local match of 50%.

Consent Agenda Item #6.C. vii

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Belinda Balleras  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Miscellaneous  
Authorization to Initiate the Process of Reauthorizing LYNX as the Designated Recipient of Federal Transit Administration Funds

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Authorization for the Chief Executive Officer (CEO) or designee to initiate the process of reauthorizing LYNX as the designated recipient of funds from the Federal Transit Administration for the Kissimmee Urbanized Area (UZA).

**BACKGROUND:**

A Federal Transit Administration (FTA) grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. On July 6, 2012, President Obama signed into law HR 4348 Moving Ahead for Progress in the 21st Century (MAP-21), which provides for two years of funding for both FY 2013 and FY 2014.

MAP-21 continues the formula programs with some changes which may require a state reauthorization of LYNX as designated recipient of federal urbanized area funds due to the following:

1. MAP -21 combined Job Access Reverse Commute (JARC) Program with 5307 formula funds for urbanized area.
2. MAP-21 combined New Freedom Program (NFP) with 5310 formula grants for the enhanced mobility of seniors and individuals with disabilities
3. Based on 2010 Census, Kissimmee UZA goes above the 200,000 population (outside a state allocation tier) and funding will be apportioned using the formula's bus tier beginning FY2013, similar to the Orlando urbanized area.

In the July 18, 2012 Federal Register, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) announced that all urbanized areas (UZAs) with populations greater than 200,000, as determined by the 2010 Census, are designated Transportation

## LYNX Board Agenda

Management Areas (TMAs). Kissimmee is among the new TMAs designated by the FTA/FHWA. Designated TMAs are subject to special planning and programming requirements. These requirements apply to the metropolitan planning areas that must be determined jointly by the metropolitan planning organization (MPO) and Governor.

Congress has provided that the “designated recipient” (DR) is the entity selected by the State’s chief executive officer and responsible local officials to “receive and apportion” the amounts made available by Congress and FTA to a particular entity, such as a regional authority, if the authority is responsible under the laws of the State for a capital project and for financing and directly providing public transportation.

MAP-21 detailed guidance will be released soon and FTA will be using the new Census UZA categories for the FY 2013 apportionments. LYNX staff would like to initiate the re-designation to be able to process FY 2013 funding in a timely manner.

LYNX will work with METROPLAN Orlando and the Florida Department of Transportation to process the necessary designated recipient documentation for FTA. Staff will return to the Board after completing the process to request approval of a resolution reauthorizing LYNX as the Designated Recipient of Federal Transit Administration Funds.

### **FISCAL IMPACT:**

There is no fiscal impact on this effort.

Consent Agenda Item #6.C. viii

**To:** LYNX Board of Directors

**From:** Blanche Sherman  
-DIRECTOR OF FINANCE  
Edward Velez  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6100

**Item Name:** Miscellaneous  
Authorization to Auction Surplus Equipment and Obsolete Bus Parts

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to retire, transfer, recycle or sell, at public auction, surplus and obsolete items as identified on the attached list.

**BACKGROUND:**

It is LYNX' policy to hold an annual auction to dispose of Board approved surplus assets. This year's auction is scheduled for September 2012. The following surplus items require authorization for retirement and disposal at the public auction:

**Computer Equipment**

Surplus and Obsolete computer equipment, including, analog CCTV surveillance equipment, desktop computers, laptops, battery power backup supplies, and printers with a total net book value of \$1,161.

**Furniture, Fixtures and Equipment:**

Surplus and obsolete furniture, fixtures, equipment, obsolete bus surveillance equipment, analog radios, antennas, and shop equipment with a total net book value of \$854.

**Revenue Vehicles Components and Parts:**

Revenue Vehicles Components including video recorders, bus watch system, and engine with a total net book value \$600.

**Support Vehicles & Van Pool Vans:**

Four (4) support vehicles and three (3) commuter vans with a total net book value \$0.00.

**FISCAL IMPACT:**

The total net book value of the surplus items is \$2,615. The net proceeds from this sale will be included in LYNX' non-operating revenue or in amounts due to the Federal Transit Administration (FTA), whichever is applicable in FY2012.

### Category Totals

Category	Acquisition Value	Net Book Value
Computer Equipment	\$162,040	\$1,161
Furniture and Fixtures	\$1,511,647	\$854
Other Vehicles	\$165,919	\$0
Revenue Vehicles	\$115,500	\$600
Vehicle Parts	\$191,869	\$0
<b>GRAND TOTAL</b>	<b>\$2,146,975</b>	<b>\$2,615</b>

### *Obsolete and Excess Bus Parts:*

Also, LYNX' staff have identified several obsolete and excess bus parts for Phantom Gillig buses with Cummins ISL engines and Voith transmissions. The total acquisition value of the obsolete items is \$11,004.

### Surplus Equipment

System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
12287	7794	12/31/2007	CE	Panasonic Toughbook	5.00	\$4,643.79	\$386.96	\$386.96
12288	7795	12/31/2007	CE	Panasonic Toughbook	5.00	\$4,643.79	\$386.96	\$386.96
12289	7796	12/31/2007	CE	Panasonic Toughbook	5.00	\$4,643.79	\$386.96	\$386.96
11332	7602	2/28/2007	CE	COMPUTER, DELL OPTIPLEX GX620	5.00	\$1,336.00	\$0.00	\$0.00
11019	7346	9/30/2006	CE	Printer, Laser	5.00	\$729.00	\$0.00	\$0.00
11020	7347	9/30/2006	CE	Printer, Laser	5.00	\$729.00	\$0.00	\$0.00
10950	7305	7/31/2006	CE	Computer, Dell GX620	5.00	\$1,148.35	\$0.00	\$0.00
10963	7318	7/31/2006	CE	Computer, Dell GX620	5.00	\$1,148.35	\$0.00	\$0.00
10966	7321	7/31/2006	CE	Computer, Dell GX620	5.00	\$1,148.35	\$0.00	\$0.00
10976	7331	7/31/2006	CE	Computer, Dell GX620	5.00	\$1,148.35	\$0.00	\$0.00
10910	7063	6/30/2006	CE	Computer, Dell GX620	5.00	\$1,483.73	\$0.00	\$0.00
10923	7076	6/30/2006	CE	Computer, Dell GX620	5.00	\$1,483.73	\$0.00	\$0.00
10932	7085	6/30/2006	CE	Computer, Dell GX620	5.00	\$1,483.73	\$0.00	\$0.00
10938	7091	6/30/2006	CE	Computer, Dell GX620	5.00	\$1,483.73	\$0.00	\$0.00
9946	6996	3/31/2006	CE	Computer, OptiPlex GX620	5.00	\$1,601.04	\$0.00	\$0.00
9953	7003	3/31/2006	CE	Computer, OptiPlex GX620	5.00	\$1,601.04	\$0.00	\$0.00
9912	6955	2/28/2006	CE	Computer, OptiPlex GX520	5.00	\$1,085.30	\$0.00	\$0.00
9877	6952	10/31/2005	CE	Computer, Go Book III Rugged Laptop	5.00	\$5,057.00	\$0.00	\$0.00
9878	6953	10/31/2005	CE	Computer, Go Book III Rugged Laptop	5.00	\$5,057.00	\$0.00	\$0.00

# LYNX Board Agenda

System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9513	5031	8/8/2005	CE	Power Supply 2200VA	5.00	\$540.00	\$0.00	\$0.00
9514	5032	8/8/2005	CE	Power Supply 2200VA	5.00	\$540.00	\$0.00	\$0.00
9087	4790	11/30/2004	CE	Jumbotron XGA Projector LCS Main Terminal	5.00	\$16,135.41	\$0.00	\$0.00
9088	4790A	11/30/2004	CE	Video Capture Board (Screen)	5.00	\$339.50	\$0.00	\$0.00
9089	4791	11/30/2004	CE	Jumbotron Sanyo XGA Short Fixed Lens 0.8:1 - LCS	5.00	\$3,343.53	\$0.00	\$0.00
9135	4916	11/30/2004	CE	Pelco Alarm Monitor Sys NuTechSecSys	5.00	\$331.87	\$0.00	\$0.00
9136	4917	11/30/2004	CE	Nutech Sec. Sys. Motion Sensor CTI Door WC	5.00	\$11,200.00	\$0.00	\$0.00
9137	4918	11/30/2004	CE	Monitor 20NEC NuTechSecSys"	5.00	\$1,512.00	\$0.00	\$0.00
9138	4919	11/30/2004	CE	Monitor 20NEC NuTechSecSys"	5.00	\$1,512.00	\$0.00	\$0.00
9139	4920	11/30/2004	CE	Monitor 20NEC NuTechSecSys"	5.00	\$1,512.00	\$0.00	\$0.00
9140	4921	11/30/2004	CE	Monitor 20NEC NuTechSecSys"	5.00	\$1,512.00	\$0.00	\$0.00
9141	4922	11/30/2004	CE	Server - Nexwatch NuTechSecSys	5.00	\$4,000.00	\$0.00	\$0.00
9142	4923	11/30/2004	CE	Printer - Laser w/Accessories NuTechSecSys	5.00	\$3,300.00	\$0.00	\$0.00
9143	4924	11/30/2004	CE	Power Supply 1500V NuTechSecSys	5.00	\$487.50	\$0.00	\$0.00
9144	4925	11/30/2004	CE	Power Supply 1500V NuTechSecSys	5.00	\$487.50	\$0.00	\$0.00
9145	4926	11/30/2004	CE	Power Supply 1500V NuTechSecSys	5.00	\$487.50	\$0.00	\$0.00
9146	4927	11/30/2004	CE	Power Supply 1500V NuTechSecSys	5.00	\$487.50	\$0.00	\$0.00
9147	4928	11/30/2004	CE	NuTech Sec. Sys. Work Station	5.00	\$2,100.00	\$0.00	\$0.00
9148	4929	11/30/2004	CE	NuTech Sec. Sys. Work Station	5.00	\$2,100.00	\$0.00	\$0.00
9150	4931	11/30/2004	CE	NuTech Sec. Sys. Work Station	5.00	\$2,100.00	\$0.00	\$0.00
9522	4932	11/30/2004	CE	Computer-Workstation, Nutech Sec Sys	5.00	\$2,100.00	\$0.00	\$0.00
9523	4933	11/30/2004	CE	CCTV Matrix-NuTech Sec Sys	5.00	\$8,550.00	\$0.00	\$0.00
9524	4934	11/30/2004	CE	CCTV Pelco Color Quad NuTech Sec Sys	5.00	\$637.50	\$0.00	\$0.00
9525	4935	11/30/2004	CE	CCTV Pelco Color Quad NuTech Sec Sys	5.00	\$637.50	\$0.00	\$0.00
9526	4936	11/30/2004	CE	CCTV Pelco Color Quad NuTech Sec Sys	5.00	\$637.50	\$0.00	\$0.00
9527	4937	11/30/2004	CE	CCTV Pelco Color Quad NuTech Sec Sys	5.00	\$637.50	\$0.00	\$0.00
9528	4938	11/30/2004	CE	CCTV Pelco Color Quad NuTech Sec Sys	5.00	\$637.50	\$0.00	\$0.00
9529	4939	11/30/2004	CE	CCTV Pelco Color Quad NuTech Sec Sys	5.00	\$637.50	\$0.00	\$0.00
9576	5014	11/30/2004	CE	Monitor, 9 Security NuTech Sec Sys"	5.00	\$343.50	\$0.00	\$0.00
9577	5015	11/30/2004	CE	Monitor, 9 Security NuTech Sec Sys"	5.00	\$343.50	\$0.00	\$0.00
9578	5016	11/30/2004	CE	Monitor, 9 Security NuTech Sec Sys"	5.00	\$343.50	\$0.00	\$0.00
9583	5021	11/30/2004	CE	Keyboard, Pelco Intelligent	5.00	\$1,458.00	\$0.00	\$0.00
9584	5023	11/30/2004	CE	Monitor Sceptre NuTech Sec Sys	5.00	\$1,512.00	\$0.00	\$0.00
9585	5024	11/30/2004	CE	Monitor Sceptre NuTech Sec Sys	5.00	\$1,512.00	\$0.00	\$0.00
8394	4096	11/3/2004	CE	UPS 2200VA	5.00	\$982.92	\$0.00	\$0.00
8395	4097	11/3/2004	CE	UPS 2200VA	5.00	\$982.88	\$0.00	\$0.00
8396	4098	11/3/2004	CE	UPS 2200VA	5.00	\$982.88	\$0.00	\$0.00
8399	4101	11/3/2004	CE	UPS 2200VA	5.00	\$982.88	\$0.00	\$0.00
8400	4102	11/3/2004	CE	UPS 2200VA	5.00	\$982.88	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
8374	4076	10/15/2004	CE	HP Laserjet 4650 DN Printer	5.00	\$2,191.00	\$0.00	\$0.00
8229	4040	9/10/2004	CE	Computer - Dell Optiplex GX280	5.00	\$906.41	\$0.00	\$0.00
8188	3977	8/19/2004	CE	UPS 1500	5.00	\$324.97	\$0.00	\$0.00
8194	3969	8/18/2004	CE	Computer optiplex GX280	5.00	\$850.12	\$0.00	\$0.00
8183	3958	7/15/2004	CE	Dictaphone IOMEGA A305M	5.00	\$1,665.00	\$0.00	\$0.00
8184	3959	7/15/2004	CE	Dictaphone IOMEGA A305M	5.00	\$1,665.00	\$0.00	\$0.00
8185	3960	7/15/2004	CE	Dictaphone IOMEGA A305M	5.00	\$1,665.00	\$0.00	\$0.00
8140	3919	3/19/2004	CE	Power Supply	5.00	\$606.87	\$0.00	\$0.00
7232	3674	1/23/2003	CE	Copier - Toshiba e-45	5.00	\$9,961.30	\$0.00	\$0.00
6858	3547	8/1/2002	CE	Computer, Dell 1700 GX400 Minitower	5.00	\$1,221.00	\$0.00	\$0.00
6863	3552	8/1/2002	CE	Computer, Dell 1700 GX400 Minitower	5.00	\$1,221.00	\$0.00	\$0.00
6867	3556	8/1/2002	CE	Computer, Dell 1700 GX400 Minitower	5.00	\$1,221.00	\$0.00	\$0.00
6457	3141	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6463	3147	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6466	3150	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6469	3153	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6489	3173	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6503	3187	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6506	3190	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6515	3199	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6519	3203	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6520	3204	4/24/2002	CE	Computer - Dell 1700 GX400 Minitower	5.00	\$1,263.00	\$0.00	\$0.00
6448	3134	4/22/2002	CE	Computer - Dell 1800 GX400/Minitower	5.00	\$1,357.00	\$0.00	\$0.00
6361	3083	1/31/2002	CE	COMPUTER-DELL 1700GX400 MINITOWER	5.00	\$1,323.00	\$0.00	\$0.00
6363	3085	1/31/2002	CE	COMPUTER-DELL 1700GX400 MINITOWER	5.00	\$1,323.00	\$0.00	\$0.00
6367	3095	1/31/2002	CE	Computer - Dell 1700GX400 Minitower	5.00	\$1,323.00	\$0.00	\$0.00
<b>Subtotal CE</b>						<b>\$162,039.99</b>	<b>\$1,160.88</b>	
11430	7711	6/30/2007	FE	Battery B/U, Dell 1400 VA APC	5.00	\$924.99	\$0.00	\$0.00
12327	8778	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12328	8779	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12329	8780	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12330	8781	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12331	8782	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12332	8783	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12333	8784	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12334	8785	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12335	8786	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12336	8787	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12337	8788	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12338	8789	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25



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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
12339	8790	4/30/2008	FE	Seon Drive	5.00	\$375.00	\$56.25	\$56.25
12340	8791	4/30/2008	FE	Seon Drive	5.00	\$410.00	\$61.52	\$61.52
12341	8792	4/30/2008	FE	Seon Drive	5.00	\$410.00	\$61.52	\$61.52
11829	7545	10/1/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.79	\$0.00	\$0.00
11830	7546	10/1/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.80	\$0.00	\$0.00
11831	7547	10/1/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.80	\$0.00	\$0.00
11832	7548	10/1/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.80	\$0.00	\$0.00
11833	7549	10/1/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.80	\$0.00	\$0.00
11834	7550	10/1/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.80	\$0.00	\$0.00
11027	7541	9/30/2006	FE	Printer, Fargo DTC 550	5.00	\$5,832.00	\$0.00	\$0.00
10003	7099	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10004	7100	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10005	7101	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10006	7102	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10007	7103	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10008	7104	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10009	7105	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10010	7106	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10011	7107	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10012	7108	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10013	7109	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10014	7110	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10015	7111	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10016	7112	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10017	7113	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10018	7114	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10019	7115	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10020	7116	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10021	7117	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10022	7118	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10023	7119	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10024	7120	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10025	7121	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10026	7122	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10027	7123	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10028	7124	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10029	7125	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10030	7126	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10031	7127	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10032	7128	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10033	7129	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10034	7130	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10035	7131	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10036	7132	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00







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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
10170	7266	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10171	7267	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10172	7268	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10173	7269	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10174	7270	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10175	7271	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10176	7272	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10177	7273	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10178	7274	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10179	7275	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10180	7276	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10181	7277	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
10182	7278	5/31/2006	FE	Digital Video Recorder w/ Hard Drive	5.00	\$1,534.68	\$0.00	\$0.00
9965	7094	4/30/2006	FE	Hard Drive Reader (Seon Video)	5.00	\$300.00	\$0.00	\$0.00
9966	7095	4/30/2006	FE	Hard Drive Reader (Seon Video)	5.00	\$300.00	\$0.00	\$0.00
9967	7096	4/30/2006	FE	Hard Drive Reader (Seon Video)	5.00	\$300.00	\$0.00	\$0.00
9968	7097	4/30/2006	FE	Hard Drive Reader (Seon Video)	5.00	\$300.00	\$0.00	\$0.00
9702	551C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9703	552C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9704	553C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9705	554C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9706	555C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9707	556C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9708	557C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9709	558C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9710	559C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9711	560C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9712	561C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9713	562C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9714	563C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9715	564C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9716	565C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9717	556C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9718	567C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9719	568C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9720	569C	9/30/2005	FE	Radio - Motorola MCS 2000	5.00	\$4,762.00	\$0.00	\$0.00
9661	701C	9/15/2005	FE	Radio - Motorola	5.00	\$4,762.00	\$0.00	\$0.00
9662	702C	9/15/2005	FE	Radio Motorola	5.00	\$4,762.00	\$0.00	\$0.00
9663	703C	9/15/2005	FE	Radio Motorola	5.00	\$4,762.00	\$0.00	\$0.00
9664	704C	9/15/2005	FE	Radio Motorola	5.00	\$4,762.00	\$0.00	\$0.00
9665	705C	9/15/2005	FE	Radio Motorola	5.00	\$4,762.00	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9198	4401	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9199	4402	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9200	4403	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9201	4404	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9202	4405	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9203	4406	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9204	4407	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9205	4408	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9206	4409	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9207	4410	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9208	4411	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9209	4412	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9210	4413	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9211	4414	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9212	4415	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9213	4416	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9214	4417	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9215	4418	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9216	4419	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9217	4420	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9218	4421	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9219	4422	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9220	4423	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9221	4425	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9222	4425	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9223	4426	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9224	4427	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9225	4428	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9226	4429	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9227	4430	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9228	4431	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9229	4432	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9230	4433	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9231	4434	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9232	4435	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9233	4436	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9234	4436	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9235	4438	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9236	4439	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9237	4440	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9238	4441	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9239	4442	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9240	4443	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9241	4444	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9242	4445	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9243	4446	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9244	4447	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9245	4448	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9246	2449	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9247	4450	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9248	4451	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9249	4452	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9250	4453	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9251	4454	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9252	4455	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9253	4456	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9254	4457	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9255	4458	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9256	4459	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9257	4460	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9258	4461	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9259	4462	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9260	4463	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9261	4464	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9262	4465	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9263	4466	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9264	4467	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9265	4468	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9266	4469	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9267	4470	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9268	4471	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9269	4472	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9270	4773	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9271	4474	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9272	4475	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9273	4476	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9274	4477	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9275	4478	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00



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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9276	4479	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9277	4480	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9278	4481	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9280	4483	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9281	4484	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9282	4485	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9283	4486	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9284	4487	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9285	4488	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9286	4489	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9287	4490	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9288	4491	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9289	4492	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9290	4493	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9291	4494	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9292	4495	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9293	4496	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9294	4497	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9295	4498	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9296	4499	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9297	4500	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9298	4501	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9299	4502	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9300	4503	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9301	4504	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9302	4505	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9303	4506	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9304	4507	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9305	4508	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9306	4509	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9307	4510	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9308	4511	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9309	4512	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9310	4513	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9311	4514	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9312	4515	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9313	4516	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9314	4517	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9315	4518	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9316	4519	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9317	4520	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9318	4521	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9319	4523	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9320	4523	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9321	4524	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9322	4525	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9323	4526	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9324	4527	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9325	4528	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9326	4529	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9327	4530	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9328	4531	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9329	4532	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9330	4533	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9331	4534	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9332	4535	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9333	4536	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9334	4537	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9335	4538	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9336	4539	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9337	4540	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9338	4541	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9339	4542	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9340	4543	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9341	4544	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9342	4545	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9343	4546	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9344	4547	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9345	4548	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9346	4549	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9347	4550	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9348	.	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9349	4552	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9350	4553	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9351	4554	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9352	4555	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9353	4556	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9354	4557	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9355	4558	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9356	4559	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9357	4560	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9358	4561	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9359	4562	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9360	4563	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9361	4564	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9362	4565	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9363	4566	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9364	4567	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9365	4568	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9366	4569	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9367	4570	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9368	4571	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9369	4572	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9370	4573	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9371	4574	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9372	4575	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9373	4576	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9374	4577	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9375	4578	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9376	4579	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9377	4580	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9378	4581	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9379	4582	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9380	4583	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9381	4584	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9382	4585	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9383	4586	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9384	4587	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9385	4588	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9386	4589	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9387	4590	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9388	4591	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9389	4592	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9390	4593	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9391	4594	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9392	4595	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9393	4596	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9394	4597	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9395	4598	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9396	4599	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9397	4600	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9398	4601	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9399	4602	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9400	4603	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9401	4604	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9402	4605	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9403	4606	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9404	4607	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9405	4608	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9406	4609	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9407	4610	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9408	4611	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9409	4612	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9410	4613	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9411	4614	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9412	4615	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
9413	4616	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9414	4617	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9415	4618	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9416	4619	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9417	4620	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9418	4621	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9419	4622	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9420	4623	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9421	4624	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9422	4625	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9423	4626	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
9424	4627	7/1/2005	FE	RADIO-MOBILE MOTOROLA, MCS2000	5.00	\$3,772.20	\$0.00	\$0.00
8958	4744	4/4/2005	FE	Torque Wrench 3/4 Drive	5.00	\$634.57	\$0.00	\$0.00
8959	4745	4/4/2005	FE	Torque Wrench 3/4 Drive	5.00	\$634.57	\$0.00	\$0.00
8960	4746	4/4/2005	FE	Torque Wrench 3/4 Drive	5.00	\$634.56	\$0.00	\$0.00
8526	4238	12/10/2004	FE	Wrench 1 Impact"	5.00	\$509.99	\$0.00	\$0.00
8527	4239	12/10/2004	FE	Wrench 1 Impact"	5.00	\$509.99	\$0.00	\$0.00
8528	4240	12/10/2004	FE	Wrench 1 Impact"	5.00	\$509.99	\$0.00	\$0.00
8554	4246	12/6/2004	FE	Radio	5.00	\$2,302.00	\$0.00	\$0.00
8560	4258	12/6/2004	FE	Radio	5.00	\$2,302.00	\$0.00	\$0.00
9519	4965	12/6/2004	FE	Dell Latitude D600 (Pentium, 1.8GHz) (Windows 2000)	5.00	\$1,995.00	\$0.00	\$0.00
8529	4241	12/3/2004	FE	Wrench 1 Impact"	5.00	\$509.99	\$0.00	\$0.00
9149	4930	11/30/2004	FE	NuTech Sec. Sys. Work Station	5.00	\$2,100.00	\$0.00	\$0.00
9560	5001	11/30/2004	FE	Rack, Vertical NuTech Sec Sys	5.00	\$2,918.75	\$0.00	\$0.00
9561	5002	11/30/2004	FE	Rack, Vertical NuTech Sec Sys	5.00	\$2,918.75	\$0.00	\$0.00
9562	5003	11/30/2004	FE	Rack, Vertical NuTech Sec Sys	5.00	\$2,918.75	\$0.00	\$0.00
8402	4105	11/11/2004	FE	POS Terminal/Flat Screen - LCS	5.00	\$3,014.70	\$0.00	\$0.00
8403	4106	11/11/2004	FE	POS Terminal/Flat Screen - LCS	5.00	\$3,014.70	\$0.00	\$0.00
8404	4107	11/11/2004	FE	POS Terminal/Flat Screen - LCS	5.00	\$3,014.70	\$0.00	\$0.00
8189	3963	8/4/2004	FE	CCTV Monitor 20 B&W"	5.00	\$552.60	\$0.00	\$0.00
8180	3955	7/11/2004	FE	Kiosk TouchScreen	5.00	\$5,825.00	\$0.00	\$0.00
8171	3948	6/18/2004	FE	Torque Wrench	5.00	\$443.95	\$0.00	\$0.00
8170	3947	6/7/2004	FE	Dictaphone Transcriber - Phillips730	5.00	\$584.66	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
8161	3940	5/7/2004	FE	Wireless Surveil - PRC Camera	5.00	\$502.24	\$0.00	\$0.00
8163	3942	5/7/2004	FE	Wireless Surveil - PRC CCTV TransReceiv	5.00	\$1,682.32	\$0.00	\$0.00
8136	3914	3/19/2004	FE	Torque Wrench 3/4 Drive"	5.00	\$427.50	\$0.00	\$0.00
7238	3679	2/20/2003	FE	Antenna - Celwave (3)	5.00	\$2,500.00	\$0.00	\$0.00
6893	3575	9/12/2002	FE	27 COLOR MONITOR"	5.00	\$795.00	\$0.00	\$0.00
6828	3517	8/22/2002	FE	King Pin & Anchor	5.00	\$1,621.00	\$0.00	\$0.00
6535	3226	5/2/2002	FE	Tripod - GITZO Studex	5.00	\$1,237.17	\$0.00	\$0.00
6139	2908	9/30/2001	FE	ROBINAIR RECOVERY RECYCLE & RECHARGING MACHINE	3.00	\$5,603.60	\$0.00	\$0.00
5838	2736	3/8/2001	FE	HANDHELD RADAR UNIT	5.00	\$1,600.00	\$0.00	\$0.00
5709	2647	9/30/2000	FE	1 IMPACT GUN"	3.00	\$652.90	\$0.00	\$0.00
5588	2622	9/28/2000	FE	SOFTWARE-DDDL KIT VERSION 3.1	5.00	\$1,283.71	\$0.00	\$0.00
5579	2615	9/21/2000	FE	VINYL CUTTING PLOTTER WITH OMEGA SOFTWARE	5.00	\$6,400.00	\$0.00	\$0.00
5591	2558	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5592	2559	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5593	2560	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5595	2562	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5596	2563	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5597	2564	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5598	2565	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5599	2566	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5600	2567	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5601	2568	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5604	2571	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5605	2572	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5606	2573	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5608	2575	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5609	2576	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5610	2577	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5611	2578	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5612	2579	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5613	2580	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5614	2581	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5615	2582	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5616	2583	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5617	2584	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5618	2585	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5620	2587	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5621	2588	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
5622	2589	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5623	2590	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5624	2591	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5626	2593	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5627	2594	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5629	2598	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5631	2600	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5632	2601	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5633	2602	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5634	2603	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5635	2604	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5636	2605	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.95	\$0.00	\$0.00
5637	2596	9/14/2000	FE	BUS WATCH PACKAGE KIT	5.00	\$2,486.99	\$0.00	\$0.00
5465	2514	6/15/2000	FE	BARCODE TIME RECORDER	5.00	\$2,145.00	\$0.00	\$0.00
5466	2519	6/15/2000	FE	BARCODE TIME RECORDER	5.00	\$2,145.00	\$0.00	\$0.00
5519	2631	1/28/2000	FE	RADIO MOTOROLA	5.00	\$1,197.00	\$0.00	\$0.00
5525	2628	1/28/2000	FE	RADIO MOTOROLA	5.00	\$1,197.00	\$0.00	\$0.00
4363	1317	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4364	1294	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.00	\$0.00	\$0.00
4365	1323	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4366	1331	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4367	1318	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4368	1320	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4369	1316	8/21/1998	FE	4 DRAWER LATERAL FILE CABINET	5.00	\$883.01	\$0.00	\$0.00
4370	1312	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4371	1307	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4372	1332	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4373	1324	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4374	1319	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4375	1309	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4376	1321	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4377	1326	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4378	1265	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4379	1305	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4380	1267	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4381	1285	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4382	1303	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.00	\$0.00	\$0.00
4383	1273	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4384	1283	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.00	\$0.00	\$0.00



