

LYNX Board Agenda


Meeting Date: 3/24/2022
Meeting Time: 1:00 PM

Central Florida Regional Transportation Authority
455 N. Garland Ave.
2nd Floor Board Room
Orlando, FL 32801

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

1. Call to Order

2. Approval of Minutes

-  Board of Directors Meeting Minutes 2.24.22

Pg 4

3. Recognition

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. Oversight Committee Report

7. Consent Agenda



A. Request for Proposal (RFP)

-  Authorization to Release a Request for Proposal (RFP) to Procure Legal Services for Risk Management Pg 9
-  Authorization to Release a Request for Proposal (RFP) for NeighborLink Services Pg 11




B. Invitation for Bid (IFB)







-  Authorization to Release an Invitation for Bid (IFB) for the Provision of Transit Bus Remanufactured Transmissions Pg 13

C. Award Contracts



-  Authorization to Negotiate and Award a Contract to Tolar Manufacturing Company, Inc. for the Manufacturing of Commercial Style Transit Shelters Pg 15
-  Authorization to Negotiate and Award a Contract to Kimley-Horn and Associates for the Transit Development Plan (TDP) Major Update Pg 17

D. Miscellaneous

-  Authorization for LYNX Insurance Broker to Negotiate and Bind Coverage for First Party Property Insurance Pg 19
-  Authorization to Dispose of Items Accumulated Through the Lost and Found Process Pg 21
-  Authorization to Write Off Assets Pursuant to the September 30, 2021 Physical Inventory Count and Reconciliation Pg 23

- iv.  Authorization to Submit a Grant Application to the Florida Department of Environmental Protection (DEP) Under the Electric Transit Bus Project Pg 25
- v.  Authorization to Extend Sub-Recipient Awards and to Enter into Sub-Recipient Agreements with the Selected Human Services Agencies Pg 27
- vi.  Authorization to Enter into the Third Amended and Restated Operations Agreement for the LYMMO Services with the City of Orlando Pg 29
 - Attachments 
- vii.  Authorization to Declare March as Procurement Month Pg 56
 - Attachments 


8. Action Agenda

- A.  Authorization to Approve FY2021 Annual Comprehensive Financial Report and Subsequent Submittal to the Government Financial Officers Association's (GFOA) Certificate of Achievement Program Pg 59
- B.  Authorization to Implement April 24, 2022 Service Changes Pg 61

9. Work Session

- A.  CEO Evaluation Pg 64

10. Information Items

- A.  Notification of Settlement Agreements Pursuant to Administrative Rule 6 Pg 65

11. Other Business

12. Monthly Reports

- A.  Communications Report - February 2022 Pg 66
- B.  Monthly Financial Report - December 2021 Pg 80
 - Attachments 
- C.  Ridership Report - December 2021 Pg 82
 - Attachments 

13. Adjourned

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 Benjamin Gonzalez at 455 N. Garland Ave, Orlando, FL 32801 (407) 254-6038, 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
Board of Directors' Meeting Minutes

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

DATE: February 24, 2022

TIME: 1:30 p.m.

Members in Attendance:

Jerry Demings, Mayor, Orange County, Chair

Viviana Janer, Commissioner, Osceola County BoCC, Vice-Chair

Buddy Dyer, Mayor, City of Orlando

Jared Perdue, Secretary, Florida Department of Transportation – District 5, Secretary

1. Call to Order

Chair Demings called the meeting to order at 1:33 p.m.

Chair Demings asked Commissioner Janer to lead the Pledge of Allegiance.

2. Approval of Minutes

Commissioner Janer moved to approve the Board of Directors meeting minutes of January 27, 2022. Mayor Dyer seconded. The minutes were unanimously approved as presented.

3. Public Comments

Naqiy McMullen – Orlando, FL

Mr. McMullen would like to see a public plan for revenues, if the tax initiative is approved.

4. Chief Executive Officer's Report

Jim Harrison, Chief Executive Officer, stated that fixed-route ridership remains steady at just over sixty percent of the pre-covid range, which is similar to other agencies across the state and across the nation. As gas prices increase, transit ridership typically increases.

LYNX has a fuel hedging program to stabilize the cost of fuel. The favorable hedge has saved the agency a significant amount of money, and this trend is continuing.

One of the largest training classes for bus drivers has started. There are twenty-seven individuals in the training program, and this is due to aggressive recruiting strategies.

LYNX is hosting the FDOT Introduction to Transit Operations Planning class beginning March 7. This training provides an opportunity to staff that are new to transit planning an overview of route planning details. This training will include both the planning staff and the union leadership to build a better labor/management relationship.

On today's agenda, there is a report on LYNX existing fleet composition and the path towards low and zero-emissions. Currently, just over fifty percent of the fixed-route is CNG. The LYMMO fleet is expected to be fully zero-emission by the end of this year.