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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
4385	1275	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4386	1277	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4387	1271	8/21/1998	FE	FILE CABINET- 4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4388	1263	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.00	\$0.00	\$0.00
4389	1269	8/21/1998	FE	FILE CABINET- 4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4390	1292	8/21/1998	FE	FILE CABINET- 4 DRAWER LATERAL	5.00	\$883.00	\$0.00	\$0.00
4391	1290	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.00	\$0.00	\$0.00
4392	1249	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4393	1255	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4394	1253	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4395	1247	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4396	1251	8/21/1998	FE	FILE CABINET- 4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4397	1257	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4398	1259	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4399	1335	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.00	\$0.00	\$0.00
4400	1333	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4401	1261	8/21/1998	FE	FILE CABINET-4 SRAWER LATERAL	5.00	\$883.00	\$0.00	\$0.00
4402	1288	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4403	1306	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4404	1313	8/21/1998	FE	FILE CABINET-4 DRAWER LATERAL	5.00	\$883.01	\$0.00	\$0.00
4053	1882	11/13/1997	FE	KIT OXYGEN ANALYZER, TELEDYN	3.00	\$4,886.78	\$0.00	\$0.00
3147	95271ST Q5002	1/11/1996	FE	COMMUNICATION SYSTEMS	5.00	\$4,803.00	\$0.00	\$0.00
3006	95271ST Q5001	11/10/1995	FE	COMMUNICATION SYSTEMS	5.00	\$32,171.00	\$0.00	\$0.00
5373	2297	10/20/1994	FE	FAN-HIGH VOLUME FLOOR	5.00	\$320.50	\$0.00	\$0.00
5374	2298	10/20/1994	FE	FAN-HIGH VOLUME FLOOR	5.00	\$320.50	\$0.00	\$0.00
5375	2310	10/20/1994	FE	FAN-HIGH VOLUME FLOOR	5.00	\$320.50	\$0.00	\$0.00
<b>Subtotal FE</b>						<b>\$1,511,646.75</b>	<b>\$854.29</b>	
5564	15890	9/30/2000	OV	2000 DODGE MAXIVAN	4.00	\$28,940.85	\$0.00	\$0.00
5221	S104	11/24/1999	OV	2000 DODGE RAM MAXIVAN (15 PASSENGER)	4.00	\$28,356.85	\$0.00	\$0.00
5059	79	8/25/1999	OV	FORD CROWN VICTORIA 1999	7.00	\$20,765.10	\$0.00	\$0.00
5060	80	8/25/1999	OV	FORD CROWN VICTORIA 1999	7.00	\$20,765.10	\$0.00	\$0.00
5021	13785	6/9/1999	OV	1999 DODGE 12 PASSENGER VAN(WHITE)	4.00	\$28,938.85	\$0.00	\$0.00
4051	61	12/16/1997	OV	1997 FORD CROWN VICTORIA	5.00	\$18,499.00	\$0.00	\$0.00
3685	56	4/30/1997	OV	1997 FORD CROWN VICTORIA	3.00	\$19,653.50	\$0.00	\$0.00
<b>Subtotal OV</b>						<b>\$165,919.25</b>	<b>\$0.00</b>	
12502	639D	12/31/2007	RV	Seon Video System	5.00	\$2,400.00	\$200.00	\$200.00
12509	640D	12/31/2007	RV	Seon Video System	5.00	\$2,400.00	\$200.00	\$200.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
12516	641D	12/31/2007	RV	Seon Video System	5.00	\$2,400.00	\$200.00	\$200.00
9721	6660	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9722	6607	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9723	6684	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9724	6672	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9725	6636	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9726	6655	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9727	6643	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9728	6685	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9729	6578	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9730	6572	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9731	6585	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9732	6622	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9733	6635	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9734	6640	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9735	6605	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9736	6696	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9737	6695	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9738	6701	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9739	6694	9/30/2005	RV	Video Surveillance REI BusWatch	5.00	\$3,850.00	\$0.00	\$0.00
9656	6682	9/15/2005	RV	Video Digital Surveillance	3.00	\$3,850.00	\$0.00	\$0.00
9658	6615	9/15/2005	RV	Video Digital Surveillance	3.00	\$3,850.00	\$0.00	\$0.00
9659	704 Video	9/15/2005	RV	Video Digital Surveillance	5.00	\$3,850.00	\$0.00	\$0.00
8359	428AA	9/30/2004	RV	Rebuilt Detroit Diesel S50	4.00	\$14,322.51	\$0.00	\$0.00
7986	360D	6/18/1998	RV	Video	9.00	\$3,092.55	\$0.00	\$0.00
7991	361D	6/18/1998	RV	Video	9.00	\$3,092.55	\$0.00	\$0.00
7996	362D	6/18/1998	RV	Video	9.00	\$3,092.55	\$0.00	\$0.00
<b>Subtotal RV</b>						<b>\$115,500.16</b>	<b>\$600.00</b>	
13401	9315	8/1/2006	VP	Seon Designs	5.00	\$5,344.90	\$0.00	\$0.00
8569	4243	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8570	4245	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8572	4249	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8573	4251	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8574	4263	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8580	4253	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8581	4255	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8582	4257	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8583	4259	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8584	4261	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
8585	4265	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8586	4267	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8587	4269	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8588	4271	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8589	4273	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8590	4275	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8591	4277	12/6/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8298	3995	9/30/2004	VP	Video system	5.00	\$4,072.00	\$0.00	\$0.00
8305	3996	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8312	3997	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8318	3998	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8324	3999	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8330	4000	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8336	4001	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8342	4002	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8348	4003	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8354	4004	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8575	4009	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8576	4008	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8577	4007	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8578	4006	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
8579	4005	9/30/2004	VP	Video System	5.00	\$4,072.00	\$0.00	\$0.00
6920	3628	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6926	3618	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6932	3619	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6944	3621	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6950	3622	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6956	3623	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6962	3624	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6968	3625	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6974	3626	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6980	3627	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6986	3629	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6992	3630	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
6998	3631	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
7004	3632	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
7010	3633	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
7016	3634	8/21/2002	VP	VIDEO - CAMERA SYSTEM	5.00	\$3,327.00	\$0.00	\$0.00
5518	2630	1/28/2000	VP	BUSWATCH REI CAMERA SYSTEM	5.00	\$1,494.00	\$0.00	\$0.00

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System Number	Co. Asset Number	Acquisition Date	Class	Description	Est Life In Years	Acquisition Value	Net Book As Of 7/31/12	Due to FTA
5524	2627	1/28/2000	VP	BUSWATCH REI CAMERA SYSTEM	5.00	\$1,494.00	\$0.00	\$0.00
<b>Subtotal VP</b>						<b>\$191,868.90</b>	<b>\$0.00</b>	
<b>Grand Total</b>						<b>\$2,146,975.05</b>	<b>\$2,615.17</b>	<b>\$2,615.17</b>

## Obsolete and Excess Bus Parts:

<u>Part ID - Suffix</u>	<u>Part Description</u>	<u>Ext Total</u>
66-8895-0	VALVE - EXPANSION T2 T/K	\$629.69
91-625-0	BRACKET - MOUNT T/K FILT.	\$53.19
33-3780-0	O-RING - COVER - T/KING	\$20.60
33-3789-0	O-RING - T/KING R134	\$3.24
33-4356-0	O-RING - 1-1/2 INCH ID - T/KING	\$10.74
55-9730-0	ADAPTER - SWITCH - T/KING	\$26.50
61-2964-0	VALVE ASM - R134 DISCHARGE - T/KING	\$159.15
61-3550-0	GAUGE - DISCHARGE PRESSURE	\$110.86
04-46428-000-0	VALVE - SINGLE CHECK LEVELING VALVE	\$40.50
54-12955-008-0	FITTING - TEE AIR DRYER BRT	\$5.04
70996-0	SEAL - VITON CTL MECH	\$21.53
34831-0	ABSORBER - SHOCK DGE B350	\$108.27
34910-0	ABSORBER - SHOCK DGE B350	\$74.58
42296-0	FILTER - AIR COMPR - RR	\$29.58
795-0	BULB - MINATURE/SIGNAL RR	\$27.50
BU013-0	BULB - ARROW 20W ROAD RNG	\$46.74
H1-0	BULB - HALOGEN 55W	\$15.73
MCS104274-0	BALL JOINT - LOWER 02 FD F350	\$123.76
MCS104275-0	BALL JOINT - UPPER 02 FD F350	\$122.28
PD1040-0	PADS - BRAKE REAR 03 F/ CV	\$37.42
100109-0	SUPPORT ARM - BIKE RACK	\$1,748.00
100179-0	PIN ASSY - LATCH BIKERACK	\$125.02
51-54758-000-0	SHADE - ROOF LAMP ROUND	\$46.92
54-30445-040-0	SCREW - PHCRST SSTL	\$54.00
82-12026-014-0	STRIP - WEAR DRIVER WINDO	\$5.20
20-45731-000-0	BRACKET - MIRROR ARM R/H	\$193.32
40-14705-000-0	SPACER - MIRROR BRACKET	\$6.52
40-23066-000-0	BRACKET - MIRROR MTG EXT	\$0.00
45-11572-000-0	MOUNT - MIRROR ARM	\$29.70
53-09319-000-0	HOOK - RUBBER	\$9.08
53-15338-000-0	LATCH - SPRING WIPER DOOR	\$23.59
53-35401-000N-0	SHIELD - POLE LIGHT	\$6.68
55-24365-000-0	BRACKET - MIRROR	\$340.99
55-24365-002-0	BRACKET - MIRROR 366-550	\$406.29
71-0167-00171-0	MIRROR - GLASS DRIVER	\$8.45
953SQB-1-0	MIRROR, REPLACEMENT GLASS 10 X 10 FOR 953PSQB	\$92.32
53-00302-002-0	GUIDE - GILLIG ROPE	\$12.60

# LYNX Board Agenda

<u>Part ID - Suffix</u>	<u>Part Description</u>	<u>Ext Total</u>
53-28162-000-0	FITTING - STANCHION ROOF	\$50.68
4228FD.937-0	LINING - BRAKE 6 IN. FRONT	\$1,697.76
4592AD.937-0	LINING - BRAKE REAR	\$402.24
53-28246-013-0	BUSHING - BUSHING ABS SENSOR	\$46.50
82-03251-000-0	BOLT - EXCITER REAR ABS	\$80.00
59-13681-002-0	DECAL - LIFT	\$82.50
54-13111-035-0	SCREW - DOOR FLATHD TORX	\$4.68
55-34532-000-0	BLOCK - DOOR SCREW	\$100.00
55-34556-000-0	BAR - FRT DOOR LOWER	\$207.56
51-22906-003-0	RELAY - 4PDT 24VDC	\$35.00
3893692-0	GASKET - THERMOSTAT HSNG.	\$6.00
82-17942-000-0	GASKET - MODINE COOL GIL	\$97.80
3683940-0	SEAL - EXH MANIFOLD - ISL	\$47.04
3800912-0	RING SET - PISTON CUMINS ISL	\$143.04
3867480-0	SEAL - ORING ICV MODULE	\$0.30
3900250-0	COLLET - VALVE - ISL	\$15.80
3939088-0	ADAPTER - CRANKSHAFT ISL	\$296.10
3944452-0	RETAINER - VALVE SPRING ISL	\$1.68
3965124-0	BRACKET - WIRING RETAINER - ISL	\$9.03
4902952-0	GASKET - FUEL PUMP ISL	\$2.44
71053-0	KIT - REPAIR IDLE CUT OUT	\$252.89
190296-10S-0	FITTING - HOSE 90 10-10	\$109.46
50-41659-003-0	HARNESS - VOLTAGE REG. NIEHOFF (SHORT)	\$155.48
55-34519-016-0	CLAMP - LOOM - NIEHOFF	\$0.82
82-06361-000-0	HOSE - SHORT MOLDED DEFRO	\$22.18
82-13713-008-0	CABLE - 72 IN.	\$46.08
54-13063-029-0	ELBOW - 90 DEG. 24 X 1	\$61.60
82-01311-000-0	CUP - STANTION SEAT MOUNT	\$348.34
53-20417-001-0	BRACKET - REAR AXEL LH	\$906.24
53-20417-002-0	BRACKET - REAR AXLE RH	\$476.00
82-13838-000-0	SHIM - H - FRAME	\$26.00
82-23057-009-0	BUSHING - TORQUE ROD	\$11.68
01.0034.96-0	BALL - VOITH TRANS	\$1.12
01.0240.75-0	FITTING - VOITH TRANS	\$16.88
68.1313.10-0	HOSE - TRANS FILTER TO COOLER VOITH	\$423.83
68.1392.12-3	CABLE - VOITH TRANS #2	\$0.00
432-0004-0	RING - RETAINING W/C PIN LARGE	\$0.13
C26-1993-0	PIN - ANCHOR W/C RAMP	\$38.50
D12-4773-0	PIN - CLEVIS W/C LARGE	\$0.07
P423-2401-0	LOCKNUT - NYLON	\$4.86

**Grand Total**

**\$11,003.89**

Consent Agenda Item #6.C. ix

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Sherry Zielonka  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Miscellaneous  
Authorization to Ratify the Annual Participatory Funding Agreement with Metroplan Orlando for FY 2012/2013

**Date:** 8/9/2012

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**ACTION REQUESTED**

Staff is requesting the Board of Directors' ratification of the execution of the Annual Participatory Funding Agreement with Metroplan Orlando in the amount of \$18,741 to support Metroplan Orlando's role in planning and funding the Orlando Urban Area Transportation System.

**BACKGROUND:**

Metroplan Orlando is the metropolitan planning organization for Orange, Osceola and Seminole counties responsible for preparing and maintaining Long Range Transportation Plan and all other related transportation plans required for the region to receive federal and state funding. LYNX is a member of and participates in all various transportation planning processes and committees and receives funds passed through Metroplan Orlando.

The funding agreement follows the same format as last year's agreement. The funding base of \$0.75 per capita assessment established by the Metroplan Orlando Board in FY 1996/1997 will remain the same. However, due to the continuing budgetary issues faced by our funding partners, Metroplan Orlando has again reduced the population-based assessment of \$30,304.50 for LYNX, down to \$18,741 for FY 2012/2013. The funding amount of \$18,741 equals last year's assessment and represents five years of budget reductions.

**FISCAL IMPACT:**

LYNX staff has included funds in the proposed FY2013 Operating Budget to support this partnership.

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY/METROPLAN ORLANDO (URBAN AREA METROPOLITAN PLANNING ORGANIZATION) FY 2012-2013 FUNDING AGREEMENT**

**THIS AGREEMENT**, is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2012, by and between the **CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, an entity created by Florida Statutes, whose address is 455 North Garland Avenue, Orlando, Florida 32801 (hereinafter referred to as the "**AUTHORITY**"), and the **Orlando Urban Area Metropolitan Planning Organization, d/b/a MetroPlan Orlando, A Regional Transportation Partnership**, a metropolitan planning organization, whose address is 315 East Robinson Street, Suite 355, Orlando, Florida 32801-1949 (hereinafter referred to as "**METROPLAN ORLANDO**").

**WITNESSETH**

**WHEREAS**, metropolitan planning organizations (MPOs) are the lead transportation planning agencies in urban areas throughout the United States; and

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) provides MPOs with the authority and responsibility for transportation planning and funding; and

**WHEREAS**, the quality of life and economic vitality of our community depends on coordinating transportation issues and developing complementary plans and policies; and

**WHEREAS**, METROPLAN ORLANDO has the lead role in formulating regional transportation plans and programs and coordinating transportation issues among local entities and the Florida Department of Transportation (FDOT); and

**WHEREAS**, METROPLAN ORLANDO has adopted the following Mission Statement:

*To provide leadership in transportation planning by engaging the public and fostering effective partnerships.*

METROPLAN ORLANDO shall achieve this mission by:

- a. Preparing and maintaining up-to-date transportation plans;
- b. Setting priorities for investing transportation resources to implement adopted regional plans;
- c. Shaping and communicating a regional perspective on transportation issues;
- d. Competing nationally and statewide for additional financial resources;
- e. Building strong alliances with the business community and residents of the region;
- f. Coordinating planning efforts with federal, state, and local governments and other transportation agencies; and
- g. Recruiting and retaining top quality staff and consultants.

**WHEREAS**, the AUTHORITY desires to enter into this Agreement with METROPLAN ORLANDO to provide it with funding to support the functions necessary to achieve METROPLAN ORLANDO's role in planning and funding the Orlando Urban Area Transportation System.

**NOW, THEREFORE**, for and in consideration of the mutual covenants and agreements contained herein, and other good and valuable consideration, receipt and sufficiency of which are hereby acknowledged, the AUTHORITY and METROPLAN ORLANDO agree as follows:

**SECTION 1. RECITALS**. The AUTHORITY and METROPLAN ORLANDO hereby declare that the recitals set forth above are true and correct and incorporated herein.

**SECTION 2. REPORTING REQUIREMENTS**. METROPLAN ORLANDO agrees to provide the AUTHORITY, on a quarterly basis commencing October 1, 2012, a written operational report which will include an accounting of all Unified Planning Work Program Tasks for the quarter. The report shall identify each program task, the costs allocated to the task, and the percentage of the task completed. Each quarterly report shall be cumulative.

**SECTION 3. FISCAL YEAR 2012-2013 AUTHORITY FUNDING REQUIREMENTS**. The AUTHORITY agrees to allocate EIGHTEEN THOUSAND SEVEN HUNDRED FORTY-ONE DOLLARS (\$18,741.00) to METROPLAN ORLANDO from the AUTHORITY's Fiscal Year 2012-2013 budget, to be utilized by METROPLAN ORLANDO during its fiscal year ending June 30, 2013, in accordance with this Funding Agreement. Said funds shall be paid to METROPLAN ORLANDO on a semi-annual basis. The first payment of NINE THOUSAND THREE HUNDRED SEVENTY AND 50/100 DOLLARS (\$9,370.50) shall be due and payable on October 1, 2012. The second payment of NINE THOUSAND THREE HUNDRED SEVENTY AND 50/100 DOLLARS (\$9,370.50) shall occur on or before April 1, 2013. The funding provided to METROPLAN ORLANDO by the AUTHORITY is contingent upon funding by all local governments who are represented on the METROPLAN ORLANDO Board; such funding being equal to SEVENTY-FIVE CENTS (\$.75) per capita based, at time of budget adoption, on the latest available estimates of population within each local government's jurisdiction as provided by the Bureau of Economic and Business Research, University of Florida. However, for the fiscal year ending June 30, 2013, there shall be an adjustment to reduce local assessment revenues from each city and county entity and publicly funded transit agencies. The dollar amount stated above reflects the reduction for FY 2012/2013.

**SECTION 4. EFFECTIVE DATE, TERM**. The effective date of this Agreement shall be the date of signature by the last party to sign this Agreement. The terms of this Agreement shall commence on the effective date and terminate on September 30, 2013.

**SECTION 5. INTERPRETATION**. 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.

**SECTION 6. NEGOTIATIONS**. 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 upon any party. Further, this Agreement was drafted jointly by all parties, and no parties are entitled to the 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.



**SECTION 7. MISCELLANEOUS**

- A. This Funding Agreement constitutes the entire agreement between the parties with respect to the specific matters contained herein and supersedes all previous discussions, understandings, and agreements, written or oral, between the parties hereto. Any amendments to or waivers of the provisions herein shall be made by the parties in writing. No other agreement, oral or otherwise, regarding the subject matter of this Funding Agreement shall be deemed to exist or to bind either party hereto.
- B. If any sentence, phrase, paragraph, provision or portion of this Funding Agreement is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed an independent provision and such holding shall not affect the validity of the remaining portions hereof.
- C. The parties hereby acknowledge that they have freely and voluntarily entered into this Funding Agreement and that each party has been given the opportunity to receive the advice of independent legal counsel for all negotiations in connection with this Funding Agreement.

**SECTION 8. CONTROLLING LAWS**

- A. This Funding Agreement and the provisions contained herein shall be construed, controlled, and interpreted according to the laws of the State of Florida and all duly adopted ordinances, regulations, and policies of the AUTHORITY now in effect and those hereinafter adopted.
- B. The location for settlement of any and all lawsuits, claims, controversies, or disputes, arising out of or relating to any part of this Funding Agreement, or any breach thereof, shall be Orange County, Florida.
- C. The parties to this Funding Agreement agree to comply with all applicable Federal, State, and local laws, ordinances, rules and regulations pertaining to this Agreement.