Angel Rodriguez, bus operator, noticed that a passenger was slumped over and unconscious. He secured the bus and contacted radio dispatch. After realizing that the passenger was not breathing, he contacted 911. Operator Rodriguez performed CPR chest compressions for over six minutes while waiting for emergency personnel. Operator Rodriguez's quick action and willingness to assist helped save the passenger's life.

The LYNX funding partners softball tournament will be held on March 26 in Altamonte Springs.

5. Oversight Committee Report

Commissioner Janer, Chair of the Oversight Committee provided her report on the Oversight Committee meeting that met earlier. She stated that the committee approved the minutes from the January 27, 2022, Oversight meeting.

Amanda Clavijo, Chair of the Finance & Audit Committee, gave her report on the Finance & Audit Committee. The Finance Committee recommends approval of all Consent Agenda items.

The Oversight Committee recommends approval of all Consent Agenda items.

The Oversight Committee received detailed presentations on a recap of the FY2021 financials, current year FY2022 financials, and budget assumptions for FY2023. The Planning Department provided a look at the reimaging of the NeighborLink services.

The annual election of officers was held, and Commissioner Janer will continue to Chair the Committee.

6. Consent Agenda:

Chair Demings asked if there were any changes to the Consent Agenda before there is a motion to approve consent agenda items 6.A.i. through 6.D.ii. Mr. Harrison stated that he recommends the entire Consent Agenda for approval.

A. Request for Proposal (RFP)

- i. Authorization to Release a Request for Proposal (RFP for a Transit Simulator System
- B. Invitation for bid (IFB)
 - i. Authorization to Release an Invitation for Bid (IFB) for Transit Bus Tire Leasing Services
- C. Award Contracts
 - i. Authorization to Negotiate and Award a Contract to Elliott & Company Turf and Landscaping Services, Inc. for Landscaping Services
 - ii. Authorization to Negotiate and Award a Contract to AT&T Corp. for Cloud-Based Universal Communications as a Service (UCaaS)
 - iii. Authorization to Negotiate and Award a Contract to AT&T Corp. for Internet Cloud-Based Contact Center as a Service (CCaaS)
 - iv. Authorization to Negotiate and Award a Contract to Barracuda Building Contractors for the Installation, Repair and Removal of LYNX Transit Shelters and Associated Amenities
- D. Miscellaneous
 - i. Authorization to Transfer Two (2) Ticket Vending Machines to Southeastern Pennsylvania Transportation Authority
 - ii. Authorization to Enter into a Memorandum of Understanding for Transit Planning in Support of the International Drive Transit Feasibility and Alternative Technology Assessment

Mayor Dyer made a motion to approve Consent Agenda items 6.A.i through 6.D.ii. Seconded by Commissioner Janer. Motion passed unanimously.

7. **Work Session**

A. LYNX Fleet Composition and Path Towards Zero Emissions

Mayor Demings recognized John Slot, Chief Innovation Officer to make the presentation. Mr. Slot stated that at the Board's direction, LYNX is developing a long-term plan for the migration to a zero-emission fleet. This plan will follow regional, state and federal guidance on zero emissions targets and standards.

LYNX staff looked at the current planning initiatives of the Regional Funding partners, the State of Florida and the Federal government. These initiatives will be incorporated into the goals for LYNX. At the Federal level, a one hundred percent, zero-emission fleet will be acquired by 2035, due to an executive order.

The focus will start with passenger facing fleets with high annual mileage. Approaches will be analyzed and developed for vehicles and associated fueling infrastructure. The transition started back in the 1990s with the purchase of nine compressed natural gas (CNG) buses. By the end of FY2022, over half of the LYNX fleet will be low emissions buses. The first electric bus was ordered in summer of 2020. Before the end of 2022,

the LYMMO fleet will be one hundred percent electric buses. The next step will be to expand to the fixed-route.

The fixed-route fleet is currently at fifty percent low-emissions. NeighborLink, Paratransit and VanPool fleets are one hundred percent gasoline. Support vehicles are a mix between gasoline and diesel, with the majority using gasoline. LYNX goal is to have fifty percent of the fixed-route fleet to zero-emissions by 2028. Paratransit fleet will have a slow and measured approach for conversion to CNG vehicles with transition to zero emission vehicles as improvements are made.

The FDA is now requiring LYNX to develop a zero-emissions transit plan. LYNX will continue with pilot programs, and increasing connectivity with SunRail and better serve the community.

Mayor Demings asked about delivery times of CNG or electric buses. Mr. Jamison stated that it is a one-year cycle. Mr. Harrison stated that LYNX has a contingency fleet, and LYNX continues building that fleet should it be needed.

Commissioner Janer asked about the average tracking for an electric bus before it needed to be charged. Mr. Slot stated that the average is just over two hundred miles.