**SECTION 9. BINDING NATURE OF AGREEMENT.** This Agreement shall be binding only between the AUTHORITY and METROPLAN ORLANDO.

**SECTION 10. NOTICES.** All notices, consents, approvals, waivers and deletions which any party shall be required or shall desire to make or give under this Agreement shall be in writing and shall be sufficient only when mailed by certified mail, first class postage affixed, addressed as follows:

**AUTHORITY:** Chief Executive Officer  
Central Florida Regional Transportation Authority  
455 North Garland Avenue  
Orlando, FL 32801

**METROPLAN ORLANDO:** Executive Director  
MetroPlan Orlando  
315 East Robinson Street, Suite 355  
Orlando, FL 32801-1949

**SECTION 11. AUDIT AND RECORDKEEPING PROCEDURES.** METROPLAN ORLANDO shall keep and maintain all records related to this Funding Agreement and the services rendered pursuant to this Funding Agreement for the period required by the State of Florida General Records Schedule GS1-L for Local Government Agencies or other applicable State law, whichever is greater. Said records shall be made available to the public for inspection, examination and copying pursuant to the terms of Chapter 119, Florida Statutes. If any litigation, claim or audit is commenced, said records shall be maintained until all litigation, including appeals, claims or audits have been concluded or resolved.

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

**METROPLAN ORLANDO**

By: Harold W. Barley

Print Name: Harold W. Barley

Title: Executive Director

Date: 6/8/12

ATTEST:

Renata Lallier

(CORPORATE SEAL)

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**

By: [Signature]

Print Name: John M. Lewis, Jr.

Title: Chief Executive Officer

Date: 7/3/12

ATTEST:

[Signature]



June 8, 2012

RECEIVED

JUN 12 2012

Mr. John M. Lewis, Jr., CEO  
Central Florida Regional Transportation Authority  
455 N. Garland Avenue  
Orlando, FL 32801

CHIEF EXECUTIVE OFFICER

Re: Annual Funding Agreement for FY2012/2013

Dear Mr. Lewis:

It is once again time to execute the Annual Funding Agreement between the Central Florida Regional Transportation Authority and MetroPlan Orlando for FY 2012/2013. The enclosed Funding Agreement follows the same format as last year's agreement. I am pleased to report that the funding base of \$0.75 per capita assessment established by our Board in FY 1996/1997 will remain the same. However, due to the continuing budgetary issues faced by our funding partners, MetroPlan Orlando has again reduced the population-based assessment of \$30,540.75, down to \$18,741.00 for FY 2012/2013. The funding amount of \$18,741.00 equals last year's assessment and represents five years of budget reductions.

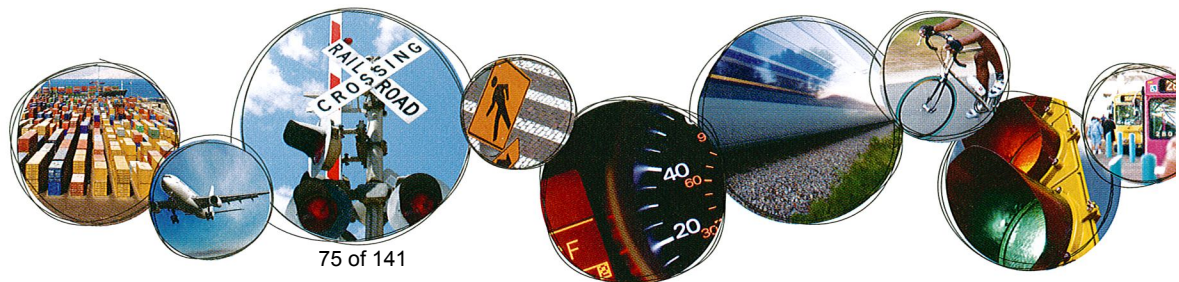
We have provided two copies of the Annual Funding Agreement. *It is requested that both copies be executed as soon as possible. Please retain one copy for your records and return a copy to us.* Your assistance with expediting this process is appreciated.

We appreciate your continued support of the work we have underway to provide Central Florida with a world-class transportation system serving the needs of residents, businesses and visitors.

Sincerely,

Jason S. Loschiavo, CPA  
Acting Director of Finance and Administration

Enclosures



**Action Agenda Item #7.A**

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Andrea Ostrodka  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Authorization to Ratify the FY 2013-2022 Transit Development Plan (TDP)  
Major Update Submittal to the Florida Department of Transportation  
District 5

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' ratification of the FY 2013-2022 Transit Development Plan (TDP) Major Update for submittal to the Florida Department of Transportation (FDOT) to meet block grant funding requirements.

**BACKGROUND:**

Staff gave a presentation on the Draft FY 2013-2022 TDP Major Update at the May 24, 2012 Board meeting. This document was also presented to the LYNX Transit Advisory Committee and Regional Working Group for comment and review.

In addition, staff presented the Draft TDP for comment and review to the following groups: The Transportation Disadvantaged Local Coordinating Board, METROPLAN ORLANDO's Transportation Technical Committee, Citizens Advisory Committee, Municipal Advisory Committee, Bicycle & Pedestrian Committee, and the METROPLAN ORLANDO Board.

Because the TDP is a Major Update, staff held public workshops in all the jurisdictional locations:

- March 7, 2012 (Osceola County) at the Kissimmee City Hall
- March 8, 2012 (Seminole County) at the Seminole County Administration Building
- March 13, 2012 (Orange County/Orlando) at LYNX Central Station Terminal
- June 27, 2012 at LYNX Central Station Terminal.

The TDP was made available to the public in a variety of media formats. For example, the draft TDP was available on the LYNX web site ([www.golynx.com](http://www.golynx.com)), and printed copies were made available for public review during the comment period at all LYNX locations: LYNX Central Station, LYNX Operations Center, South Street and the Osceola Satellite Facility. The public

## LYNX Board Agenda

comment period ended on July 13, 2012. LYNX received many comments in person at the workshops, through the website form, and in writing from local stakeholder groups, riders and the public.

The TDP includes a description of LYNX service area characteristics, an outline of existing services and their costs, a performance assessment, an analysis and comparison of local plans, studies and policies, a review of local issues and trends, a ridership forecast, a list of alternatives to meet future demand, a financial analysis and a summary of the Authority's mission, vision, goals, and priorities.

The TDP is a needs-based assessment and is not financially constrained.

### **FISCAL IMPACT:**

There is no fiscal impact at this time.

**Action Agenda Item #7.B**

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Gerald Bryan  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Authorization to Implement the Proposed Service Efficiency Changes for Fixed Route Services on September 16, 2012

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to implement the proposed fixed route service changes effective September 16, 2012.

**BACKGROUND:**

On May 24, 2012, staff received authorization from the Board of Directors to initiate the Public Participation Process for consideration of the proposed service changes, which at that time, were slated for August 9, 2012. Due to the implementation of service changes in Osceola County on June 17, 2012, the effective date for the proposed service changes were rescheduled for September 16, 2012 to allow staff sufficient lead time to conduct the various activities required for a service change.

**PROPOSED SERVICE CHANGES:**

The annual costs of the service changes to Link 17 and Link 41 are estimated at \$339,415 and \$316,865, respectively. These service changes are proposed to be funded from LYNX' Reserves in the FY2013 Operating Budget. The annual cost for the Link 304 enhancement is \$5,117, to be funded by Lake Buena Vista Resort.

Link	Proposed Change	Reason
17	Increase service on morning and afternoon peak periods to 15 minute frequency (Pending Board action)	Address overcrowding issues during peak periods
41	Increase service all day Monday through Saturday from 35 minute frequency to 30 minute frequency (Pending Board action)	Address overcrowding issues
304	Extend service to serve the Lake Buena Vista Resort	Requested and funded by Resort

**FISCAL IMPACT:**

LYNX staff will include the proposed service changes in the FY2013 Adopted Operating Budget as follows, if approved:

Link	Amount	Source
17	\$339,415	LYNX Reserves
41	\$316,865	LYNX Reserves
304	\$ 5,117	Lake Buena Vista Resort

**Action Agenda Item #7.C**

**To:** LYNX Board of Directors

**From:** John Lewis  
CHIEF EXECUTIVE OFFICER  
Edward Johnson  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6017

**Item Name:** Authorization to Adopt the Proposed LYNX Unsolicited Proposal Policy Via Amendment to Administrative Rule 4

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting Governing Board authorization for the Chief Executive Officer (CEO) or designee to implement the proposed LYNX Unsolicited Proposal Policy via amendment to Administrative Rule 4.

**BACKGROUND:**

At the May 24, 2012 Audit Committee Meeting, the Audit Committee tasked staff with developing a draft Unsolicited Proposal Policy for Audit Committee review and consideration of forwarding to the Governing Board. As requested, attached is the policy draft.

This draft policy was developed after a review of FTA “best practices”, similar policies drafted by other public agencies and reaching out to our regional funding partners. Only one regional funding partner responded with a copy of a policy that was geared to Public/Private Partnerships (P3). Other funding partners advised that their agency did not have an unsolicited proposal policy.

By way of summary, this draft policy:

- Defines exactly what constitutes an unsolicited proposal
- Provides requirements of a valid unsolicited proposal
- Establishes submittal requirements for unsolicited proposals and,
- Details LYNX evaluation procedures for unsolicited proposals

The formatting of the policy is in keeping with the format of LYNX Administrative Rule 4 - Procurement and Contract Administration.



**ADMINISTRATIVE RULE 4 (AMENDMENT)**

**SUBJECT: UNSOLICITED PROPOSALS**

**EFFECTIVE DATE:**

**SCOPE:**

Unsolicited proposals allow unique and innovative ideas or approaches that have been developed to be made available for use in accomplishing the Authority's mission. Unsolicited proposals are offered with the intent that the Authority may enter into a contract with the offeror for research and development, new services, land development or other efforts essential in supporting the Authority's mission, and often represent a substantial investment of time and effort by the offeror. This amendment to Administrative Rule 4 establishes requirements for the submission of unsolicited proposals and establishes procedures for the Authority to consider such proposals.

**Authority:**

Authority for the establishment of this Administrative Rule is as follows:

Part II, Chapter 343, Florida Statutes

**AMENDMENT:**

**Amendment to Rule 4.** The following Section 4.18 is hereby added to Rule 4:

4.18. **Unsolicited Proposals**

4.18.1 **Definition.** The term "**unsolicited proposal**" means a written proposal for a new or innovative idea that is submitted to the Authority on the initiative of an offeror for the purpose of obtaining a contract with the Authority, and is not in response to a request for proposal, invitation to bid, or any other Authority-initiated solicitation or program.

4.18.2 **Requirements.** A valid unsolicited proposal must:

- A. Be innovative and unique;
- B. Be independently originated and developed by the offeror;
- C. Be prepared without the Authority's supervision, endorsement, direction, or direct Authority involvement, except for preliminary meetings with the Authority's staff for informational purposes and/or requests for information; and

- D. Include sufficient detail to permit a determination that Authority support could be worthwhile and the proposed work is essential to the Authority's mission responsibilities.

4.18.3 **Applicability of Public Records Act.** Offerors should be aware that all documents, papers, letters, maps, books, tapes, photographs, films, sound recordings, data processing software, or other material, regardless of the physical form, characteristics, or means of transmission, made or received in connection with the transaction of official business by the Authority are public records under the Public Records Act, Chapter 119, Florida Statutes, and, therefore, unsolicited proposals may constitute public records. Offerors should also be aware that while certain laws may prohibit the release of trade secret information by the Authority, in order to be applicable, the owner of such trade secrets must take reasonable measures to prevent trade secrets from becoming available to persons other than those selected by the owner to have access thereof for limited purposes (which measures may include prominently labeling each page of an unsolicited proposal where trade secret information appears as being "TRADE SECRET CONFIDENTIAL"). This paragraph is not intended to nor should it be construed to constitute legal advice or an obligation for the Authority or the Authority's staff to undertake any particular action. If an offeror would like to protect its trade secret information it should consult with an attorney to determine how best to do so.

4.18.4 **Content of Unsolicited Proposals.** Unsolicited proposals shall contain the following information to permit consideration in an objective and timely manner:

A. **Basic information:**

1. Offeror's name, address and type of organization, e.g., profit, non-profit, educational, small business;
2. Names and telephone numbers of technical and business personnel to be contacted for evaluation or negotiation purposes;
3. Identification of proprietary data to be used only for evaluation purposes;
4. Names of other federal, state, or local agencies or parties receiving the proposal or funding the proposed effort;
5. Date of submission; and

6. Signature of the person authorized to represent and contractually obligate the offeror.

**B. Additional Information Required:**

1. Concise title and abstract (preferably fewer than 200 words) of the proposed effort;
2. A reasonably complete discussion stating the objectives of the effort or activity, the method of approach and extent of effort to be employed, the nature and extent of the anticipated results, and the manner in which the work is essential to support accomplishment of the Authority's mission;
3. Names and biographical information on the offeror's key personnel who would be involved, including alternates;
4. Type of support needed, if any, from the Authority, e.g., facilities, equipment, materials, financial or personnel resources;
5. Financial plan that includes in sufficient detail for meaningful evaluation: (a) proposed price or total estimated cost for the effort; and (b) identifies all required funding sources and timing of funding;
6. Period of time for which the proposal is valid (six (6) month minimum);
7. Type of contract preferred;
8. Proposed duration of effort;
9. Brief description of the organization, previous experience, relevant past performance, and facilities used;
10. Other statements, if applicable, about organizational conflicts of interest, security clearances, and environmental impacts; and
11. The names and telephone numbers of Authority technical or other Authority points of contact already contacted regarding the unsolicited proposal.

C. **Evaluation Fee:**

1. An initial evaluation fee of Twenty Five Thousand Dollars (\$25,000) payable to the Central Florida Regional Transportation Authority d/b/a LYNX must accompany each unsolicited proposal (the “**Initial Fee**”). Proposals received without the Initial Fee will not be accepted. The Initial Fee may be waived in whole or in part by the Authority’s Chief Executive Officer. Unsolicited proposals submitted by governmental entities shall be exempt from the payment of any fees.
2. Payment of the Initial Fee and any additional fees shall be made by business check, cashier’s check, or any other non-cancelable instrument. Personal checks will not be accepted.
3. If the Initial Fee is not sufficient to pay the Authority’s costs of evaluating the unsolicited proposal, the Authority shall request in writing such additional amounts as determined by the Authority’s Chief Executive Officer. The public-private partnership or private entity submitting the proposal shall pay the requested additional fee within thirty (30) days of receiving the request. Failure to pay the additional fee shall result in the proposal being rejected.
4. The Authority shall refund any fees in excess of the costs of evaluating the proposal after the evaluation is complete. The cost of evaluating the proposal is equal to the amount of all out-of-pocket costs incurred by the Authority in its review (including all fees and expenses paid by the Authority to outside consultants) and the amount of all labor costs incurred by the Authority for the Authority personnel to participate in the review. If the Authority personnel participating in the review are paid on an hourly basis, the labor cost will be equal to the sum of the number of hours that such employees spent on the review multiplied by their hourly pay. If the Authority personnel involved in the review are not paid on an hourly basis, the labor cost will be equal to the sum of the number of hours that such employees spent on the review multiplied

by an hourly rate equal to the prorated cost of their annual salary.

5. The fee requirement can be waived if it conflicts with federal requirements or can be reduced by the Authority's Chief Executive Officer if the Authority's Chief Executive Officer determines that the estimated cost of evaluation will be less than the Initial Fee.
6. Unsolicited proposals valued at \$150,000 or less shall be exempt from the Initial Fee requirement in **Section 4.18.4(c)(1)**. However, the Authority's Chief Executive Officer shall have the authority to require a fee to be paid by the offeror in the event that staff time devoted to the unsolicited proposal is substantial, as determined by the Authority's Chief Executive Officer.

#### 4.18.5 **Authority Procedures**

- A. **Acceptance and negotiation of an unsolicited proposal**: Within sixty (60) days of receipt of an unsolicited proposal and before initiating a comprehensive evaluation, the Authority's Chief Executive Officer shall determine if the proposal:
1. Is a valid unsolicited proposal, meeting the requirements of this **Section 4.18**;
  2. Is essential to the Authority's mission;
  3. Contains sufficient technical and cost information for evaluation; and
  4. Has been approved by a responsible official or other representative authorized to obligate the offer contractually.

If the proposal meets these requirements, the Authority shall promptly acknowledge receipt and advertise for 30 days, in a newspaper of general circulation in one or more counties in the Authority's service territory, its receipt of the proposal and solicitation for any additional proposals or comments from interested parties. The advertisement shall not improperly disclose proprietary information or originality of thought or innovativeness of the property or services sought. Following the end of the advertisement

period, the Authority shall begin to process any related unsolicited proposals. A favorable comprehensive evaluation of an unsolicited proposal does not, itself, justify awarding a contract without providing for full and open competition.

**B. Comprehensive Evaluation:**

1. When performing a comprehensive evaluation of an unsolicited proposal, evaluators (to be selected by the Authority's Chief Executive Officer) shall consider the following factors, in addition to any others appropriate for the particular proposal:
  - (i) Unique, innovative, and meritorious methods, approaches, or concepts demonstrated by the proposal;
  - (ii) Overall scientific, technical, or socioeconomic merits of the proposal;
  - (iii) Potential contribution of the effort to the Authority's specific mission;
  - (iv) The offeror's capabilities, related experience, facilities, techniques, or unique combinations of these that are integral factors for achieving the proposal objectives;
  - (v) The qualifications, capabilities, and experience of the proposed principal investigator, team leader, or key personnel critical to achieving the proposal objectives; and
  - (vi) The realism of the proposed cost.
2. A favorable comprehensive evaluation of an unsolicited proposal does not, in itself, justify awarding a contract without providing for full and open competition.
3. The Authority's staff shall have at least ninety (90) days from the close of the advertisement period to complete their comprehensive evaluation and provide their recommendation to the Authority's Governing Board, where a Major Contract may be

awarded, or to the Authority's Chief Executive Officer, where a Minor Contract may be awarded. When deemed necessary due to the complexity of the issues or other special circumstances, this timeframe may be extended by the Authority's Chief Executive Officer.

4.18.5 **Contract Negotiations:** The Authority may commence negotiations on a sole source basis when an unsolicited proposal offers an innovative proprietary concept, has received a favorable comprehensive evaluation by the Authority's staff, has been deemed to be essential to accomplishing the Authority's objective, and the requirements for a sole-source procurement in accordance with this Administrative Rule 4 have been met.

4.18.6 **Contract Award:**

- A. The award and execution of any Major Contract resulting from an unsolicited proposal is subject to approval by the Authority's Governing Board. The award and execution of a Minor Contract resulting from an unsolicited proposal is subject to approval by the Authority's Chief Executive Officer.
- B. Prior to contract award, the Authority will publicize the intention to award a contract based on the unsolicited proposal or another proposal submitted in response to the publication provided in **Section 4.18.5(A)**.

4.18.7 **Rejection of Unsolicited Proposal:** The Authority shall return an unsolicited proposal to the offeror, citing reasons, when its substance:

- A. Is available to the Authority without restriction from another source;
- B. Closely resembles a proposed or pending competitive acquisition requirement;
- C. Is not essential to accomplishing the Authority's mission;  
or
- D. Does not demonstrate an innovative and unique method, approach, or concept, or is otherwise not deemed a meritorious proposal.

**Action Agenda Item #7.D**

**To:** LYNX Board of Directors

**From:** Blanche Sherman  
-DIRECTOR OF FINANCE  
Blanche Sherman  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6100

**Item Name:** Authorization to Use LYNX' Reserves to Support Link 111 through September 30, 2012

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to use LYNX' Reserves to support Link 111 through September 30, 2012 in the amount of \$345,000.

**BACKGROUND:**

The Link 111 is a workforce route that serves OIA, Florida Mall and Disney carrying over 586,000 riders last year. The route was established in December of 2008 with the help of \$4.9 million in FDOT/Disney escrow funds and began with a one hour frequency. In December 2009, the route was improved to provide thirty minute frequency. Over the same time period LYNX received an additional \$1.4 million in total funding from Disney to match federal Job Access Reverse Commute (JARC) grants. This combination of JARC and Disney carry-over funds was used to continue the Link 111 service beyond the lifespan of the original \$4.9 million investment.

All funds will be exhausted by mid August 2012 resulting in a net operating shortfall of approximately \$345,000. Earlier this year, an effort was made to secure additional state funding to continue this needed route. Unfortunately, the state budget line item of \$1.2 million was vetoed by Governor Scott.

Net operating costs for FY2013 for this route are anticipated to be \$2.2 million. Staff will work with funding partners to determine our path forward for FY2013 within the month.

**FISCAL IMPACT:**

If approved, LYNX' staff will amend the FY2012 Operating Budget to use LYNX' Reserves to support Link 111 through September 30, 2012 in the amount of \$345,000.



**Action Agenda Item #7.E**

**To:** LYNX Board of Directors

**From:** **Elisa Darnall**  
CHIEF OPERATING OFFICER  
**William Hearndon**  
(Technical Contact)  
**Blanche Sherman**  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6036

**Item Name:** **Authorization to Increase the Not-to-Exceed Amount of Contract #12-C02 with MV Transportation, Inc., to Accommodate Increased Trip Demand Beyond RFP Projections**

**Date:** 8/9/2012

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**ACTION REQUESTED:**

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to increase the not-to-exceed amount of Contract #12-C02 with MV Transportation, Inc., to accommodate increased trip demand beyond RFP projections in the amount of \$2,693,591, and amend the FY2012 Operating Budget, accordingly.

**BACKGROUND:**

In March 2011, LYNX released RFP #11-R02 for Core Paratransit Services with ridership statistics based on calendar year 2010's ridership, plus a small increase projected for growth. In calendar year 2011, paratransit ridership increased by 9.46% and is currently projected to increase by 3.23% in calendar year 2012.

Paratransit budgets are developed in February of each year and based on the previous calendar year's data (most recent 12-month period), plus a small increase for projected growth. The 9.46% increase experienced in 2011 was unforeseen and unaccounted for in both the Core Paratransit Services RFP and Fiscal Year 2012 budget.

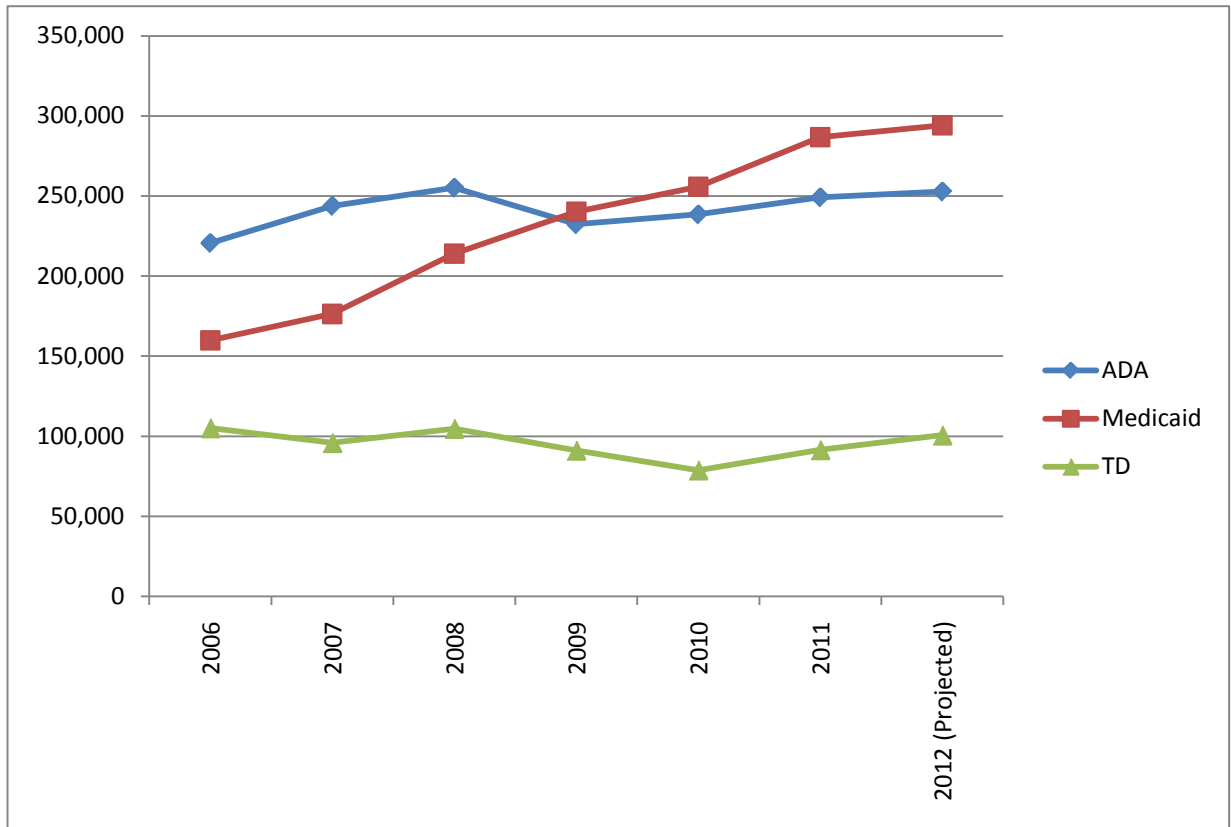
Paratransit ridership has continued to grow and in 2011 experienced tremendous increases.