Mayor Dyer asked about the cost-effectiveness of converting buses to electric. Mr. Slot stated that it is cost-effective, and the CNG fleet would be easier to convert.

8. Information Items

There were two items for review purposes only, no action was requested.

- A. Notification of Settlement Agreements Pursuant to Administrative Rule 6
- B. Notification of Sole Source Procurements Pursuant to Administrative Rule 4

9. Other Business

Secretary Perdue stated that the I-4 express lanes would open in two days.

Mayor Demings stated that a new transportation survey was placed on the Orange County website. He encourages everyone to complete the survey.

10. Monthly Reports: (For review purposes only)

There were four reports in the packets for review purposes only. No action was required.

- A. Communications Report – January 2022
- B. Monthly Financial Report – November 2021
- C. Ridership Report – November 2021

11. Adjourned:

The meeting adjourned at 2:20 p.m.

Certification of Minutes:

I certify that the foregoing minutes of the February 24, 2022 LYNX Board of Director's meeting are true and correct, approved by the Board of Directors.

X

Assistant

LYNX Board Agenda

Consent Agenda Item #7.A. i

To: LYNX Board of Directors

From: Leonard Antmann
Chief Financial Officer
Tamara Enders
(Technical Contact)

Phone: 407.841.2279 ext: 6125

Item Name: Authorization to Release a Request for Proposal (RFP) to Procure Legal Services for Risk Management

Date: 3/24/2022

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) to procure Legal Services for Risk Management that would provide LYNX with Tort and General Liability Legal Services.

BACKGROUND:

The award for Tort and General Liability legal services is currently split between two firms.

The award of Contract #20-C31 to Hilyard, Bogan & Palmer, P.A. became effective on December 5, 2019. The contract was awarded for a two (2) year term with three (3) renewal terms of one (1) year each. This contract was renewed for one (1) year on October 28, 2021. The Contract is set to end on December 5, 2022.

The award of Contract #20-C30 to Dean, Ringers, Morgan & Lawton, P.A. became effective on January 29, 2020. The contract was awarded for a two (2) year term with three (3) renewal terms of one (1) year each. This contract was modified for a one (1) year term on October 28, 2021. The Contract is set to end on January 29, 2023.

The aggregate not to exceed (NTE) amount was increased from \$1,350,000 to \$2,150,000 to share between both firms.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE participation goal is applicable for this activity.

LYNX Board Agenda

FISCAL IMPACT:

The FY2022 Approved Operating Budget includes \$650,000 for Legal Fees related to General Liability legal services.

LYNX Board Agenda

Consent Agenda Item #7.A. ii

To: LYNX Board of Directors

From: Norman Hickling
Director Of Mobility Services
Selita Stubbs
(Technical Contact)

Phone: 407.841.2279 ext: 6169

Item Name: Authorization to Release a Request for Proposal (RFP) for NeighborLink Services

Date: 3/24/2022

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 NeighborLink services.

BACKGROUND:

For the better part of the past two decades, MV Transportation, Inc. has been the primary provider of both, the (ACCESS LYNX) paratransit and the deviated fixed-route services, branded as NeighborLink.

In September 2016, using the Architectural and Engineering Services Contract (#16-C06), LYNX issued a Task Order to the Jacobs Engineering Firm to assist in developing a Mobility Manager Broker Framework including; developing a Concept of Operations, Defining Roles and Responsibilities of LYNX and the New Operations Contractor under the Mobility Management Operating Concept, which included the NeighborLink operations.

In October 2016, LYNX modified the Task Order to authorize a Phase 2 work effort that included continuing defining the Mobility Manager Framework Structure and Service Concept. Phase 2 also allowed continued development of Roles and Responsibilities of LYNX staff and New Operations Contractor, as well as Procurement Support for Paratransit Operations Contractor. This activity also transitioned the trip reservation responsibilities, for both paratransit and NeighborLink, from the contractor to LYNX. The Mobility Management Model went into full effect in December 2017 and continues to date.

LYNX Board Agenda

The existing contract, which is currently combined with the ACCESS LYNX paratransit scope of services, has been in effect for almost five (5) years and is set to expire in November 2022. The Scope of Work for NeighborLink Operations, as noted in the RFP, has been developed by Mobility Services and is reflective of current operations.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE Goal has been established for this contract. LYNX encourages the Contractor to make every attempt to obtain participation of certified DBEs and other small businesses in the completion of this contract.

FISCAL IMPACT:

The FY2022 Approved Operating Budget includes \$2,105,556 for Purchase Transportation Service for NeighborLink.