Calendar Year	ADA	Medicaid	TD	Total	Change
2006	220,657	159,907	105,158	485,722	N/A
2007	243,851	176,388	95,923	516,162	6.27%
2008	255,255	213,997	104,796	574,048	11.21%
2009	232,359	240,191	91,186	563,736	-1.80%
2010	238,535	255,833	78,838	573,206	1.68%
2011	249,194	286,733	91,487	627,414	9.46%
2012 (Projected)	252,831	294,197	100,647	647,675	3.23%

While all programs have experienced increases in ridership, the most growth has been in the Medicaid and Transportation Disadvantaged programs.

Calendar Year	ADA	Medicaid	TD	Total
2006	N/A	N/A	N/A	N/A
2007	10.51%	10.31%	-8.78%	6.27%
2008	4.68%	21.32%	9.25%	11.21%
2009	-8.97%	12.24%	-12.99%	-1.80%
2010	2.66%	6.51%	-13.54%	1.68%
*2011	4.47%	12.08%	16.04%	9.46%
2012 (Projected)	1.46%	2.60%	10.01%	3.23%

\*Core and non-core services began October 1, 2011.



Transportation Disadvantaged (TD) trips may be prioritized and limited based on available funding, however Americans with Disabilities Act (ADA) and Medicaid sponsored trips cannot be limited.

Because of the extreme growth experienced in 2011 and continued increase in paratransit ridership, MV Transportation is projected to provide services beyond their contractual “not to exceed” amount by \$13,216,525 in Fiscal Year 2012. Staff will request authorization to amend future contract years as needed.

**FISCAL IMPACT:**

LYNX staff included \$14,214,993 in the FY2012 Amended Operating Budget to support this contract and greater than anticipated growth in trips. As such, the budgetary impact is not as significant as the contract overages as follows:

<b>Contract Impact</b>	<b>MV Contract</b>
Contract Amount	\$13,216,525
Projected Amount	15,910,116
<b>Over(Under)</b>	<b>\$ 2,693,591</b>

# LYNX Board Agenda

<b>Budgetary Impact</b>	<b>MV Contract</b>	<b>Transportation America Contract</b>	<b>Net Budgetary Impact</b>
Budgeted Amount	\$14,214,993	\$1,617,982	\$15,832,975
Projected Amount	15,910,116	1,226,034	17,136,150
<b>Over(Under)</b>	<b>\$ 1,695,123</b>	<b>\$ (391,948)</b>	<b>\$ 1,303,175</b>

**Monthly Report A: Financial Reports**

**To:** LYNX Board of Directors

**From:** **Blanche Sherman**  
-DIRECTOR OF FINANCE  
**Starlin Rolle**  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6100

**Item Name:** Monthly Financial Report - June 30, 2012

**Date:** 8/9/2012

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Please find attached the monthly financial report for the eight months ending June 30, 2012. LYNX' Balance Sheets, Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the nine months ending June 30, 2012 reflect total revenue earned in the amount of \$85,439,996 and total expenses incurred in the amount of \$83,586,974 resulting in a net operating profit of \$1,853,022.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$2,620,860 for the nine months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(767,838) for the nine months of the fiscal year.

**Fixed Route Operations:**

The year-to-date Operating Revenues are higher than the budget at 110%. Customer fares are at 122% of the budgeted amount year-to-date, and are 111% above the budget amount for the month of June. LYNX' ridership continues to increase into the new fiscal year. Ridership is up by 5.42% year-over-year as of June 30, 2012. If this trend continues, LYNX' ridership will reflect a greater increase for the new fiscal year.

LYNX has experienced a significant increase in advertising revenue for the month of June 2012 and year-to-date is slightly higher than anticipated. Actual revenues through June 2012 for advertising on buses, shelters, and in-kind (trade) transactions are \$789,588, \$51,182, and \$0-, respectively. LYNX entered into a new contract with Direct Media, Incorporated, with an effective date of January 1, 2012, to further enhance LYNX' advertising program and to increase the advertising revenue stream. Direct Media's sales staff continues actively seeking new clients and working with existing clients to offer an attractive and affordable advertising program.

In an attempt to stabilize fuel cost in the future, LYNX' staff entered into a fuel hedging arrangement with Merrill Lynch Commodities, Incorporated. During the month of June 2012, LYNX locked in eighty-four percent (84%) of the total monthly purchases, resulting in cap (LYNX locked) prices higher than the future (float) prices. At this time, LYNX is 3% above the

budget year-to-date, which is primarily due to a higher than anticipated fuel consumption for LYNX' services. In the month of June, LYNX paid an average price of \$2.78 (net) per gallon for diesel fuel and \$2.55 (net) per gallon for bio-diesel, plus fuel hedging losses which is lower than the budgeted price of \$3.17 (net). The national diesel fuel price for the month of June 2012 was \$3.43 (net), which is an indication of potential increases in the price of fuel for LYNX throughout the year. LYNX is currently \$295,001 over the budget for the fiscal year.

LYNX' staff proactively seeks ways to maximize operational efficiencies and improve services. As a result, fixed route operating expenses for salaries, wages, and fringe benefits are under budget due to various vacancies, and less vacation, sick, and holiday pay than anticipated as of June 30, 2012. In addition, expenses related to materials and supplies, security and contact maintenance services, leases, and other miscellaneous expenses are less than budgeted.

Professional services related to various planning projects and the "Public Awareness and Multidiscipline Training", "Fast Track Training", and other training grant programs are also less than anticipated. Casualty and liability insurance expenses are under budget due to the timing of the settlement of several outstanding claims anticipated for the year.

**Paratransit Operations:**

The operating loss from Paratransit operations is related to the higher trips than anticipated as of June 2012. Also, Medicaid and TD revenue is less than anticipated year-to-date and for the month of May. The price of unleaded fuel for the month is higher than the budgeted and the consumption of unleaded fuel is higher than anticipated as of June 2012 due to the increase in revenue miles. The fuel is budgeted at a net price of \$2.93 (net) per gallon in the FY2012 budget. LYNX is currently paying \$2.70 (net) per gallon. The national unleaded fuel price for the month of June 2012 was \$3.28 (net). This is an indication of an anticipated increase in the price of fuel for LYNX throughout the year. However, the year-to-date purchased transportation costs are lower than the amounts budgeted. An analysis follows:

ACCESS LYNX			
FY2012	Trips (Year-to-Date)	Blended Trip Rate	Costs
<b>Actual (with est.)</b>	<b>463,381</b>	<b>\$31.85</b>	<b>\$14,757,547</b>
<b>Budget (rounding)</b>	<b>447,370</b>	<b>\$29.62</b>	<b>\$13,250,417</b>
<b>Excess Trips/Costs</b>	<b>16,011</b>	<b>\$ 2.23</b>	<b>\$ 1,507,130</b>

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**BALANCE SHEETS**  
**JUNE 30, 2012 AND 2011**  
(UNAUDITED)

	<u>2012</u>	<u>2011</u>
<b>ASSETS</b>		
<b>CURRENT ASSETS:</b>		
Cash and cash equivalents	\$ 16,278,868	\$ 28,949,568
Receivables:		
Local, trade and operating assistance	7,009,503	3,142,764
Federal grants	16,113,347	12,362,865
State grants	8,082,620	2,363,762
Inventory	1,583,082	1,600,267
Prepaid expenses and other assets	1,156,465	269,072
Restricted cash and cash equivalents	4,157,142	1,407,657
Deferred outflow of resources	612,600	-
	<u>54,993,627</u>	<u>50,095,955</u>
Total current assets		
<b>NONCURRENT ASSETS:</b>		
Restricted cash and cash equivalents	<u>4,195,063</u>	<u>4,195,063</u>
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	87,036,128	83,227,024
Revenue vehicles	106,864,270	107,757,997
Furniture, Fixtures & Equipment	20,685,421	21,779,695
Leasehold improvements	-	-
Total property and equipment	<u>223,157,284</u>	<u>221,336,181</u>
Less: accumulated depreciation	(105,752,479)	(96,579,831)
Construction in progress	<u>14,684,199</u>	<u>13,389,456</u>
	<u>132,089,004</u>	<u>138,145,806</u>
Net property and equipment		
Other assets	<u>-</u>	<u>-</u>
	<u>136,284,067</u>	<u>142,340,869</u>
Total noncurrent assets		
<b>TOTAL ASSETS</b>	<u>\$ 191,277,694</u>	<u>\$ 192,436,824</u>

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**BALANCE SHEETS**  
**JUNE 30, 2012 AND 2011**  
(UNAUDITED)

	<u>2012</u>	<u>2011</u>
<b>LIABILITIES AND NET ASSETS</b>		
<b>CURRENT LIABILITIES:</b>		
Accounts payable	\$ 6,242,796	\$ 5,042,264
Accrued salaries and related taxes	1,849,619	2,924,878
Accrued compensated absences	3,575,926	3,668,816
Accrued self-insurance liability, current	1,835,748	1,565,304
Leases payable, current	1,164,286	1,119,521
SIB loans payable, current	5,006,318	736,565
Deferred operating revenue	4,399,940	4,382,203
Deferred capital	3,620,393	961,760
Deferred inflow of resources	612,600	-
Total current liabilities	<u>28,307,626</u>	<u>20,401,311</u>
<b>NONCURRENT LIABILITIES:</b>		
Leases payable, long-term	1,521,042	2,685,328
Loans payable	3,158,478	8,164,796
Accrued self-insurance liability, long-term	<u>3,571,896</u>	<u>3,073,730</u>
Total noncurrent liabilities	<u>8,251,416</u>	<u>13,923,854</u>
Total liabilities	<u>36,559,042</u>	<u>34,325,165</u>
<b>NET ASSETS:</b>		
Invested in capital assets, net of related debt	124,588,358	129,127,618
Restricted	536,750	536,750
Unrestricted	<u>29,593,544</u>	<u>28,447,291</u>
Total net assets	<u>154,718,652</u>	<u>158,111,659</u>
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<u>\$ 191,277,694</u>	<u>\$ 192,436,824</u>



**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENSES**  
**FOR THE MONTH OF JUNE 2012 AND THE NINE MONTHS ENDED JUNE 30, 2012**  
**(UNAUDITED)**

	Year to Date			Month of June		
	Budget	Actual	%	Budget	Actual	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 17,452,341	\$ 21,199,579	121%	\$ 1,939,149	\$ 2,150,740	111%
Contract Services:						
Local Financial Assistance	5,585,165	5,580,797	100%	620,574	622,108	100%
Other Contractual Services	8,094,001	6,601,019	82%	846,203	711,485	84%
Advertising	828,751	840,770	101%	92,084	162,074	176%
Other Operating Income	313,042	268,578	86%	39,068	45,744	117%
Total Operating Revenues	<u>32,273,300</u>	<u>34,490,743</u>	107%	<u>3,537,078</u>	<u>3,692,151</u>	104%
<b>NONOPERATING REVENUES</b>						
Operating assistance grants:						
Federal	562,500	562,500	100%	62,500	62,500	100%
State of Florida	6,835,742	6,766,202	99%	761,908	751,800	99%
Local	28,518,045	28,590,093	100%	3,158,665	3,176,677	101%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	15,213,604	13,856,802	91%	1,706,861	1,692,627	99%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,217,636	1,160,775	95%	135,904	114,721	84%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	112,500	39,801	35%	12,500	3,585	29%
Gain / (Loss) on Sale of Assets	-	(26,920)	N/A	-	-	N/A
Total Nonoperating Revenues	<u>52,460,027</u>	<u>50,949,253</u>	97%	<u>5,838,338</u>	<u>5,801,910</u>	99%
Total Revenues	<u>84,733,327</u>	<u>85,439,996</u>	101%	<u>9,375,416</u>	<u>9,494,061</u>	101%
<b>OPERATING EXPENSES</b>						
Salaries and Wages	29,501,060	28,776,973	98%	3,243,659	3,106,181	96%
Fringe Benefits	16,723,110	15,825,673	95%	1,944,128	1,937,878	100%
Purchased Transportation Services	14,313,842	15,662,216	109%	1,401,825	1,908,623	136%
Fuel	11,387,848	12,073,509	106%	1,265,318	1,332,644	105%
Other Materials and Supplies	4,406,690	4,506,262	102%	490,029	507,486	104%
Professional Services	2,281,908	1,147,478	50%	251,554	221,560	88%
Other Services	3,329,542	2,389,687	72%	323,558	262,401	81%
Lease and Miscellaneous Expenses	661,661	483,861	73%	79,599	43,123	54%
Casualty and Liability Insurance	1,584,950	1,199,520	76%	176,104	179,125	102%
Utilities	1,002,835	956,348	95%	111,504	110,010	99%
Taxes and Licenses	310,603	382,375	123%	34,512	45,933	133%
Interest Expense	221,945	183,072	82%	5,523	18,950	343%
Total Operating Expenses	<u>85,725,994</u>	<u>83,586,974</u>	98%	<u>9,327,313</u>	<u>9,673,914</u>	104%
<b>OPERATING GAIN / (LOSS)</b>	<u>\$ (992,667)</u>	<u>\$ 1,853,022</u>	N/A	<u>\$ 48,103</u>	<u>\$ (179,853)</u>	N/A

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT**  
**STATEMENT OF REVENUES AND EXPENSES**  
**FOR THE MONTH OF JUNE 2012 AND THE NINE MONTHS ENDED JUNE 30, 2012**  
**(UNAUDITED)**

	Year to Date			Month of June		
	Budget	Actual	%	Budget	Actual	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 16,364,186	\$ 20,033,779	122%	\$ 1,818,243	\$ 2,010,086	111%
Contract Services:						
Local Financial Assistance	5,585,165	5,580,797	100%	620,574	622,108	100%
Other Contractual Services	1,819,300	600,217	33%	202,144	35,043	17%
Advertising	828,751	840,770	101%	92,084	162,074	176%
Other Operating Income	313,042	268,578	86%	39,068	45,744	117%
Total Operating Revenues	<u>24,910,444</u>	<u>27,324,141</u>	110%	<u>2,772,113</u>	<u>2,875,055</u>	104%
<b>NONOPERATING REVENUES</b>						
Operating assistance grants:						
Federal	562,500	562,500	100%	62,500	62,500	100%
State of Florida	6,835,742	6,766,202	99%	761,908	751,800	99%
Local	20,350,441	20,422,492	100%	2,251,153	2,269,166	101%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	13,863,604	12,427,870	90%	1,556,861	1,511,323	97%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,191,920	1,160,775	97%	129,475	114,721	89%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	112,500	39,801	35%	12,500	3,585	29%
Gain / (Loss) on the Sale of Assets	-	(26,920)	N/A	-	-	N/A
Total Nonoperating Revenues	<u>42,916,707</u>	<u>41,352,720</u>	96%	<u>4,774,397</u>	<u>4,713,095</u>	99%
Total Revenues	<u>67,827,151</u>	<u>68,676,861</u>	101%	<u>7,546,510</u>	<u>7,588,150</u>	101%
<b>OPERATING EXPENSES</b>						
Salaries and Wages	29,242,719	28,507,249	97%	3,214,410	3,079,869	96%
Fringe Benefits	16,558,564	15,665,511	95%	1,925,624	1,918,986	100%
Purchased Transportation Services	1,063,425	904,669	85%	133,256	97,690	73%
Fuel	9,743,463	10,038,464	103%	1,082,608	1,106,614	102%
Other Materials and Supplies	4,386,440	4,503,915	103%	487,779	507,483	104%
Professional Services	2,030,079	1,077,642	53%	223,573	221,525	99%
Other Services	3,175,071	2,245,504	71%	306,394	262,401	86%
Lease and Miscellaneous Expenses	649,344	478,171	74%	78,231	56,433	72%
Casualty and Liability Insurance	1,584,950	1,199,520	76%	176,104	179,125	102%
Utilities	962,825	918,663	95%	107,059	105,548	99%
Taxes and Licenses	282,996	333,621	118%	31,444	42,814	136%
Interest Expense	221,945	183,072	82%	5,523	18,950	343%
Total Operating Expenses	<u>69,901,821</u>	<u>66,056,001</u>	94%	<u>7,772,005</u>	<u>7,597,438</u>	98%
<b>OPERATING GAIN / (LOSS)</b>	<u>\$ (2,074,670)</u>	<u>\$ 2,620,860</u>	N/A	<u>\$ (225,495)</u>	<u>\$ (9,288)</u>	N/A

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**PARATRANSIT SEGMENT**  
**STATEMENT OF REVENUES AND EXPENSES**  
**FOR THE MONTH OF JUNE 2012 AND THE NINE MONTHS ENDED JUNE 30, 2012**  
**(UNAUDITED)**

	Year to Date			Month of June		
	Budget	Actual	%	Budget	Actual	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 1,088,155	\$ 1,165,800	107%	\$ 120,906	\$ 140,654	116%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	6,274,701	6,000,802	96%	644,059	676,442	105%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>7,362,856</u>	<u>7,166,602</u>	97%	<u>764,965</u>	<u>817,096</u>	107%
<b>NONOPERATING REVENUES</b>						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	8,167,604	8,167,601	100%	907,512	907,511	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	1,350,000	1,428,932	106%	150,000	181,304	121%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	25,716	-	N/A	6,429	-	N/A
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>9,543,320</u>	<u>9,596,533</u>	101%	<u>1,063,941</u>	<u>1,088,815</u>	102%
Total Revenues	<u>16,906,176</u>	<u>16,763,135</u>	99%	<u>1,828,906</u>	<u>1,905,911</u>	104%
<b>OPERATING EXPENSES</b>						
Salaries and Wages	258,341	269,724	104%	29,249	26,312	90%
Fringe Benefits	164,546	160,162	97%	18,504	18,892	102%
Purchased Transportation Services	13,250,417	14,757,547	111%	1,268,569	1,810,933	143%
Fuel	1,644,385	2,035,045	124%	182,710	226,030	124%
Other Materials and Supplies	20,250	2,347	12%	2,250	3	0%
Professional Services	251,829	69,836	28%	27,981	35	0%
Other Services	154,471	144,183	93%	17,164	-	0%
Lease and Miscellaneous Expenses	12,317	5,690	46%	1,368	(13,310)	-973%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	40,010	37,685	94%	4,445	4,462	100%
Taxes and Licenses	27,607	48,754	177%	3,068	3,119	102%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>15,824,173</u>	<u>17,530,973</u>	111%	<u>1,555,308</u>	<u>2,076,476</u>	134%
<b>OPERATING GAIN / (LOSS)</b>	<u>\$ 1,082,003</u>	<u>\$ (767,838)</u>	N/A	<u>\$ 273,598</u>	<u>\$ (170,565)</u>	N/A

**Monthly Report B: Financial Reports**

**To:** LYNX Board of Directors

**From:** Blanche Sherman  
-DIRECTOR OF FINANCE  
Starlin Rolle  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6100

**Item Name:** Monthly Financial Report - May 31, 2012

**Date:** 8/9/2012

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Please find attached the monthly financial report for the eight months ending May 31, 2012. LYNX' Balance Sheets, Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the eight months ending May 31, 2012 reflect total revenue earned in the amount of \$75,945,935 and total expenses incurred in the amount of \$73,913,060 resulting in a net operating profit of \$2,032,875.

- Fixed route, Vanpool, and Pick-Up Line services resulted in an operating profit of \$2,630,148 for the eight months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(597,273) for the eight months of the fiscal year.

**Fixed Route Operations:**

The year-to-date Operating Revenues are higher than the budget at 110%. Customer fares are at 124% of the budgeted amount year-to-date, and are 129% above the budget amount for the month of May. LYNX' ridership continues to increase into the new fiscal year. Ridership is up by 6.22% year-over-year as of May 31, 2012. If this trend continues, LYNX' ridership will reflect a greater increase for the new fiscal year.

Although LYNX has experienced a slight increase in advertising revenue for the month of May 2012, LYNX' advertising revenue year-to-date is slightly lower than anticipated. Actual revenues through May 2012 for advertising on buses, shelters, and in-kind (trade) transactions are \$631,615, \$47,082, and \$-0-, respectively. LYNX entered into a new contract with Direct Media, Incorporated, with an effective date of January 1, 2012, to further enhance LYNX' advertising program and to increase the advertising revenue stream. Direct Media's sales staff continues actively seeking new clients and working with existing clients to offer an attractive and affordable advertising program.

In an attempt to stabilize fuel cost in the future, LYNX' staff entered into a fuel hedging arrangement with Merrill Lynch Commodities, Incorporated. During the month of May 2012, LYNX locked in seventy-six percent (76%) of the total monthly purchases, resulting in cap (LYNX locked) prices higher than the future (float) prices. At this time, LYNX is 3% above the

budget year-to-date, which is primarily due to a higher than anticipated fuel consumption for LYNX' services. In the month of May, LYNX paid an average price of \$3.05 (net) per gallon for diesel fuel and \$2.87 (net) per gallon for bio-diesel, plus fuel hedging losses which is lower than the budgeted price of \$3.17 (net). The national diesel fuel price for the month of May 2012 was \$3.65 (net), which is an indication of potential increases in the price of fuel for LYNX throughout the year. LYNX is currently \$270,995 over the budget for the fiscal year.

LYNX' staff proactively seeks ways to maximize operational efficiencies and improve services. As a result, fixed route operating expenses for salaries, wages, and fringe benefits are under budget due to various vacancies, and less vacation, sick, and holiday pay than anticipated as of May 31, 2012. In addition, expenses related to materials and supplies, security and contact maintenance services, leases, and other miscellaneous expenses are less than budgeted.

Professional services related to various planning projects and the "Public Awareness and Multidiscipline Training", "Fast Track Training", and other training grant programs are also less than anticipated. Casualty and liability insurance expenses are under budget due to the timing of the settlement of several outstanding claims anticipated for the year.

**Paratransit Operations:**

The operating loss from Paratransit operations is related to the higher trips than anticipated as of May 2012. Also, Medicaid and TD revenue is less than anticipated year-to-date and for the month of May. The price of unleaded fuel for the month is higher than the budgeted and the consumption of unleaded fuel is higher than anticipated as of May 2012 due to the increase in revenue miles. The fuel is budgeted at a net price of \$2.93 (net) per gallon in the FY2012 budget. LYNX is currently paying \$2.95 (net) per gallon. The national unleaded fuel price for the month of May 2012 was \$3.47 (net). This is an indication of an anticipated increase in the price of fuel for LYNX throughout the year. However, the year-to-date purchased transportation costs are lower than the amounts budgeted. An analysis follows:

ACCESS LYNX			
FY2012	Trips (Year-to-Date)	Blended Trip Rate	Costs
<b>Actual (with est.)</b>	<b>431,211</b>	<b>\$30.02</b>	<b>\$12,946,614</b>
<b>Budget (rounding)</b>	<b>397,662</b>	<b>\$30.13</b>	<b>\$11,981,848</b>
<b>Excess Trips/Costs</b>	<b>33,549</b>	<b>\$ (.11)</b>	<b>\$ 964,766</b>

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**BALANCE SHEETS**  
**MAY 31, 2012 AND 2011**  
**(UNAUDITED)**

	<u>2012</u>	<u>2011</u>
<b>ASSETS</b>		
<b>CURRENT ASSETS:</b>		
Cash and cash equivalents	\$ 18,286,654	\$ 30,412,065
Receivables:		
Local, trade and operating assistance	5,433,611	3,932,532
Federal grants	15,016,488	10,376,043
State grants	7,024,225	2,461,527
Inventory	1,548,340	1,496,715
Prepaid expenses and other assets	1,266,477	321,882
Restricted cash and cash equivalents	4,073,385	1,411,018
Deferred outflow of resources	612,600	-
Total current assets	<u>53,261,780</u>	<u>50,411,782</u>
<b>NONCURRENT ASSETS:</b>		
Restricted cash and cash equivalents	<u>4,195,063</u>	<u>4,195,063</u>
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	87,036,128	83,767,849
Revenue vehicles	104,830,757	110,220,883
Furniture, Fixtures & Equipment	20,410,952	21,800,942
Leasehold improvements	-	-
Total property and equipment	<u>220,849,302</u>	<u>224,361,139</u>
Less: accumulated depreciation	(104,223,686)	(98,001,927)
Construction in progress	<u>14,295,574</u>	<u>12,121,321</u>
Net property and equipment	<u>130,921,190</u>	<u>138,480,533</u>
Other assets	<u>-</u>	<u>-</u>
Total noncurrent assets	<u>135,116,253</u>	<u>142,675,596</u>
<b>TOTAL ASSETS</b>	<u>\$ 188,378,033</u>	<u>\$ 193,087,378</u>

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**BALANCE SHEETS**  
**MAY 31, 2012 AND 2011**  
(UNAUDITED)

	<b>2012</b>	<b>2011</b>
<b>LIABILITIES AND NET ASSETS</b>		
<b>CURRENT LIABILITIES:</b>		
Accounts payable	\$ 3,905,950	\$ 5,597,631
Accrued salaries and related taxes	2,733,471	2,607,631
Accrued compensated absences	3,575,926	3,668,816
Accrued self-insurance liability, current	1,835,748	1,565,304
Leases payable, current	1,164,286	1,119,521
SIB loans payable, current	5,006,318	736,565
Deferred operating revenue	3,817,230	4,854,317
Deferred capital	3,536,635	878,002
Deferred inflow of resources	612,600	-
	<b>26,188,164</b>	<b>21,027,787</b>
<b>NONCURRENT LIABILITIES:</b>		
Leases payable, long-term	1,521,042	2,685,328
Loans payable	3,158,478	8,164,796
Accrued self-insurance liability, long-term	3,571,896	3,073,730
	<b>8,251,416</b>	<b>13,923,854</b>
Total liabilities	<b>34,439,580</b>	<b>34,951,641</b>
<b>NET ASSETS:</b>		
Invested in capital assets, net of related debt	123,628,306	129,472,028
Restricted	536,750	536,750
Unrestricted	29,773,397	28,126,959
	<b>153,938,453</b>	<b>158,135,737</b>
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$ 188,378,033</b>	<b>\$ 193,087,378</b>

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENSES**  
**FOR THE MONTH OF MAY 2012 AND THE EIGHT MONTHS ENDED MAY 31, 2012**  
**(UNAUDITED)**

	Year to Date			Month of May		
	Budget	Actual	%	Budget	Actual	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 15,513,192	\$ 19,048,839	123%	\$ 1,939,149	\$ 2,465,486	127%
Contract Services:						
Local Financial Assistance	4,964,591	4,958,689	100%	620,574	612,126	99%
Other Contractual Services	7,247,798	5,889,534	81%	846,203	718,973	85%
Advertising	736,667	678,696	92%	92,084	129,553	141%
Other Operating Income	273,974	222,834	81%	39,068	36,311	93%
Total Operating Revenues	<u>28,736,222</u>	<u>30,798,592</u>	107%	<u>3,537,078</u>	<u>3,962,449</u>	112%
<b>NONOPERATING REVENUES</b>						
Operating assistance grants:						
Federal	500,000	500,000	100%	62,500	62,500	100%
State of Florida	6,073,834	6,014,402	99%	761,908	751,800	99%
Local	25,359,380	25,413,416	100%	3,158,665	3,176,677	101%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	13,506,743	12,164,175	90%	1,706,861	2,042,220	120%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,081,732	1,046,054	97%	135,904	109,102	80%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	100,000	36,216	36%	12,500	4,134	33%
Gain / (Loss) on Sale of Assets	-	(26,920)	N/A	-	15	N/A
Total Nonoperating Revenues	<u>46,621,689</u>	<u>45,147,343</u>	97%	<u>5,838,338</u>	<u>6,146,448</u>	105%
Total Revenues	<u>75,357,911</u>	<u>75,945,935</u>	101%	<u>9,375,416</u>	<u>10,108,897</u>	108%
<b>OPERATING EXPENSES</b>						
Salaries and Wages	26,257,401	25,670,792	98%	3,243,659	3,244,433	100%
Fringe Benefits	14,778,982	13,887,795	94%	1,944,128	1,690,859	87%
Purchased Transportation Services	12,912,017	13,753,593	107%	1,401,825	1,747,905	125%
Fuel	10,122,530	10,740,865	106%	1,265,318	1,422,636	112%
Other Materials and Supplies	3,916,661	3,998,776	102%	490,029	556,525	114%
Professional Services	2,030,354	925,918	46%	251,554	191,699	76%
Other Services	3,005,984	2,127,286	71%	323,558	174,818	54%
Lease and Miscellaneous Expenses	582,062	440,738	76%	79,599	50,793	64%
Casualty and Liability Insurance	1,408,846	1,020,395	72%	176,104	194,707	111%
Utilities	891,331	846,338	95%	111,504	113,558	102%
Taxes and Licenses	276,091	336,442	122%	34,512	30,989	90%
Interest Expense	216,422	164,122	76%	5,523	19,416	352%
Total Operating Expenses	<u>76,398,681</u>	<u>73,913,060</u>	97%	<u>9,327,313</u>	<u>9,438,338</u>	101%
<b>OPERATING GAIN / (LOSS)</b>	<u>\$ (1,040,770)</u>	<u>\$ 2,032,875</u>	N/A	<u>\$ 48,103</u>	<u>\$ 670,559</u>	N/A



**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**FIXED-ROUTE, VANPOOL AND PICK-UP LINE SEGMENT**  
**STATEMENT OF REVENUES AND EXPENSES**  
**FOR THE MONTH OF MAY 2012 AND THE EIGHT MONTHS ENDED MAY 31, 2012**  
**(UNAUDITED)**

	Year to Date			Month of May		
	Budget	Actual	%	Budget	Actual	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 14,545,943	\$ 18,023,693	124%	\$ 1,818,243	\$ 2,339,897	129%
Contract Services:						
Local Financial Assistance	4,964,591	4,958,689	100%	620,574	612,126	99%
Other Contractual Services	1,617,156	565,174	35%	202,144	26,917	13%
Advertising	736,667	678,696	92%	92,084	129,553	141%
Other Operating Income	273,974	222,834	81%	39,068	36,311	93%
Total Operating Revenues	<u>22,138,331</u>	<u>24,449,086</u>	110%	<u>2,772,113</u>	<u>3,144,804</u>	113%
<b>NONOPERATING REVENUES</b>						
Operating assistance grants:						
Federal	500,000	500,000	100%	62,500	62,500	100%
State of Florida	6,073,834	6,014,402	99%	761,908	751,800	99%
Local	18,099,288	18,153,326	100%	2,251,153	2,269,166	101%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	12,306,743	10,916,547	89%	1,556,861	1,844,592	118%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	1,062,445	1,046,054	98%	129,475	109,102	84%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	100,000	36,216	36%	12,500	4,134	33%
Gain / (Loss) on the Sale of Assets	-	(26,920)	N/A	-	15	N/A
Total Nonoperating Revenues	<u>38,142,310</u>	<u>36,639,625</u>	96%	<u>4,774,397</u>	<u>5,041,309</u>	106%
Total Revenues	<u>60,280,641</u>	<u>61,088,711</u>	101%	<u>7,546,510</u>	<u>8,186,113</u>	108%
<b>OPERATING EXPENSES</b>						
Salaries and Wages	26,028,309	25,427,380	98%	3,214,410	3,210,140	100%
Fringe Benefits	14,632,940	13,746,525	94%	1,925,624	1,671,497	87%
Purchased Transportation Services	930,169	806,979	87%	133,256	102,701	77%
Fuel	8,660,855	8,931,850	103%	1,082,608	1,174,997	109%
Other Materials and Supplies	3,898,661	3,996,432	103%	487,779	556,214	114%
Professional Services	1,806,506	856,117	47%	223,573	181,886	81%
Other Services	2,868,677	1,983,103	69%	306,394	153,662	50%
Lease and Miscellaneous Expenses	571,113	421,738	74%	78,231	49,914	64%
Casualty and Liability Insurance	1,408,846	1,020,395	72%	176,104	194,707	111%
Utilities	855,766	813,115	95%	107,059	109,185	102%
Taxes and Licenses	251,552	290,807	116%	31,444	22,573	72%
Interest Expense	216,422	164,122	76%	5,523	19,416	352%
Total Operating Expenses	<u>62,129,816</u>	<u>58,458,563</u>	94%	<u>7,772,005</u>	<u>7,446,892</u>	96%
<b>OPERATING GAIN / (LOSS)</b>	<u>\$ (1,849,175)</u>	<u>\$ 2,630,148</u>	N/A	<u>\$ (225,495)</u>	<u>\$ 739,221</u>	N/A

**CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY**  
**PARATRANSIT SEGMENT**  
**STATEMENT OF REVENUES AND EXPENSES**  
**FOR THE MONTH OF MAY 2012 AND THE EIGHT MONTHS ENDED MAY 31, 2012**  
**(UNAUDITED)**

	Year to Date			Month of May		
	Budget	Actual	%	Budget	Actual	%
<b>OPERATING REVENUES</b>						
Customer Fares	\$ 967,249	\$ 1,025,146	106%	\$ 120,906	\$ 125,589	104%
Contract Services:						
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	5,630,642	5,324,360	95%	644,059	692,056	107%
Advertising	-	-	0%	-	-	0%
Other Operating Income	-	-	0%	-	-	0%
Total Operating Revenues	<u>6,597,891</u>	<u>6,349,506</u>	96%	<u>764,965</u>	<u>817,645</u>	107%
<b>NONOPERATING REVENUES</b>						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	7,260,092	7,260,090	100%	907,512	907,511	100%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	1,200,000	1,247,628	104%	150,000	197,628	132%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	19,287	-	N/A	6,429	-	N/A
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	-	-	0%	-	-	0%
Gain / (Loss) on the Sale of Assets	-	-	0%	-	-	0%
Total Nonoperating Revenues	<u>8,479,379</u>	<u>8,507,718</u>	100%	<u>1,063,941</u>	<u>1,105,139</u>	104%
Total Revenues	<u>15,077,270</u>	<u>14,857,224</u>	99%	<u>1,828,906</u>	<u>1,922,784</u>	105%
<b>OPERATING EXPENSES</b>						
Salaries and Wages	229,092	243,412	106%	29,249	34,293	117%
Fringe Benefits	146,042	141,270	97%	18,504	19,362	105%
Purchased Transportation Services	11,981,848	12,946,614	108%	1,268,569	1,645,204	130%
Fuel	1,461,675	1,809,015	124%	182,710	247,639	136%
Other Materials and Supplies	18,000	2,344	13%	2,250	311	14%
Professional Services	223,848	69,801	31%	27,981	9,813	35%
Other Services	137,307	144,183	105%	17,164	21,156	123%
Lease and Miscellaneous Expenses	10,949	19,000	174%	1,368	879	64%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	35,565	33,223	93%	4,445	4,373	98%
Taxes and Licenses	24,539	45,635	186%	3,068	8,416	274%
Interest Expense	-	-	0%	-	-	0%
Total Operating Expenses	<u>14,268,865</u>	<u>15,454,497</u>	108%	<u>1,555,308</u>	<u>1,991,446</u>	128%
<b>OPERATING GAIN / (LOSS)</b>	<u>\$ 808,405</u>	<u>\$ (597,273)</u>	N/A	<u>\$ 273,598</u>	<u>\$ (68,662)</u>	N/A

**Monthly Report C: LYNX American Recovery and Reinvestment Act Project Status Report**

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Andrea Ostrodka  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** LYNX American Recovery and Reinvestment Act Project Status Report

**Date:** 8/9/2012

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LYNX received over \$31.5 million in a 2009 American Recovery and Reinvestment Act (ARRA) Grant. Of the 19 projects approved in this grant, 14 are substantially completed and the majority of the remaining projects are well underway. As of June 30, 2012, LYNX has encumbered \$26,332,582 or 83.5% of the award. A total of \$26,245,307 or 83.3% of the work has been completed and paid out. Individual projects currently underway include procurement of fare collection equipment and construction of the Kissimmee Intermodal facility.

LYNX recently completed a budget revision to reallocate \$600,000 in ARRA project savings to signage associated with real time customer information.

A complete list of projects and the status of each, as of June 30, 2012, can be found on the attached table.

FTA met with LYNX staff on July 10, 2012 to review ARRA project status and to discuss strategies for use of savings. LYNX has used \$875,928 in ARRA savings from projects completed under-budget to purchase additional vehicles.

LYNX submitted the quarterly 1512 report to the FTA on July 10, 2012 and the Milestone Progress Review report on July 30, 2012. The next quarterly report is due October 10, 2012 for the quarter ending September 30.

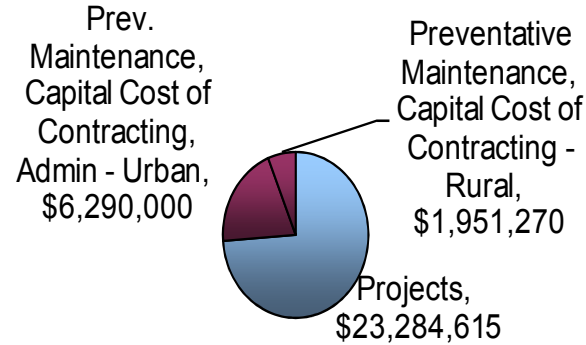


# LYNX

## American Recovery & Reinvestment Act (ARRA) TOTAL AWARDED: \$31,525,885 June 30, 2012 STATUS



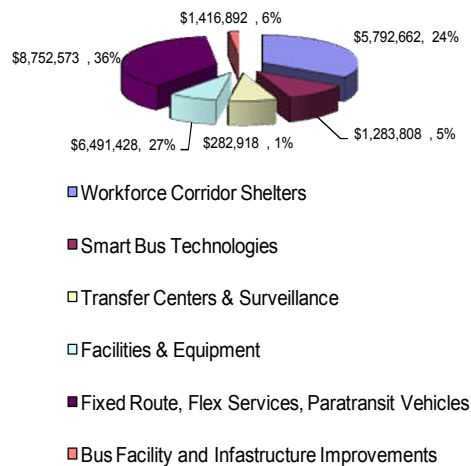
### \$31,525,885 Funding Breakdown



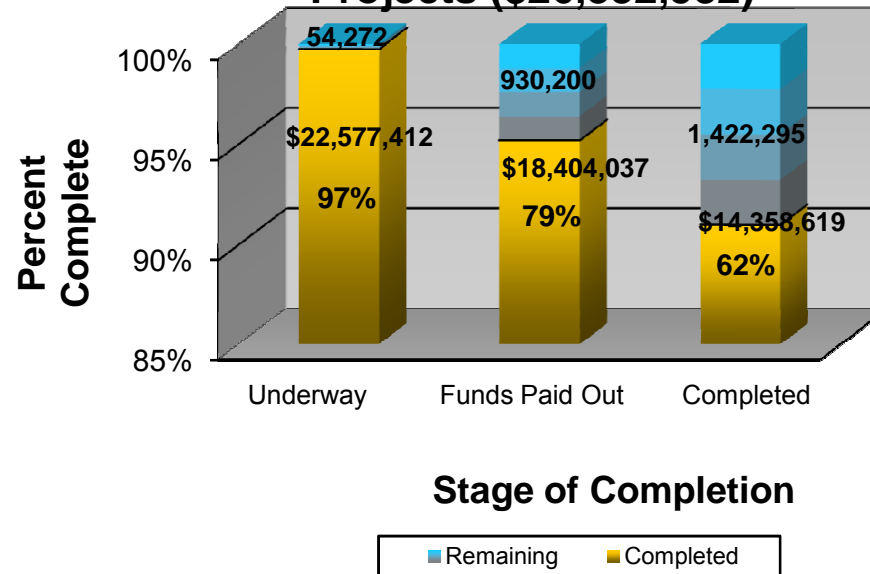
### LYNX & LYNX Contractors using ARRA Funding:

Total ARRA Funds Paid Out (Urban & Rural): \$26,245,307  
Number of Direct On-Project Jobs Created/Retained = 1,071

Approved Projects: \$23,284,615



### Recovery Act Funds Associated With Projects (\$26,332,582)



Note: The above Progress Chart reflects Cumulative, Per-Project Amounts (not per-contract amounts). Completed amounts shown in each subsequent stage are first shown in the previous stage

Monthly Report D: Ridership Report

**To:** LYNX Board of Directors

**From:** Rudolph Walter  
DIRECTOR OF PLANNING  
Gerald Bryan  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

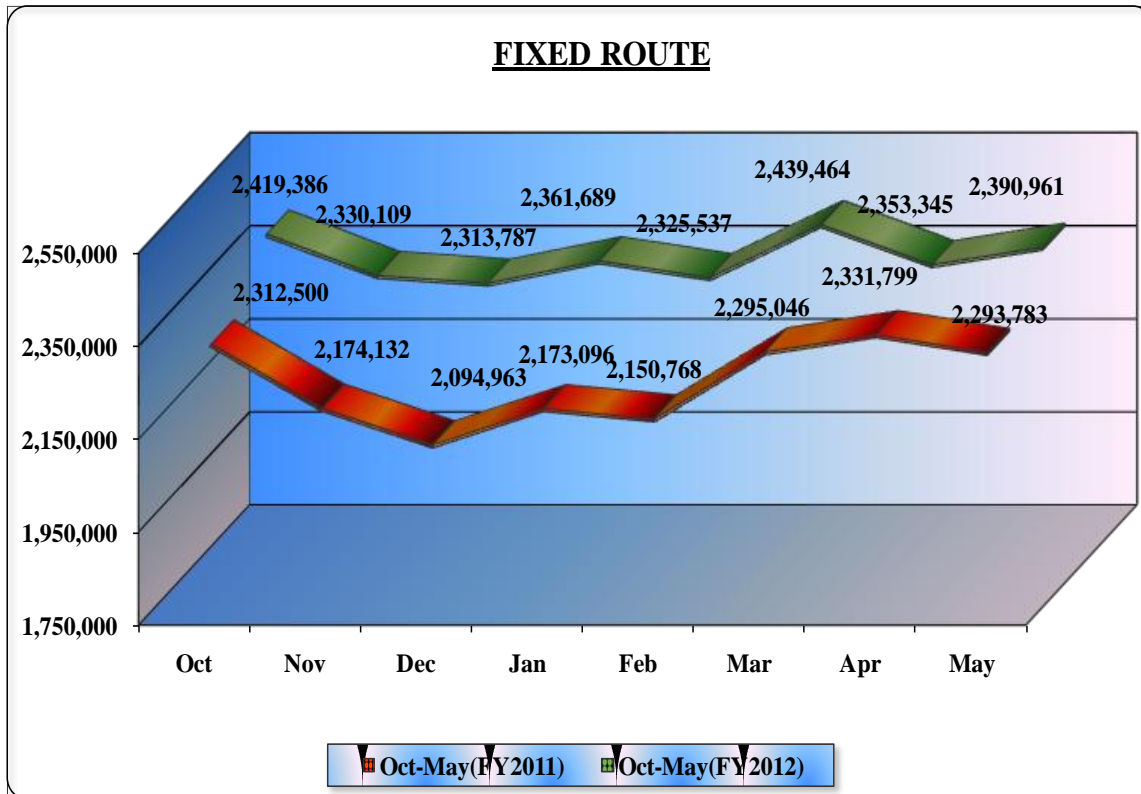
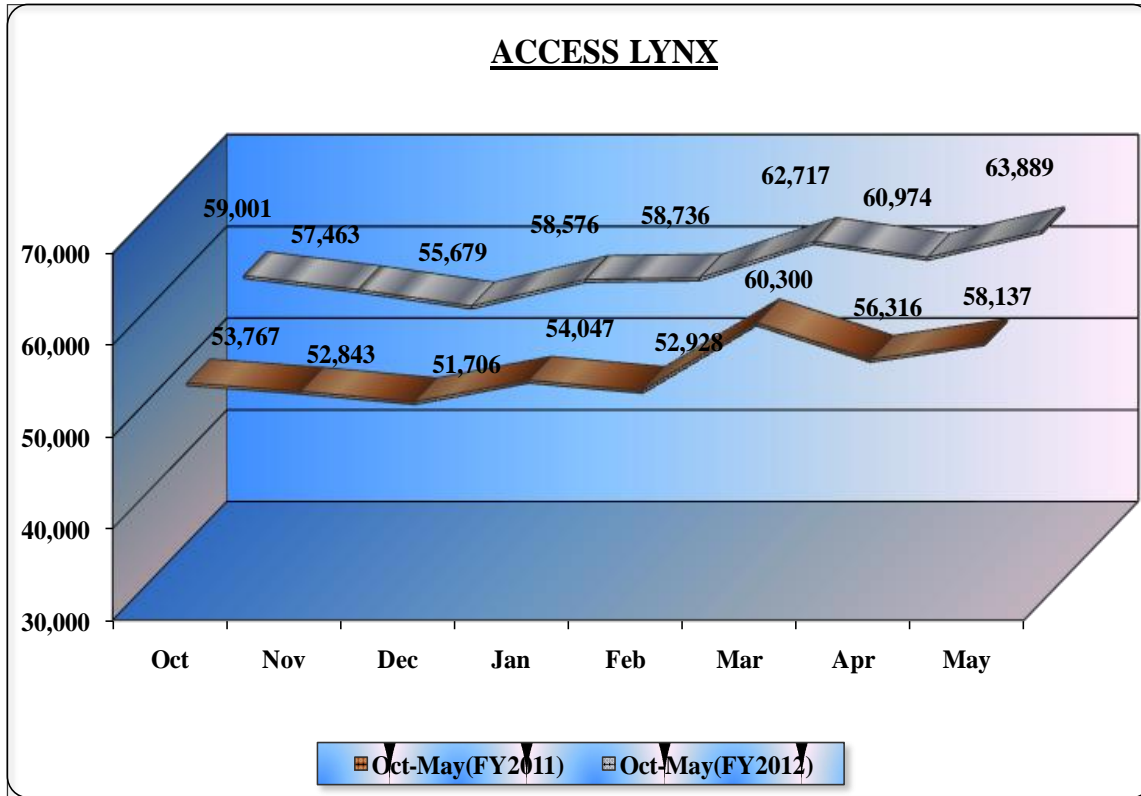
**Item Name:** Ridership Report May (Final) and June 2012 (Final)

**Date:** 8/9/2012

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Year to date (October - May) Final

<i>Service Mode</i>	<i>Oct-May(FY2011)</i>	<i>Oct-May(FY2012)</i>	<i>% Change</i>
LYMMO	688,794	597,432	-13.26%
Fixed Route	17,041,627	18,241,728	7.04%
NeighborLink	95,666	95,118	-0.57%
<b>SUBTOTAL - FIXED ROUTE</b>	17,826,087	18,934,278	6.22%
Special Shuttles	37,223	1,551	-95.83%
ACCESS LYNX	440,044	477,035	8.41%
Van Pool	133,161	136,518	2.52%
<b>SUBTOTAL - OTHER SERVICES</b>	610,428	615,104	0.77%
<b>TOTAL ALL SERVICES</b>	18,436,515	19,549,382	6.04%



***Average Daily Ridership by Mode***

<i>Service Mode</i>	<i>Day</i>	<i>May-11</i>	<i>May-12</i>	<i>% Change</i>
<b>LYMMO</b>	Weekday	3,352	3,206	-4.35%
	Saturday	1,277	1,174	-8.09%
	Sunday	1,005	864	-13.98%
<b>All Other Links</b>	Weekday	84,103	85,603	1.78%
	Saturday	56,836	60,397	6.26%
	Sunday	34,482	34,903	1.22%
<b>Total Fixed Route</b>	Weekday	87,455	88,809	1.55%
	Saturday	58,113	61,570	5.95%
	Sunday	35,486	35,768	0.79%
<b>ACCESS LYNX</b>	Weekday	2,835	2,990	5.46%
	Saturday	1,182	1,316	11.40%
	Sunday	445	438	-1.53%
<b>NeighborLink</b>	Weekday	524	484	-7.63%
	Saturday	269	314	16.73%
<b>Van Pool</b>	Weekday	772	711	-7.85%
	Saturday	120	151	25.42%
	Sunday	123	171	38.39%
<b>TOTAL LYNX SERVICES</b>	<b>Weekday</b>	<b>91,586</b>	<b>92,994</b>	<b>1.54%</b>
	<b>Saturday</b>	<b>59,684</b>	<b>63,351</b>	<b>6.14%</b>
	<b>Sunday</b>	<b>36,054</b>	<b>36,376</b>	<b>0.89%</b>

The following new links began service in August 2011:

Fastlink 441 - Limited stop express service from Osceola Square Mall to LCS via OBT

Fastlink 17/92 - Limited stop express service from Seminole Center to LCS via 17/92

The following new links began service in December 2011:

Link 104 - East Colonial

Link 105 - West Colonial

Link 445 - Apopka to West Oaks Mall

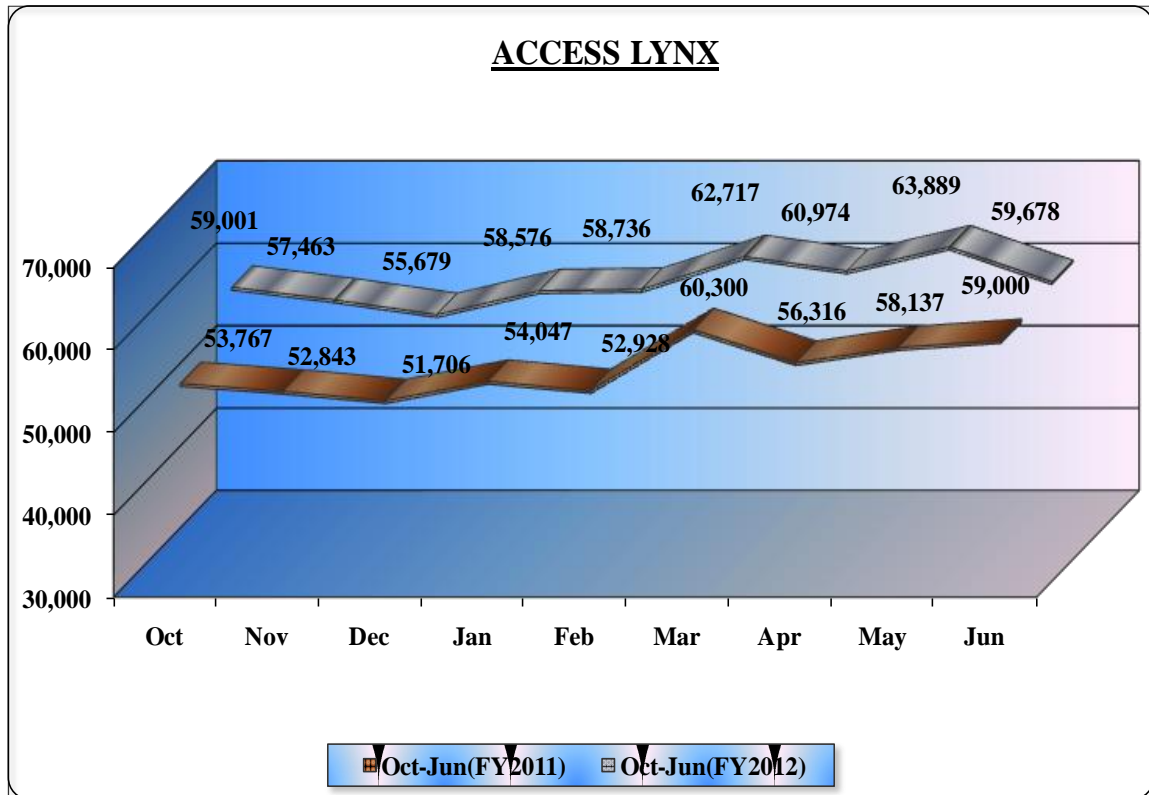
**LYNX Monthly Ridership**

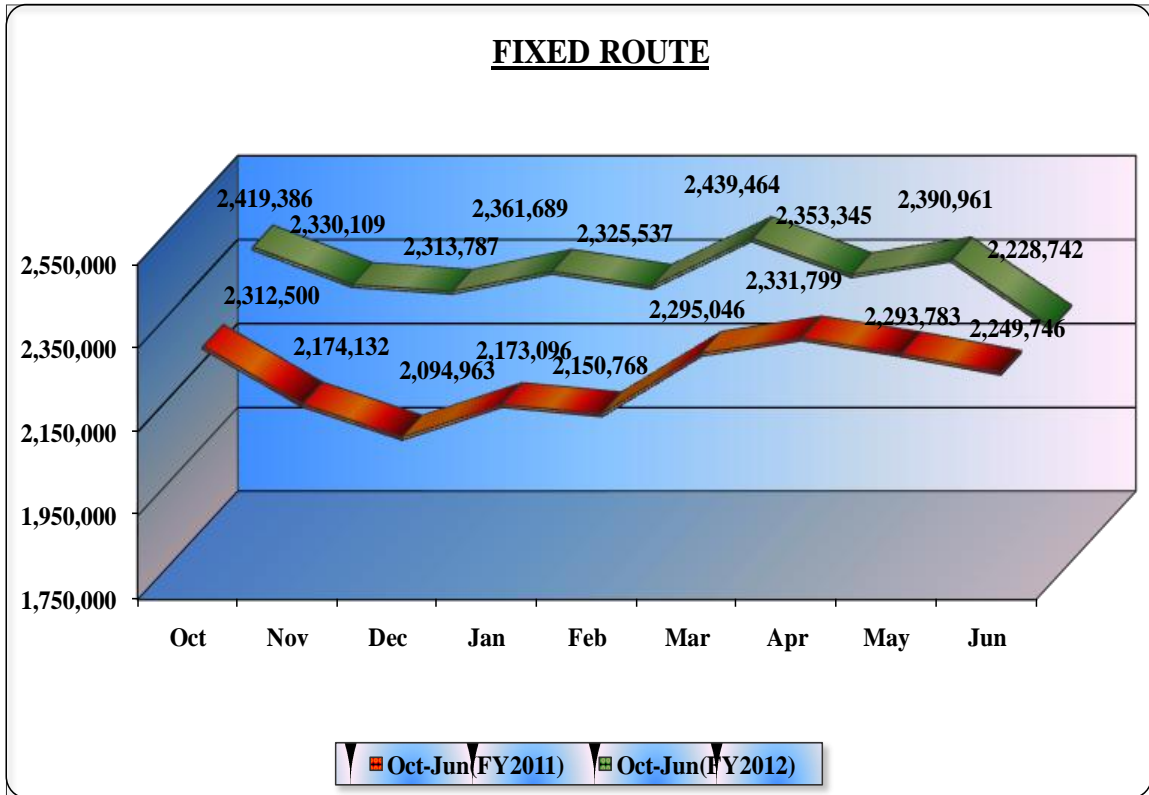
<b>Fiscal Year 2012</b>													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	81,115	74,997	70,620	73,192	72,865	72,108	72,986	79,549					597,432
Fixed Route	2,325,994	2,243,145	2,231,487	2,276,526	2,240,809	2,355,372	2,268,883	2,299,512					18,241,728
NeighborLink	12,277	11,967	11,680	11,971	11,863	11,984	11,476	11,900					95,118
<b>SUBTOTAL - FIXED ROUTE</b>	<b>2,419,386</b>	<b>2,330,109</b>	<b>2,313,787</b>	<b>2,361,689</b>	<b>2,325,537</b>	<b>2,439,464</b>	<b>2,353,345</b>	<b>2,390,961</b>					<b>18,934,278</b>
Special Shuttles	-	121	1	86	651	348	146	198					1,551
ACCESS LYNX	59,001	57,463	55,679	58,576	58,736	62,717	60,974	63,889					477,035
VanPlan	17,228	16,648	14,962	17,131	17,332	17,985	18,250	16,982					136,518
<b>SUBTOTAL - OTHER SERVICES</b>	<b>76,229</b>	<b>74,232</b>	<b>70,642</b>	<b>75,793</b>	<b>76,719</b>	<b>81,050</b>	<b>79,370</b>	<b>81,069</b>					<b>615,104</b>
<b>TOTAL ALL SERVICES</b>	<b>2,495,615</b>	<b>2,404,341</b>	<b>2,384,429</b>	<b>2,437,482</b>	<b>2,402,256</b>	<b>2,520,514</b>	<b>2,432,715</b>	<b>2,472,030</b>					<b>19,549,382</b>
<b>% Change From Fiscal Year 2011 To Fiscal Year 2012</b>													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	-20.8%	-27.3%	-16.7%	-8.3%	0.3%	-12.5%	-11.1%	-2.4%					-13.3%
Fixed Route	5.8%	8.9%	11.6%	9.4%	8.5%	7.1%	1.4%	4.5%					7.0%
NeighborLink	5.5%	10.3%	3.5%	-2.0%	-1.5%	-7.9%	-11.8%	2.5%					-0.6%
<b>SUBTOTAL - FIXED ROUTE</b>	<b>4.6%</b>	<b>7.2%</b>	<b>10.4%</b>	<b>8.7%</b>	<b>8.1%</b>	<b>6.3%</b>	<b>0.9%</b>	<b>4.2%</b>					<b>6.2%</b>
Special Shuttles	-100.0%	-98.4%	-100.0%	-99.6%			186.3%	340.0%					-95.8%
ACCESS LYNX	9.7%	8.7%	7.7%	8.4%	11.0%	4.0%	8.3%	9.9%					8.4%
VanPlan	4.7%	6.9%	1.1%	0.0%	9.3%	-2.0%	7.8%	-6.0%					2.5%
<b>SUBTOTAL - OTHER SERVICES</b>	<b>8.5%</b>	<b>-2.1%</b>	<b>-6.1%</b>	<b>-17.8%</b>	<b>11.5%</b>	<b>3.0%</b>	<b>8.3%</b>	<b>6.3%</b>					<b>0.8%</b>
<b>TOTAL ALL SERVICES</b>	<b>4.7%</b>	<b>6.9%</b>	<b>9.9%</b>	<b>7.6%</b>	<b>8.2%</b>	<b>6.2%</b>	<b>1.1%</b>	<b>4.3%</b>					<b>6.0%</b>
<b>Fiscal Year 2011</b>													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	102,397	103,140	84,775	79,809	72,642	82,411	82,094	81,526	83,348	78,536	85,554	78,289	1,014,521
Fixed Route	2,198,468	2,060,142	1,998,905	2,081,077	2,066,081	2,199,619	2,236,690	2,200,645	2,154,317	2,157,696	2,295,501	2,295,260	25,944,401
NeighborLink	11,635	10,850	11,283	12,210	12,045	13,016	13,015	11,612	12,081	10,858	12,933	12,718	144,256
<b>SUBTOTAL - FIXED ROUTE</b>	<b>2,312,500</b>	<b>2,174,132</b>	<b>2,094,963</b>	<b>2,173,096</b>	<b>2,150,768</b>	<b>2,295,046</b>	<b>2,331,799</b>	<b>2,293,783</b>	<b>2,249,746</b>	<b>2,247,090</b>	<b>2,393,988</b>	<b>2,386,267</b>	<b>27,103,178</b>
Special Shuttles	13	7,370	8,696	21,048	0	0	51	45	13	0	0	0	37,236
ACCESS LYNX	53,767	52,843	51,706	54,047	52,928	60,300	56,316	58,137	59,000	57,139	61,846	58,884	676,913
VanPlan	16,454	15,574	14,798	17,124	15,852	18,358	16,927	18,074	18,572	16,588	19,510	18,028	205,859
<b>SUBTOTAL - OTHER SERVICES</b>	<b>70,234</b>	<b>75,787</b>	<b>75,200</b>	<b>92,219</b>	<b>68,780</b>	<b>78,658</b>	<b>73,294</b>	<b>76,256</b>	<b>77,585</b>	<b>73,727</b>	<b>81,356</b>	<b>76,912</b>	<b>920,008</b>
<b>TOTAL ALL SERVICES</b>	<b>2,382,734</b>	<b>2,249,919</b>	<b>2,170,163</b>	<b>2,265,315</b>	<b>2,219,548</b>	<b>2,373,704</b>	<b>2,405,093</b>	<b>2,370,039</b>	<b>2,327,331</b>	<b>2,320,817</b>	<b>2,475,344</b>	<b>2,463,179</b>	<b>28,023,186</b>



**Year to date (October - June) Final**

<i>Service Mode</i>	<i>Oct-Jun(FY2011)</i>	<i>Oct-Jun(FY2012)</i>	<i>% Change</i>
LYMMO	772,142	672,120	-12.95%
Fixed Route	19,195,944	20,384,741	6.19%
NeighborLink	107,747	106,159	-1.47%
<b>SUBTOTAL - FIXED ROUTE</b>	<b>20,075,833</b>	<b>21,163,020</b>	<b>5.42%</b>
Special Shuttles	37,236	1,555	-95.82%
ACCESS LYNX	499,044	536,713	7.55%
Van Pool	151,733	151,412	-0.21%
<b>SUBTOTAL - OTHER SERVICES</b>	<b>688,013</b>	<b>689,680</b>	<b>0.24%</b>
<b>TOTAL ALL SERVICES</b>	<b>20,763,846</b>	<b>21,852,700</b>	<b>5.24%</b>





*Average Daily Ridership by Mode*

<i>Service Mode</i>	<i>Day</i>	<i>June-11</i>	<i>June-12</i>	<i>% Change</i>
<b>LYMMO</b>	Weekday	3,324	3,073	-7.54%
	Saturday	1,441	1,307	-9.25%
	Sunday	1,115	903	-19.00%
<b>All Other Links</b>	Weekday	81,191	80,621	-0.70%
	Saturday	57,438	62,632	9.04%
	Sunday	34,594	33,873	-2.08%
<b>Total Fixed Route</b>	Weekday	84,515	83,694	-0.97%
	Saturday	58,878	63,939	8.60%
	Sunday	35,708	34,776	-2.61%
<b>ACCESS LYNX</b>	Weekday	2,887	2,991	3.61%
	Saturday	1,299	1,260	-2.96%
	Sunday	403	402	-0.31%
<b>NeighborLink</b>	Weekday	500	457	-8.61%
	Saturday	272	290	6.72%
<b>Van Pool</b>	Weekday	799	664	-16.88%
	Saturday	125	121	-3.23%
	Sunday	121	135	11.39%
<b>TOTAL LYNX SERVICES</b>	<b>Weekday</b>	<b>88,701</b>	<b>87,806</b>	<b>-1.01%</b>
	<b>Saturday</b>	<b>60,574</b>	<b>65,610</b>	<b>8.31%</b>
	<b>Sunday</b>	<b>36,232</b>	<b>35,313</b>	<b>-2.54%</b>

The following new links began service in August 2011:

- Fastlink 441 - Limited stop express service from Osceola Square Mall to LCS via OBT
- Fastlink 17/92 - Limited stop express service from Seminole Center to LCS via 17/92

The following new links began service in December 2011:

- Link 104 - East Colonial
- Link 105 - West Colonial
- Link 445 - Apopka to West Oaks Mall

**LYNX Monthly Ridership**

<b>Fiscal Year 2012</b>													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	81,115	74,997	70,620	73,192	72,865	72,108	72,986	79,549	74,688				672,120
Fixed Route	2,325,994	2,243,145	2,231,487	2,276,526	2,240,809	2,355,372	2,268,883	2,299,512	2,143,013				20,384,741
NeighborLink	12,277	11,967	11,680	11,971	11,863	11,984	11,476	11,900	11,041				106,159
SUBTOTAL - FIXED ROUTE	2,419,386	2,330,109	2,313,787	2,361,689	2,325,537	2,439,464	2,353,345	2,390,961	2,228,742				21,163,020
Special Shuttles	-	121	1	86	651	348	146	198	4				1,555
ACCESS LYNX	59,001	57,463	55,679	58,576	58,736	62,717	60,974	63,889	59,678				536,713
VanPlan	17,228	16,648	14,962	17,131	17,332	17,985	18,054	16,780	15,292				151,412
SUBTOTAL - OTHER SERVICES	76,229	74,232	70,642	75,793	76,719	81,050	79,174	80,867	74,974				689,680
<b>TOTAL ALL SERVICES</b>	<b>2,495,615</b>	<b>2,404,341</b>	<b>2,384,429</b>	<b>2,437,482</b>	<b>2,402,256</b>	<b>2,520,514</b>	<b>2,432,519</b>	<b>2,471,828</b>	<b>2,303,716</b>				<b>21,852,700</b>
<b>% Change From Fiscal Year 2011 To Fiscal Year 2012</b>													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	-20.8%	-27.3%	-16.7%	-8.3%	0.3%	-12.5%	-11.1%	-2.4%	-10.4%				-13.0%
Fixed Route	5.8%	8.9%	11.6%	9.4%	8.5%	7.1%	1.4%	4.5%	-0.5%				6.2%
NeighborLink	5.5%	10.3%	3.5%	-2.0%	-1.5%	-7.9%	-11.8%	2.5%	-8.6%				-1.5%
SUBTOTAL - FIXED ROUTE	4.6%	7.2%	10.4%	8.7%	8.1%	6.3%	0.9%	4.2%	-0.9%				5.4%
Special Shuttles	-100.0%	-98.4%	-100.0%	-99.6%			186.3%	340.0%	-69.2%				-95.8%
ACCESS LYNX	9.7%	8.7%	7.7%	8.4%	11.0%	4.0%	8.3%	9.9%	1.1%				7.5%
VanPlan	4.7%	6.9%	1.1%	0.0%	9.3%	-2.0%	6.7%	-7.2%	-17.7%				-0.2%
SUBTOTAL - OTHER SERVICES	8.5%	-2.1%	-6.1%	-17.8%	11.5%	3.0%	8.0%	6.0%	-3.4%				0.2%
<b>TOTAL ALL SERVICES</b>	<b>4.7%</b>	<b>6.9%</b>	<b>9.9%</b>	<b>7.6%</b>	<b>8.2%</b>	<b>6.2%</b>	<b>1.1%</b>	<b>4.3%</b>	<b>-1.0%</b>				<b>5.2%</b>
<b>Fiscal Year 2011</b>													
<i>Service Mode</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>TOTAL YEAR</i>
LYMMO	102,397	103,140	84,775	79,809	72,642	82,411	82,094	81,526	83,348	78,536	85,554	78,289	1,014,521
Fixed Route	2,198,468	2,060,142	1,998,905	2,081,077	2,066,081	2,199,619	2,236,690	2,200,645	2,154,317	2,157,696	2,295,501	2,295,260	25,944,401
NeighborLink	11,635	10,850	11,283	12,210	12,045	13,016	13,015	11,612	12,081	10,858	12,933	12,718	144,256
SUBTOTAL - FIXED ROUTE	2,312,500	2,174,132	2,094,963	2,173,096	2,150,768	2,295,046	2,331,799	2,293,783	2,249,746	2,247,090	2,393,988	2,386,267	27,103,178
Special Shuttles	13	7,370	8,696	21,048	0	0	51	45	13	0	0	0	37,236
ACCESS LYNX	53,767	52,843	51,706	54,047	52,928	60,300	56,316	58,137	59,000	57,139	61,846	58,884	676,913
VanPlan	16,454	15,574	14,798	17,124	15,852	18,358	16,927	18,074	18,572	16,588	19,510	18,028	205,859
SUBTOTAL - OTHER SERVICES	70,234	75,787	75,200	92,219	68,780	78,658	73,294	76,256	77,585	73,727	81,356	76,912	920,008
<b>TOTAL ALL SERVICES</b>	<b>2,382,734</b>	<b>2,249,919</b>	<b>2,170,163</b>	<b>2,265,315</b>	<b>2,219,548</b>	<b>2,373,704</b>	<b>2,405,093</b>	<b>2,370,039</b>	<b>2,327,331</b>	<b>2,320,817</b>	<b>2,475,344</b>	<b>2,463,179</b>	<b>28,023,186</b>

**Monthly Report E: Planning and Development Report**

**To:** LYNX Board of Directors

**From:** **Rudolph Walter**  
DIRECTOR OF PLANNING  
**Kenneth Jamison**  
(Technical Contact)  
**Andrea Ostrodka**  
(Technical Contact)  
**Laura Minns**  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6009

**Item Name:** Planning and Development Report

**Date:** 8/9/2012

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**FlexBus**

Transystems is working with LYNX and the Cities of Altamonte Springs, Casselberry, Maitland and Longwood to identify the station locations for the demonstration project. Customers will access FlexBus at a station and travel to any other station within the service area. The location and number of stations will be used to size the system and to determine the fleet requirements and the operating costs. Ridership estimation using the regional travel model will determine the combination of stations with the greatest potential ridership.

**MORETMCC**

Customers have been surveyed regarding their impression of the system. Responses are favorable with the one major concern related to not being able to book a trip under any funding source to any location. This is a restriction placed on the software in relation to the restrictions of various funding sources. The initial trip must be booked in person to allow staff to assign the correct funding source, and then the customer can book the corresponding trips using the software. Statistics related to call volume and trip reservations are also being collected for ACCESS LYNX. This information will be analyzed and then reported to the Federal Transit Administration prior to the project close out in September 2012.

**SHELTERS**

The shelter counts listed below represent shelter counts to date:

**Orange County:**

*Shelters:* Since the last Board meeting, LYNX has transitioned a total of 178 shelters from Signal Outdoor Advertising to LYNX. LYNX has installed to date a total of 29 shelters as part of the FY 2012 budget. In addition, LYNX has also performed extensive coordination with the City of Maitland for the installation of seven shelters within the City. It is anticipated that

permits for these shelters will be submitted in mid-July and construction to start in late August. Elsewhere in the County, there are currently 14 shelters in the process of design which are slated for construction in late July or early August.

#### *Transit Centers:*

LYNX is looking at other alternatives for Park Promenade. LYNX is currently working with OCPS with regards to the Evans 9<sup>th</sup> Grade Center bus loop as well as other OCPS-owned properties.

#### **Seminole County**

*Shelters:* As of the end of February, LYNX has installed as part of the FY 2012 budget a total of 8 shelters in Seminole County. An additional 10 sites are still in design with the potential to move forward. The ability to move forward is limited by the current agreement that the County has with a third party contractor, Signal Outdoor Advertising. Subsequent meetings between LYNX and County staff have resulted in the determination that no shelters can be installed within the unincorporated County until the expiration of Signal's contract.

#### **Osceola County:**

*Shelters:* LYNX has installed 20 shelters within the City of Kissimmee and Osceola County as part of the FY 2012 budget to date. 12 of these shelters replaced the 20/20 media shelters.

#### *Transit Centers:*

With respect to the proposed Poinciana Transfer Center, an addendum to the existing Transit License Agreement has been executed by Wal-Mart for the portion of the site where the shelters will be located. LYNX is still waiting on Avatar Properties to execute an agreement for the portion of the site where the bus pullout bay will be constructed. This project is anticipated to be funded by ARRA savings. In the event that ARRA savings are not able to be used, this has been included in the 2013 budget.

During the months of May and June, LYNX submitted the Kissimmee Intermodal Transfer Center to the requisite approval processes of the Development Review Committee and the Planning Advisory Board. Both of these meetings were successful and, as such, the project was submitted to permitting at start of July. It is the intent to put this out to bid in August and award at the November Board meeting. Construction is anticipated to be completed by June 2013.

#### **City of Orlando:**

*Shelters:* LYNX has installed a total of 37 shelters as part of the FY 2012 budget to date. There are currently a total of 11 in the process of installation.

#### *Transit Centers:*

LYNX is currently pursuing options for the relocation of the Rosemont Superstop. Preliminary engineering has been programmed for the FY 2013 budget. An update package with requirements to move forward is currently in process for presentation to the City.

## **ROADWAY PLAN REVIEW.**

Orange County ADA Improvements on John Young Parkway-LYNX has been working extensively with Orange County Public Works on this project. The County is installing ADA bus pads and needed sidewalks along the corridor starting at 33<sup>rd</sup> Street and extending to the Orange/Osceola County line. The southbound stops have been reviewed and approved by LYNX. Construction on the northbound stops is scheduled to occur in July.

Orange County/FDOT Multimodal Improvements on Alafaya Trail-LYNX has been coordinating with the responsible parties for median improvements and multi-modal improvements along this corridor as part of larger planning projects that are currently underway. A field charette is schedule for early fall.

Other Roadway Plan Review-LYNX has provided comments regarding bus stops and associated issues for the following roadway projects:

- SR 429 Extension to Vick Road (OOCEA Project # 429-200D)
- SR 436 ADA Improvements (FDOT Project # 422048-2-52-01)
- US 192 from Bali Blvd to Osceola County Line (FDOT Project #427226-1-52-01\_

## **US 192 ALTERNATIVES ANALYSIS**

During the months of May and June, LYNX completed the existing conditions report, goals and objectives, met with individual stakeholders and held two public meetings within the corridor. LYNX also launched a project website, [www.us192study.com](http://www.us192study.com). Currently the project team is working on the long list of alternatives and preparing to begin modeling.

## **LYMMO EXPANSION PROJECTS**

LYNX staff, City of Orlando and FTA continue to be in close communication regarding the status of the two LYMMO Expansion projects. FTA and the PMOC, Booz, Allen, Hamilton, met with LYNX and the two project teams to discuss schedules, project management, Buy America Act and compliance with the Davis-Bacon Act.

East/West BRT – PCL is the Design/Builder for the East/West BRT alignment. In May and June PCL conducted extensive meetings with City of Orlando and LYNX staff to begin the design process for the BRT expansion. Key tasks included survey of proposed station/stop locations, pavement/roadway issues if any, technology related issues (transit signal priority, real time passenger information, CCTV, etc.) and station/stop designs. In June, the PCL team submitted 30% design plans for review as well as an initial cost estimate report, updated project schedule with key milestones, drawings and specifications, subcontractors' proposals and DBE utilization plan. PCL anticipates commencement of construction to be October 30<sup>th</sup> 2012, which is ahead of schedule.

Parramore BRT – ZMG is the Design/Builder for the Parramore BRT. Notice to Proceed for the project was given on July 12, 2012. A project kick-off meeting is scheduled for the week of July 23, 2012. The project is slightly behind schedule due to extended contract negotiations.

## LYNX Board Agenda

However, utilization of some of the design work that has been completed for the East-West BRT project should result in a time savings to the Parramore project, enabling it to shortly resume its original schedule

### **GIS**

The GIS Strategic Plan project is on schedule. The first draft of the plan was received and comments forwarded to the consultant in July. The project is scheduled to be completed in August, 2012.

LYNX GIS staff recently made a presentation on TBEST modeling, which LYNX employed for the major TDP update, to the South East Regional ESRI Users Conference.

### **LYNX CENTRAL STATION**

Design work is commencing on improvements to the LCS handicapped parking lot and to the reconfiguration of the bus bays to accommodate several articulated buses.



**Monthly Report F: Communications Report**

**To:** LYNX Board of Directors

**From:** **Kathy Clary**  
 DIRECTOR OF MARKETING COMM  
**Matthew Friedman**  
 (Technical Contact)  
**Maria Colon**  
 (Technical Contact)  
**Ro Norman**  
 (Technical Contact)

**Phone:** 407.841.2279 ext: 6161

**Item Name:** Communications Report

**Date:** 8/9/2012

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**Advertising Sales**

ADVERTISING SALES	MAY 2012	JUNE 2012
Advertising Sales Revenue	\$121,698	\$157,974
Net Revenue to LYNX Fiscal Year to Date	\$631,614	\$789,588

**Website Usage**

WEBSITE USAGE	MAY 2012	JUNE 2012
Total Page Views	423,569	394,404
Total User Visits	102,180	96,445

**Vanpool Program**

VANPOOLS	MAY 2012	JUNE 2012
Vanpool Participants	536	468
Total Revenue Miles YTD	793,038	874,639
New Vanpools	1	4
Returned Vanpools	12	1
Current Vans in Service	67	56
Pending Vanpool Interest	KSC (1)	KSC (1)
	TSA (2)	TSA (2)
	DEPARTMENT OF DEFENSE (3)	DEPARTMENT OF DEFENSE (3)
	VETERANS AFFAIRS (2)	VETERANS AFFAIRS (2)
	LOCKHEED MARTIN(1)	LOCKHEED MARTIN(1)
	KRATOS DEFENSE(1)	KRATOS DEFENSE(1)
Phone Inquiries	27	20

**Summer Concert Series**

LYNX kicked off a free summer concert series “Tunes in the Terminal” with members of the Florida Young Artists Orchestra. During that time, 200 people stopped, listened and enjoyed the sounds of classical music while waiting for their bus.

From a strategic standpoint, this is an opportunity to inform passengers about LYNX presence in the social media world and encourage following on FACEBOOK and signing up for service alerts. Education was the major motivation when creating this customer interaction opportunity. The second concert continued efforts to promote website and social media usages with 254 listeners during the one hour concert.

**Passion Pride and Performance**

Maria Martinez from Facilities Maintenance department takes special care as a facility cleaner. Daily engaging customers, Maria displays pride, passion and performance by giving directions and helping find lost property.

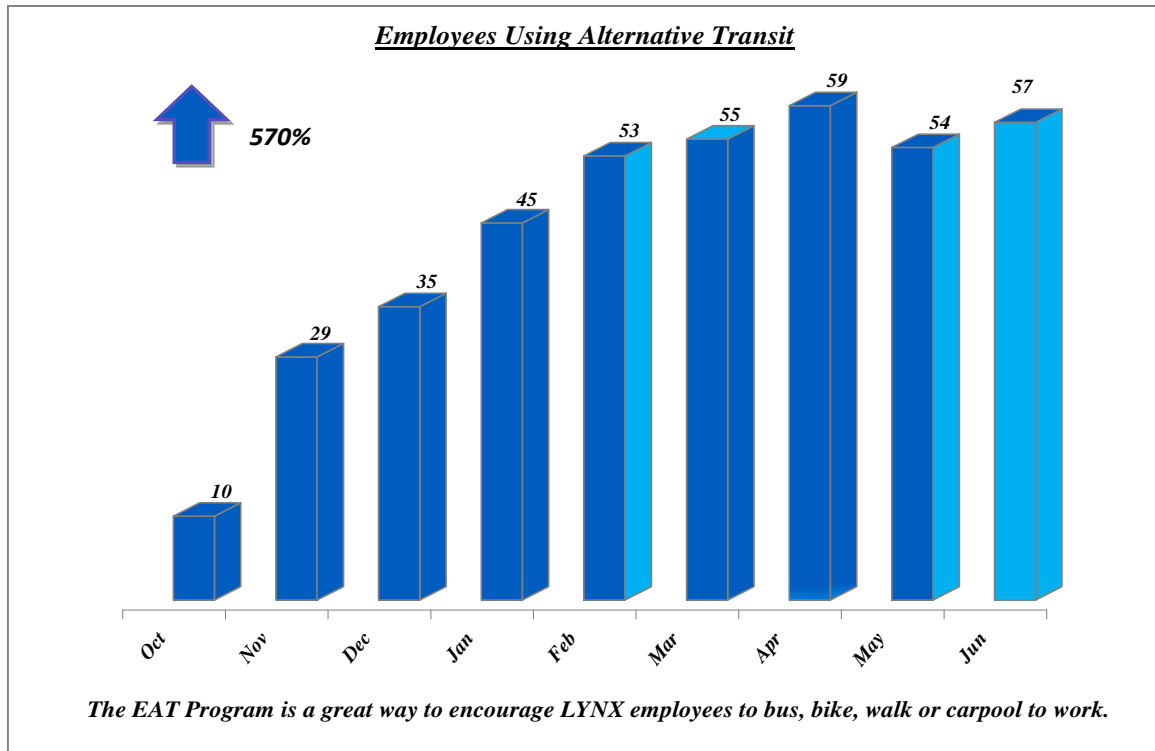
LYNX also had three operators who exemplified outstanding teamwork. On June 8, 2012, LYNX had a route # 50 bus get a flat tire at Disney during rush hour and transportation had a shortage of available operators. Operator Adalberto Ruiz #1563 from the Osceola garage

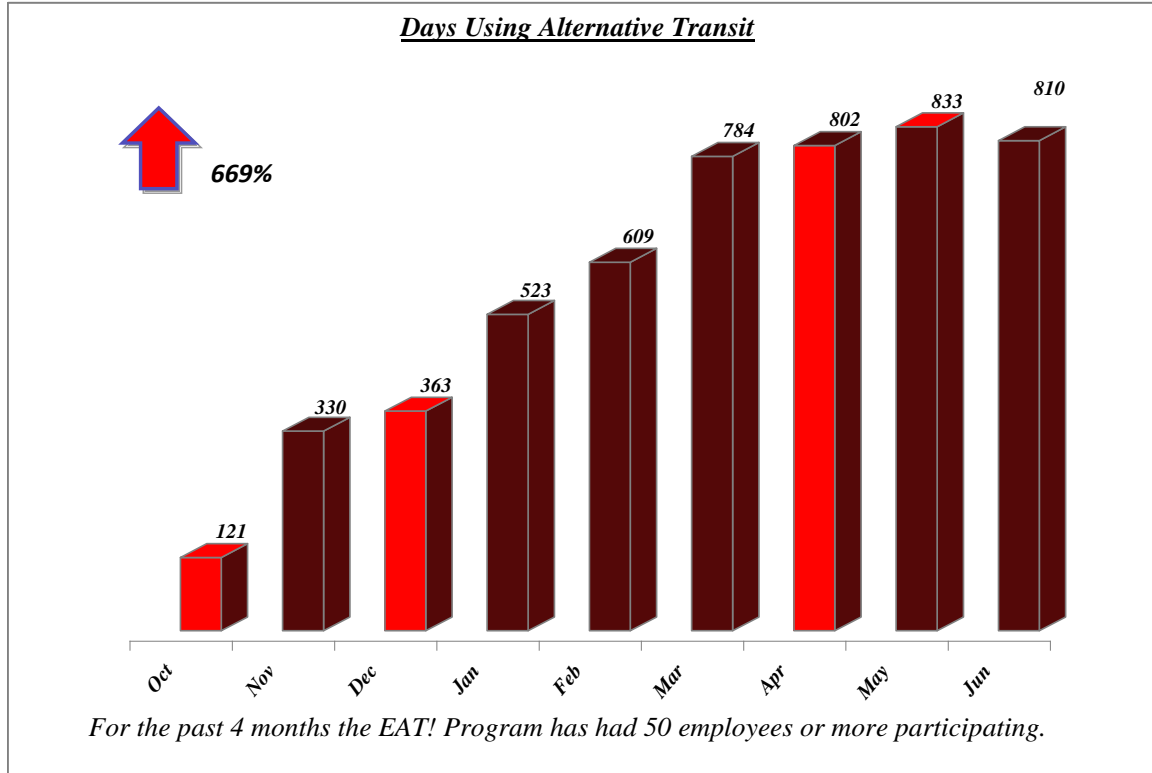
grabbed a bus and raced into action making his way to Destination Parkway Super stop to meet up with Operator Michael Walters # 5154 who was already doing block 3801, and Operator Charlie Arias #1684 also doing his route 31901. Together the team made a safe exchange of passengers with very little interruption to the system demonstrating passion, pride and performance.

## LYNX Employee Alternative Transportation

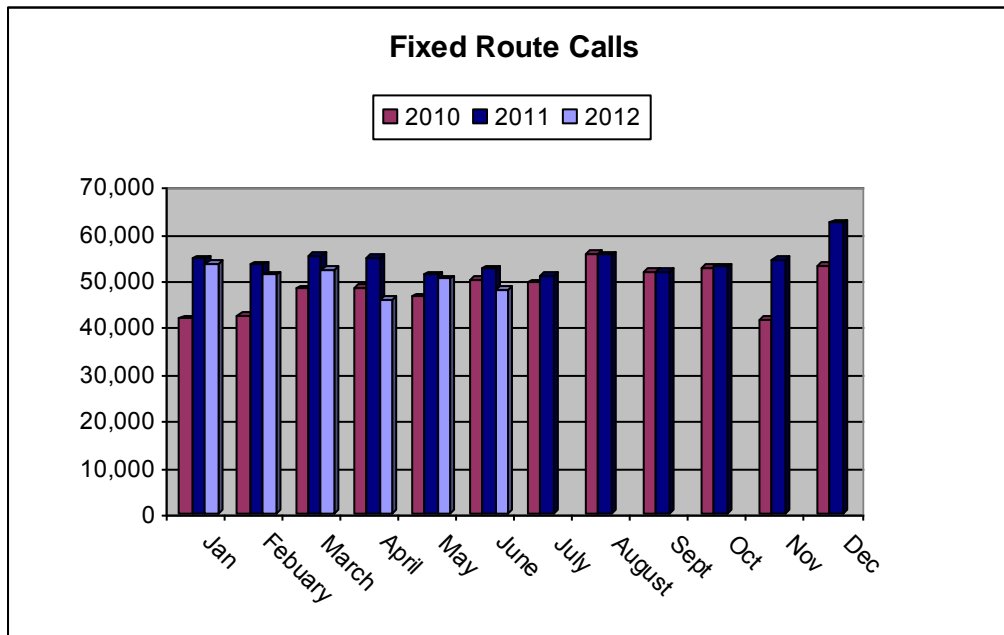
**Employee Alternative Program (EAT!)-** The number of employees using Alternative and averted nearly 10 tons of carbon emissions.

Transit has gone up 570% since Oct. 2011. EAT Participants drove 26,590 fewer miles

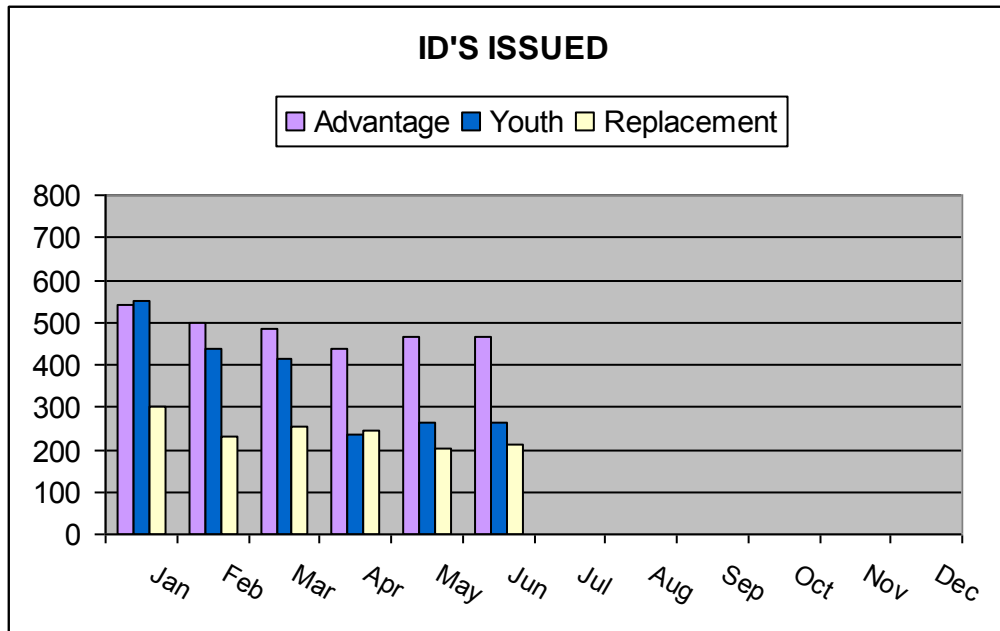




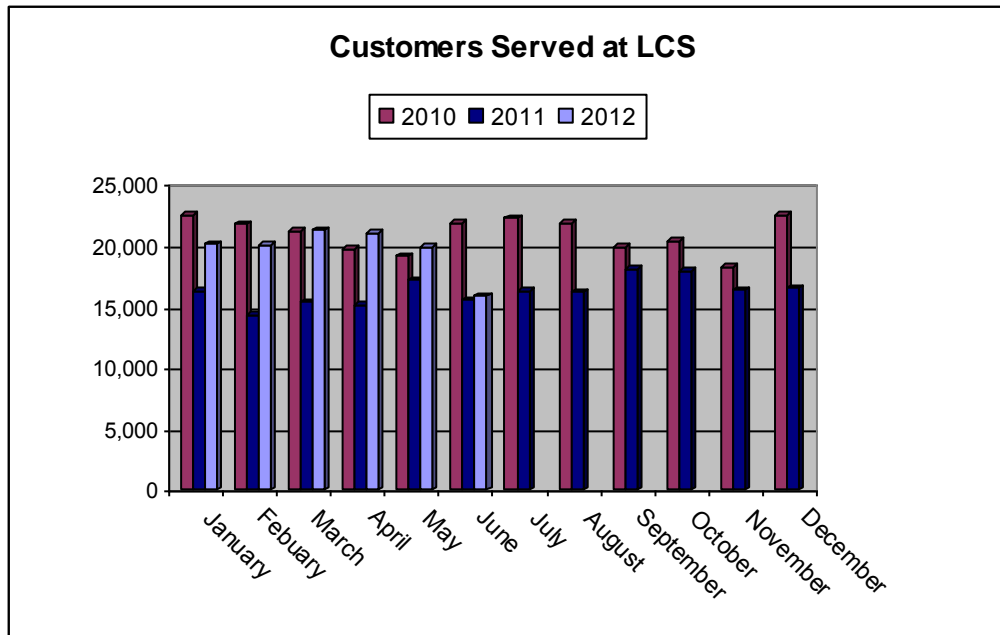
### Customer Service



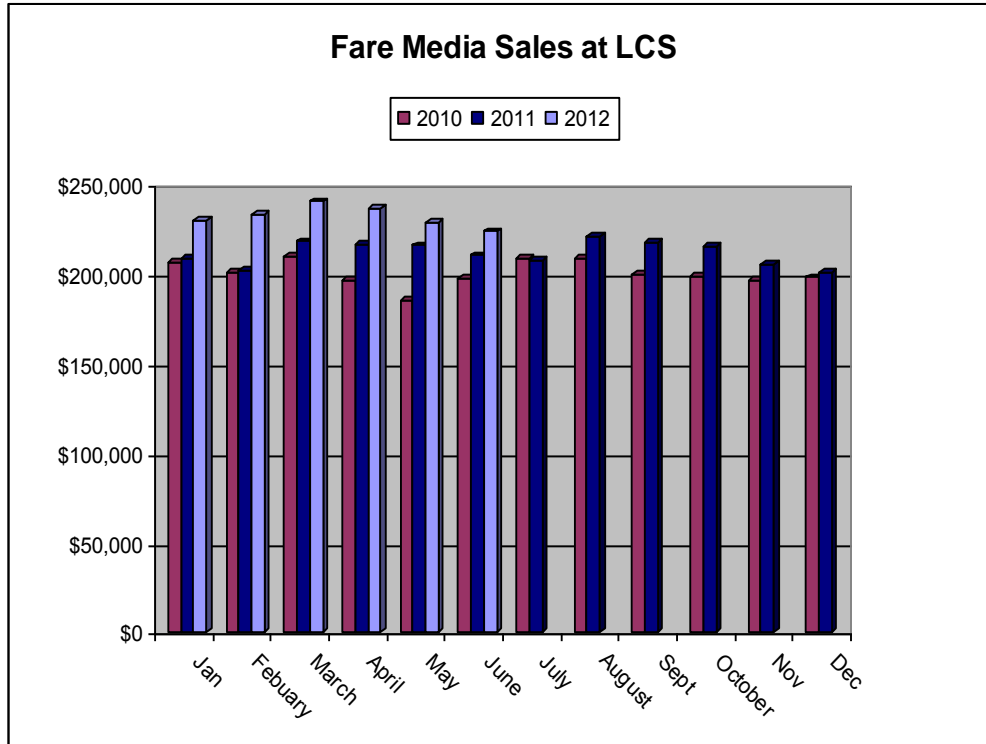
	2012	2011	2010
May	50,141	51,040	46,268
June	47,724	52,298	50,092



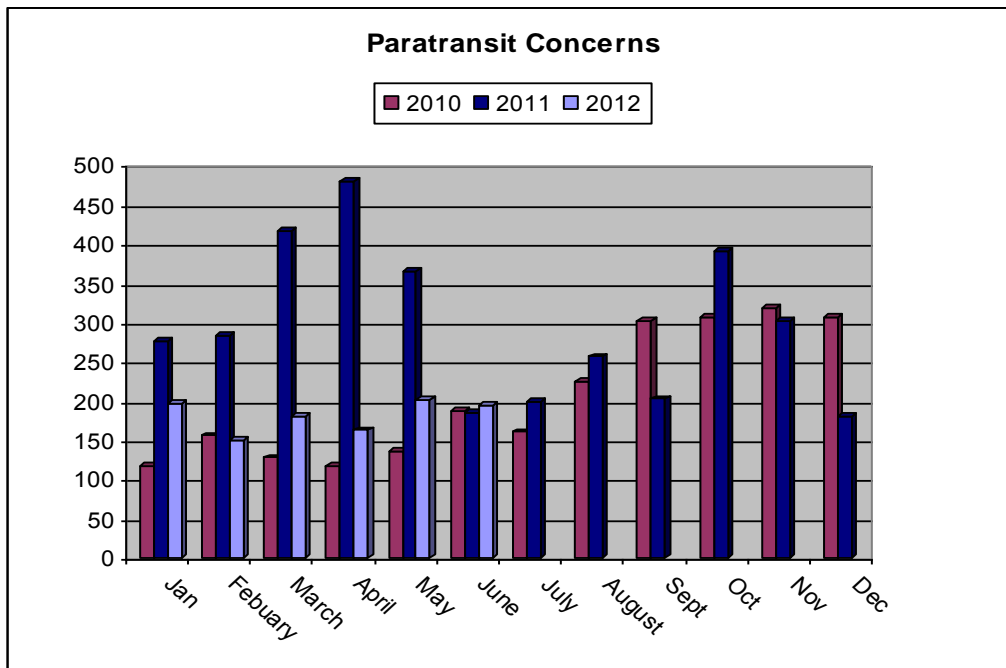
	Advantage	Youth	Replacement
May	468	262	203
June	489	388	212



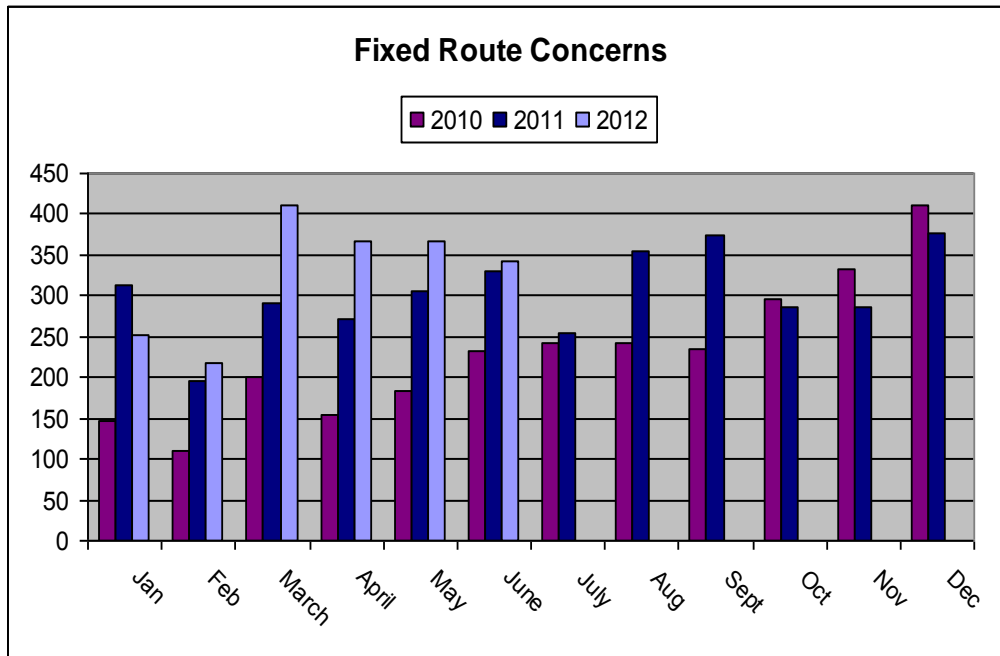
	2012	2011	2010
May	19,876	17,139	19,128
June	15,824	15,512	21,841



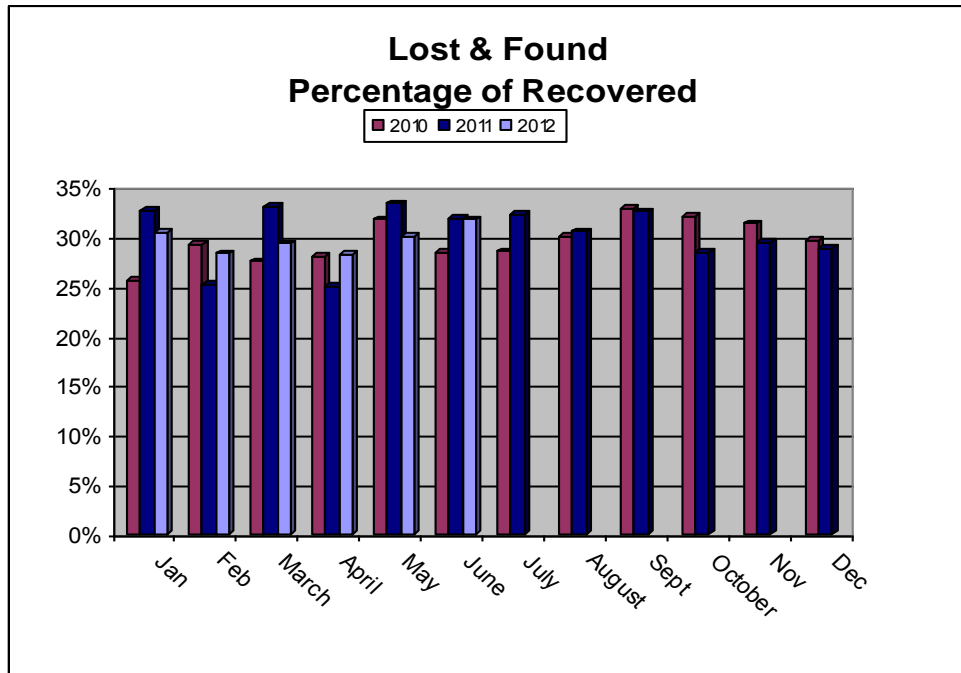
	2012	2011	2010
May	228,911	215,643	185,187
June	223,601	210,152	197,469



	2012	2011	2010
May	201	365	135
June	194	185	187



	2012	2011	2010
May	367	305	183
June	342	330	232



	2012	2011	2010
May	30.02 %	33.28 %	31.71 %
June	31.69 %	31.78 %	28.35 %

May & June Presentations	
Seminole School District	How to Ride
Good Samaritan Village	How to Ride
West Orange High School	ID's
St. Cloud High School	ID's
Boone High School	ID's

May-June

**Press Releases/Media Notes**

- May 3...Pablo Perez attempting to defend International Roadeo.
- May 15...Service change and NeighborLink reminder.
- May 21...Board Meeting time change.
- May 21...Memorial Day holiday schedule.
- May 30...Hurricane preparedness policy.
- June 1...Osceola County service efficiencies.
- June 5...Osceola County efficiency maps posted.
- June 13...Osceola County efficiency reminder.
- June 14...U.S. 192 AA study open houses.
- June 15...TDP workshop.
- June 20...Tunes in the Terminal summer concert series.

**Stories**

- May 10...Orlando Sentinel on SunRail fare system.
- May 29...Orlando Business Journal on RedCoach and Megabus agreement.
- May 15...Orlando Sentinel mention on downtown SunRail development.
- May 29...WFTV-TV/Channel 9 story on Osceola County service.
- May 31...Orlando Sentinel mention on Best Foot Forward.
- May 31...Orlando Sentinel mention on Kissimmee SunRail center.
- June 4...Orlando Sentinel mention in women owned business story.
- June 21...Orlando Sentinel mention on SunRail/FlexBus.
- June 26... WFTV-TV/Channel 9 story on Tunes in the Terminal.

**Social Media**

- May 2...PSA Bus video.
- May 3...Pablo Perez attempting to defend International Roadeo.
- May 4...Standing room only on buses is safe.
- May 4...Smoke Free policy.



## LYNX Board Agenda

- May 15... Travel question.
- May 15... Service change/NeighborLink reminder.
- May 17... What overhead signs mean with overcrowding.
- May 19... Service change/NeighborLink reminder.
- May 19... Board Meeting time change.
- May 21... Memorial Day holiday schedule.
- May 25... Bike to Work Day.
- May 28... Question about holiday service.
- May 29... Response to question about developing a mobile application for trip planning.
- May 29... Responding to inquiry about Link 56.
- May 29... Response to customer service complaint.
- May 29... Response to customer complaint.
- May 29... Response to being worst bus system in America.
- May 30... Hurricane preparedness policy.
- May 30... Best Foot Forward participation.
- June 1... Osceola County service efficiencies.
- June 1... Red Bug Lake Road service.
- June 4... Response to where to buy passes.
- June 5... Osceola County efficiency maps posted.
- June 13... Osceola County efficiency reminder.
- June 14... U.S. 192 AA study open houses.
- June 14... WebACCESS survey.
- June 15... TDP workshop.
- June 18... Where to buy pass question.
- June 19... Response to trip planning question.
- June 20... Tunes in the Terminal summer concert series.
- June 20... Reminder U.S. 192 AA study open houses.
- June 28... Tunes in the Terminal.

**Monthly Report G: Government Relations Report**

**To:** LYNX Board of Directors

**From:** James McLawhorn  
CHIEF GOVT AFFAIRS OFFICER  
James McLawhorn  
(Technical Contact)

**Phone:** 407.841.2279 ext: 6064

**Item Name:** Government Relations Report

**Date:** 8/9/2012

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On July 6, President Obama signed into law a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21 ). The new law provides to FTA an authorization level of \$10.6 billion in FY2013 and \$10.7 billion in FY2014.

While the funding authorized is below the levels sought in President Obama's budget, Secretary LaHood has acknowledged that the new law is a good bipartisan bill that will provide steady and predictable funding for the next two years in order to keep construction workers on the job rebuilding our transit systems, roads, rails, and bridges.

Consistent with the President's budget proposals, MAP-21 consolidates certain transit programs to improve their efficiency and provides significant funding increases specifically for improving the state of good repair of our transit systems. MAP-21 will take effect on October 1, 2012. Until then, we will continue to manage our current programs under existing law (SAFETEA-LU), which expires on September 30, 2012.

Here are some highlights from the bill:

- **Safety.** In an historic move, FTA has been granted significant new authority to strengthen the safety of public transportation throughout the United States as the highest priority.
- **State of Good Repair** - MAP-21 places new emphasis on restoring and replacing aging transportation infrastructure by establishing a new needs-based formula program, with a new tier for high-intensity bus needs. The new program defines eligible recapitalization and restoration activities, with a goal of bringing all systems into a state of good repair.
- **Formula Program Consolidation & Elimination.** MAP-21 places new emphasis on cutting red tape to improve the efficiency of grant program operations. Under MAP-21, annual formula programs have been amended as follows:

The new State of Good Repair Program (5337) replaces the Fixed Guideway Modernization Program and includes funding to support high-intensity bus systems.

The Urbanized Area (5307) and Rural (5311) programs now allow funding to be used for activities that were eligible under the Job Access and Reverse Commute program.

A new formula Bus and Bus Facilities Program (5339) is established for grants to all agencies operating bus service in lieu of the current Bus Discretionary Program (section 5309).

The Elderly and Disabled Program (5310) merges with the New Freedom Program (5317), and funding formulas are modified in light of new eligibilities and features.

Programs Ending with the expiration of SAFETEA-LU:

The Bus Discretionary program, Alternatives Analysis (5339), Clean Fuels (5308), Transit in the Parks (5320), and Over the Road Bus (3038 of TEA-21)

The elimination of these discretionary programs underscores the need for grantees to carefully prioritize the needs of their own systems and align their operations with the new streams of formula assistance.

- **New Starts Streamlining and Core Capacity Project Eligibility** - MAP-21 streamlines the New Starts process and accelerates project delivery by eliminating duplicative steps in project development and simplifying the evaluation criteria, which will enable FTA to review project proposals more quickly, without sacrificing effective project oversight.

Major capital projects focused on improving or restoring the core capacity of fixed-guideway systems will be newly eligible for discretionary capital funds. MAP-21 makes changes to the Small Starts program that will speed up the construction of Small Starts projects.

## **House and Senate Vote to Pass Surface Transportation Conference Report**

The House and Senate voted to pass the the surface transportation authorization bill - Moving Ahead for Progress in the 21st Century (MAP-21/H.R.4348) legislation. The House passed the conference report by a vote of **373 to 52** and shortly thereafter, the Senate passed the conference report by a vote of **74 to 19**.

Florida Delegation Members voting against were:

Adams, Nugent, Mack, Posey, Ross, Rubio

Leaders from both houses assert that the agreement represents a carefully-developed, bipartisan compromise, involving give-and-take between the Senate's bill, Moving Ahead for Progress in the 21st Century (MAP-21), the House's extension of current law, and language in the House

Transportation and Infrastructure (T&I) Committee's bill that was not considered on the House floor.

The House of Representatives also voted to pass a one-week extension of current surface transportation law in order to provide a "cushion" to facilitate the proper enrollment of the bill (a formal, but necessary legislative process) and a Presidential signing ceremony.

### **Overall Funding Levels**

The final agreement provides for a limited increase for Federal Transit Programs, providing a total of \$10.578 billion in authorized funding in FY 2013 and \$10.695 billion in FY 2014.

Funding authorized from the Mass Transit Account of the Highway Trust Fund amounts to \$8.478 billion in FY 2013 and \$8.595 billion in FY 2014, with \$2.1 billion authorized from the General Fund in each fiscal year.

### **Formula Grant Programs**

Urbanized Area Grants (Sec. 5307 and 5336) continue to be the largest program for federal investment in public transportation. The Job Access and Reverse Commute (JARC) program activities for urbanized areas will now be funded under the Sec. 5307 formula program.

The new bill authorizes \$422 million in FY 2013 and \$427.8 million in FY 2014 for a Bus and Bus Facilities Formula program which is significantly below current law of \$984 million in FY 2012.

It is important to note that the new program is a formula grant program as opposed to a discretionary grant program in current law; and does not restrict agencies that operate rail services from eligibility. A minimum allocation is made available to all states, with the remaining funds distributed based on population and service factors.

The conference agreement retains the Sec. 5340 formula grant programs for High Density States and Growing States. The program is authorized at a level of \$518.7 million in FY 2013 and \$525.9 million in FY 2014, an increase of more than 13 percent.

The bill consolidates the Elderly and Disabled (Sec. 5310) and New Freedom (Sec. 5317) Programs into a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities (the new program will be under Sec. 5310). The consolidated program will increase the level of resources available for elderly and disabled transportation programs.

The conference report actually increases funding for Rural Area Grants (Sec. 5311), to fund public transportation activities in rural areas. The Rural Formula program is funded at \$599.5 million in FY 2013 and \$607.8 million in FY 2014 as compared to current \$547.3 million in FY 2012. The bill also provides for rural job access and reverse commute activities for rural areas to now be funded under this section.

The bill repeals the Clean Fuels Formula Program as well as the Transit In the Parks Program.

### **Operating Assistance/“100 Bus” Rule**

The conference report adopts the “100 bus rule” language. This provision allows transit systems in urbanized areas with populations greater than 200,000 to utilize portions of their 5307 funding for operating assistance if their system operates 100 or fewer buses in peak service. The conference report does not include language that would have allowed transit systems to utilize a portion of their 5307 funding for operating assistance during periods of high unemployment.

### **State of Good Repair Grant Program**

The bill creates a new “State of Good Repair” grant program that would replace the current Fixed Guideway Modernization program.

The new program distributes \$2.1 billion in each of fiscal years 2013 and 2014 to fixed guideway systems that use and occupy a separate right of way for exclusive public transportation use, rail systems, fixed catenary systems, passenger ferries and bus rapid transit systems.

Funding may be used for a variety of activities but recipients would be required to develop asset management systems that include capital asset inventories and condition assessments, decision support tools, and investment priorities;

The bill would apportion 50percent of the total based on factors used in the rail tier of the urban formula program in effect for FY 2011, under which 60percent is distributed on revenue vehicle miles and 40percent on fixed guideway route miles. It would apportion the other 50percent of funds under a formula that distributes 60percent of funds based on vehicle revenue miles and 40percent on fixed guideway directional route miles. In all cases, only those segments in revenue service for at least 7 years would be eligible for funding.

The measure also authorizes \$60.9 million in FY 2013 and \$61.7 million in FY 2014 for a High Intensity Motorbus State of Good Repair program. Funds would be distributed 60percent on the basis of vehicle revenue miles and 40percent on the basis of directional route miles. This program would provide funding for public transportation that is provided on a facility with access for other high-occupancy vehicles (HOV lanes), and would be limited to segments where high-intensity motorbus services have been in revenue service for at least 7 years.

### **Fixed Guideway Capital Investment Grants and Program Streamlining**

The conference report authorizes \$1.907 billion for each of Fiscal Years 2013 and 2014 for Fixed Guideway Capital Investment Grants. This level is below the \$1.955 billion authorized in FY 2012.

The conference report's Fixed Guideway Capital Investment Grants provision reforms and streamlines the project approval process, eliminating duplicative steps in project development and providing for quicker review by the Federal Transit Administration.

Both the House and Senate New Starts provisions included expanded use of warrants to expedite the project rating, evaluation, and approval processes. The conference report adopts the Senate's language expanding the use of warrants for projects with a New Starts share not exceeding \$100 million or 50 percent of total project costs.

The bill modifies eligibility standards to include new fixed guideway capital projects, small starts, and core capacity improvements, as well as programs of interrelated projects. The conference report requires that core capacity projects achieve at least a 10 percent increase in capacity along a corridor. The Conferees make corridor-based bus rapid transit (BRT) projects that do not operate in right-of-ways dedicated exclusively to public transportation eligible for small starts funding, and they limit eligibility for BRT new starts funding to systems where a majority of the project operates in a dedicated right-of-way during peak periods.

### **Public Transportation Safety Program**

Included in the report is a compromise between Senate and House transit safety proposals. The provision grants authority to the Secretary to create a national safety plan for all modes of public transportation, to set minimum safety performance standards for all rolling stock and to establish a national safety certification training program for Federal, State or other designated personnel who conduct safety audits and examinations of public transportation system.

Under this provision, all recipients of federal transit funding are required to establish, and have certified, a comprehensive safety plan based on set criteria.

States with rail fixed guideway systems are required to have an approved state safety oversight program that establishes a state safety oversight agency which assumes oversight related responsibilities.

A formula grant funding program for up to 80 percent in federal match dollars to develop and carry out state safety oversight programs has been authorized. The state safety oversight agencies are required, among other things, to review, approve, oversee and enforce implementation of transit agency safety plans, to conduct triennial safety audits and to provide annual safety status reports to the Federal Transit Administration.

While transit agency safety oversight will be carried out by the state safety oversight entities, the Secretary will oversee implementation by those state safety oversight entities and has the authority to audit their activities. In the event that a recipient is found to be noncompliant with safety requirements, the Secretary may withhold Federal funding or require up to 100 percent of Federal funds be used for corrective safety actions. In the event that a state safety oversight agency is found to be noncompliant, the Secretary is granted a range of options, including but not limited to issuing directives, requiring more frequent oversight and/or withholding Federal funds.

Additionally, a waiver provision for agencies not exceeding a set amount of miles or unlinked passenger trips as well as a provision allowing multi-state systems to establish a joint oversight entity was also authorized.

## **Asset Management**

The bill also requires the establishment of a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. Transit agencies will be required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole, with descriptions of the change in condition since the last report. The Secretary of Transportation is also required to define the term ‘state of good repair,’ including objective standards for measuring the condition of capital assets.

## **Metropolitan and Statewide Planning**

The Conference Report contains key provisions intended to enhance transportation planning at the local, regional and state level. The report requires Metropolitan Planning Organizations (MPOs) to establish performance targets that address issues such as safety and state of good repair. This will include a system performance report. Additionally, the language mandates that the structure of all MPOs, designated as Transportation Management Areas, must include officials of public agencies (including transit agencies) that administer or operate major modes of transportation in the metropolitan area. Lastly, the report establishes a pilot program to fund planning efforts for Transit-Oriented Development (TOD) projects. The pilot is funded at \$10 million in FY 2013 and 2014. Funding will assist with costs of comprehensive planning for new fixed guideway capital projects or core capacity improvement projects funded with federal dollars.

## **Research and Other Transit Provisions**

**Research, Development and Demonstration** (\$70 million) -- The bill modifies the existing research program by creating a clearly delineated criteria for continued progress, with a goal of taking an idea from the research phase through to demonstration and deployment in the field. The program specifically provides funding for demonstration and deployment of products and services that may benefit public transportation. It also creates a section of the deployment program dedicated to low or no emission public transportation vehicles, making grants available for the acquisition of low or no emission vehicles and related equipment, the construction of facilities for such vehicles, and the rehabilitation of existing facilities to accommodate the use of low or no emission vehicles.

The bill provides a small increase to the **Transit Cooperative Research Program (TCRP)**, funding it at \$7 million annually out of the General Fund.

**Technical Assistance and Standards Development** (\$7 million annually) – The bill creates a new section on Technical Assistance and Standards Development, provides grants for activities that help public transportation systems more effectively and efficiently provide public

transportation service and helps grant recipients administer funds received under this chapter. This section also authorizes the FTA to continue making grants for the development of voluntary standards by the public transportation industry related to procurement, safety and other subjects and authorizes the Secretary to fund technical assistance centers to assist grant recipients following a competitive process.

***Public Transportation Emergency Relief Program*** – a new Emergency Relief Program patterned after the similar Federal Highway program is authorized under the bill, with an open ended General Fund authorization for “such sums as necessary.” The new program is designed to assist States and public transportation systems in paying for protecting, repairing, or replacing equipment and facilities that are in danger of suffering serious damage or have suffered serious damage as a result of an emergency.

***Training*** – The bill authorizes \$5 million annually from the General Fund for Human Resources and Training (Workforce Development). The Innovative Public Transportation Workforce Development Program will be a program to promote and assist the development of innovative workforce development and human resource activities within the public transportation industry. Also, the National Transit Institute (NTI) is authorized at \$5 million from the Mass Transit Account.

***Bus Testing Facility*** – The bill maintains an authorization for a single Bus Testing Facility (the Senate bill had proposed up to three additional testing facilities) but does call for the Secretary of Transportation to promulgate regulations to establish a Bus Test Pass/Fail standard. The Secretary is required to work with the bus testing facility, bus manufacturers, and transit agencies to develop the bus model scoring system under this paragraph.

***Bus Axle Weight*** – the Conferees adopted the House provision that makes permanent both the single-axle weight exemption and the State enforcement ban of single-axle weight limits of less than 24,000 pounds, on the interstate highway.

***Buy America*** – While neither the House nor Senate bills included changes to the domestic content requirements for rolling stock, both bills strengthened the documentation and transparency requirements of current Buy America provisions for highway, transit, and rail projects and prohibited project segmentation to avoid Buy America requirements. With regard to transit projects, the Conferees adopted most of the Senate’s Buy America provision, but did not include the anti-segmentation language.

***Transit Benefits*** –The final conference agreement does not retain language that would have extended for only the 2012 calendar year parity with the parking benefit for the transit commuter tax benefit, as had been provided in the Senate Finance Title.

## **Rail Title – Positive Train Control and STB Licensing**

Although rail titles were contained in both the House and Senate authorization proposals, an agreement could not be negotiated and the rail title was deleted from the final conference agreement. The Senate provision requiring all passenger railroads to maintain at least \$200



million in liability insurance and to become certified by the Surface Transportation Board was eliminated. And despite language in both the House and Senate proposals to provide flexibility to commuter railroads in the process of implementing Positive Train Control (PTC), all PTC related provisions were struck from the final conference report.

### **Highway Title Transit-related Provisions**

The bill authorizes several programs under the Highway Title and includes policy provisions that impact the availability of funding for transit and transit-related projects. The bill provides \$10.2 billion in FY 2013 and \$10.3 billion in FY 2014 for the Surface Transportation Program (STP) and maintains language that allows transit projects to be funded with STP dollars. Further, \$2.26 billion is allocated FY 2013 and \$2.28 billion in FY 2014 for the Congestion Mitigation and Air Quality (CMAQ) program. A provision mandating a percentage of CMAQ funding be used for diesel exhaust retrofits is not included in the conference report.

The bill consolidates the Transportation Enhancements, Safe Route to Schools, and Recreational Trails programs into a new “Transportation Alternatives (TA)” program, however, overall funding is reduced by roughly \$300 million annually. Under the new TA program, 50 percent of funding will be allocated to MPOs and 50 percent to states, however, states may choose not to utilize funding for TA activities and devote funding to other transportation initiatives (including road and bridge projects).

### **America Fast Forward/Transportation Infrastructure Finance and Innovation (TIFIA)**

Both of the initial House and Senate authorization proposals significantly expanded TIFIA, the popular Federal surface transportation credit assistance program, increasing funding from \$120 million in FY 2012 to \$1 billion annually.

The conference report authorizes funding for the TIFIA program at \$750 million in FY 2013 and \$1 billion in FY 2014.

**Monthly Report H: Employee Travel Report**

**To:** LYNX Board of Directors

**From:** **John Lewis**  
 CHIEF EXECUTIVE OFFICER  
**Deborah Morrow**  
 (Technical Contact)  
**Blanche Sherman**  
 (Technical Contact)

**Phone:** 407.841.2279 ext: 6017

**Item Name:** Monthly Employee Travel Report - July 2012

**Date:** 8/9/2012

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
Reinaldo Quinones Operations	Jacksonville, FL	To attend the APTA Peer Review being conducted by JTA. All expenses will be paid or reimbursed by APTA	07/15/2012 - 07/19/2012	0	0
Tyler Griffin Operations	San Diego, CA	To attend 2012 ESRI User Conference	07/20/2012 - 07/28/2012	3,495	3,495
Rafiq Basaria Administrative	San Diego, CA	To attend 2012 ESRI User Conference	07/22/2012 - 07/28/2012	1,879	1,879
John Lewis Executive	Denver, CO	To attend as a board member the Conference of Minority Transportation Officials National Meeting and & Training Conference	07/21/2012 - 07/24/2012	1,639	1,639
Stephen Berry Human Resources	Richmond, VA	To attend a demonstration of the functional capabilities of the GRTC Bus Simulator for evaluation purposes	07/23/2012 - 07/25/2012	798	798
John Serrano Human Resources	Richmond, VA	To attend a demonstration of the functional capabilities of the GRTC Bus Simulator for evaluation purposes	07/23/2012 - 07/25/2012	798	798

# LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED AGENCY COST	AGENCY COST
John Lewis Executive	Los Angeles, CA	To attend as Chairman of American Public Transportation Association (APTA) Leadership APTA 2012, attend Summer Capstone Session 2012, Moderate Panel Discussion, Diversity in the Transit Industry and Participate in Sessions & Executive Roundtable	07/26/2012 - 07/29/2012	1,531	1,531
<b>TOTAL ESTIMATED COSTS and AGENCY COSTS</b>				<b>10,140</b>	<b>10,140</b>

**Monthly Report I: Employee Travel Report**

**To: LYNX Board of Directors**

**From: John Lewis**  
 CHIEF EXECUTIVE OFFICER  
**Deborah Morrow**  
 (Technical Contact)  
**Blanche Sherman**  
 (Technical Contact)

**Phone: 407.841.2279 ext: 6017**

**Item Name: Monthly Employee Travel Report - June 2012**

**Date: 8/9/2012**

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATE D AGENCY COST	AGENCY COST
Joe Cheney Operations	Montreal, Canada & Plattsburgh, NY	Travel to three Nova bus plants located in Canada & New York	05/21/2012 - 05/25/2012	1,640	1,640
Joe Cheney Operations	Owosso, MI	To inspect 4 Articulated Buses for possible purchase by LYNX	05/30/2012 - 06/01/2012	733	733
Elvis Davales Operations	Owosso, MI	To inspect 4 Articulated Buses for possible purchase by LYNX	05/30/2012 - 06/01/2012	562	562
William Hearndon Operations	Tampa, FL	To attend the NTI Paratransit Management and Operations Course	05/31/2012 - 06/01/2012	231	231
Ro Norman Communications	Tampa, FL	To attend 2012 FDOT/FPTA/CUTR Professional Development Workshop	06/04/2012 - 06/06/2012	452	452
William Hearndon Operations	Tampa, FL	To attend 2012 FDOT/FPTA/CUTR Professional Development Workshop	06/05/2012 - 06/06/2012	207	207
Rich Bannon Procurement	Tampa, FL	To conduct a Professional Development Workshop at FDOT/FPTA/CUTR mid-year conference	06/05/12	0	0
Laura Minns Planning	Tampa, FL	To give a presentation at FDOT/FPTA/CUTR Professional Development Workshop	06/05/12	0	0

# LYNX Board Agenda

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATE D AGENCY COST	AGENCY COST
Linda Connell Risk Management	St Petersburg, FL	To attend APTA Risk Management Seminar and Conference.	06/10/2012 - 06/13/2012	706	706
Baunie Mc Connell Risk Management	St Petersburg, FL	To attend APTA Risk Management Seminar and Conference.	06/10/2012 - 06/13/2012	706	706
Blanche Sherman Finance	Tampa, FL	To attend 2012 FICPA Training in Tampa - accounting and financial reporting for government entities	06/21/2012 - 06/22/2012	581	581
William Hearndon Operations	Jacksonville, FL	APTA Peer Review of Jacksonville Transportation Authority's Paratransit Program	06/25/2012 - 06/28/2012	0	0
Blanche Sherman Finance	Tampa, FL	To attend 2012 FICPA Training in Tampa - accounting and financial reporting for government entities	06/26/2012 - 06/27/2012	523	523
<b>TOTAL ESTIMATED COSTS and AGENCY COSTS</b>				<b>6,341</b>	<b>6,341</b>