LYNX Board Agenda

Consent Agenda Item #7.B. i

To: LYNX Board of Directors

From: Elvis Dovalles
Director Of Maintenance
Elvis Dovalles
(Technical Contact)

Phone: 407.841.2279 ext: 6239

Item Name: Authorization to Release an Invitation for Bid (IFB) for the Provision of Transit Bus Remanufactured Transmissions

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release an Invitation for Bid (IFB) for the provision of transit bus remanufactured transmissions. The contract term shall be for an initial term of two (2) years with three (3) one (1) year options to extend.

BACKGROUND:

The LYNX Vehicle Maintenance Division maintains a fleet of 298 transit buses. Transmissions used on the buses are of three different manufacturers; Voith, ZF Friedrichshafen and Allison. Contract #18-C104 with Precision Transmission Inc., for ZF transmissions expires June 7, 2022. Contract #18-C105 with Reliable Transmission Inc., for Allison transmissions expires June 7, 2022. Contract #18-C106 with Gillig LLC, for Voith transmissions expires June 7, 2022.

LYNX adopts a strict preventative maintenance policy for the transit bus fleet. However, as the fleet ages, major repairs/replacements become necessary.

Transmissions are generally replaced when a total failure occurs. However, we do on occasion, practice scheduled replacements as a cost savings method by replacing the transmissions that have extremely high miles as part of scheduled engine overhauls or replacements.

LYNX Board Agenda

In FY2021 the following remanufactured transmissions were purchased and replaced:

Type	Quantity
Allison	23
Voith	5
ZF Friedrichshafen	2

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE participation goal is applicable for this activity.

FISCAL IMPACT:

The FY2022 Approved Operating Budget includes \$4,450,000 for Repairs and Maintenance – Revenue Vehicles. Of this amount, \$189,000 has been allocated for transit bus remanufactured transmissions.

LYNX Board Agenda

Consent Agenda Item #7.C. i

To: LYNX Board of Directors

From: Leonard Antmann
Chief Financial Officer
Jeffrey Reine
(Technical Contact)

Phone: 407.841.2279 ext: 6125

Item Name: Authorization to Negotiate and Award a Contract to Tolar Manufacturing Company, Inc. for the Manufacturing of Commercial Style Transit Shelters

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to negotiate and award a contract with Tolar Manufacturing Company, Inc. for the manufacturing of commercial style transit shelters. The contract will be for a total of three (3) years with two (2) one (1) year options. The total cost not to exceed for the first three (3) years is \$2,468,550.

BACKGROUND:

The LYNX Board of Directors granted permission to proceed with a Request for Proposal for manufacturing of commercial shelters.

LYNX has previously awarded a contract for this to Tolar Manufacturing Company, Inc. for a term of five (5) years.

LYNX has approximately 1200 bus shelters installed to date. Based on the annual budget, LYNX strives to install approximately 30 bus shelters per year.

The contract supports the purchase of a specific designed shelter that has been typically installed in Orange County and the City of Orlando. It will allow for the purchase of the shelters, benches, trash cans, and associated amenities. LYNX has another shelter vendor that manufactures the shelters and associated amenities typically used in Seminole and Osceola Counties.

LYNX Board Agenda

LYNX received permission to release the Request for Proposal (RFP) at the August 26, 2021 Board of Directors Meeting. RFP 22-R05 was released on November 12, 2021. Responses were due on January 14, 2022.

A total of two bids were received:

Tolar Manufacturing Company, Inc. Decamil

The Source Evaluation Committee (SEC) met on February 15, 2022 to discuss the two (2) proposals. The meeting was publicly noticed in accordance with the Florida Sunshine Law.

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

- **Qualification of the Proposer and Staff (45)**
- **Methodology / Approach (25)**
- **Pricing Proposal (30)**

Scoring of the proposals submitted was based on a total possible score of 100 and the lowest ordinal ranking will be recommended for contract approval:

Proposer	Score	Ordinal Ranking
Tolar Manufacturing Company, Inc.	291	4
Decamil	288	5

After discussions on the proposals received from the two (2) firms, the SEC ranked the proposals received. The SEC moved to recommend to the LYNX Board of Directors to award this contract to Tolar Manufacturing Company, Inc.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

A DBE participation goal of 6% is accessed for this procurement. LYNX's procurement policy requires contractors to use a good faith effort to subcontract portions of their work for material, supplies and services to Disadvantaged Business Enterprise (DBE) Firms.

FISCAL IMPACT:

The FY2022 Approved Capital Budget includes \$4,320,696 for the installation of new shelters which are 100% Federal Funded.

LYNX Board Agenda

Consent Agenda Item #7.C. ii

To: LYNX Board of Directors

From: Bruce Detweiler
Interim Director Of Planning And Development
Myles O'Keefe
(Technical Contact)
Patricia Whitton
(Technical Contact)

Phone: 407.841.2279 ext: 6136

Item Name: Authorization to Negotiate and Award a Contract to Kimley-Horn and Associates for the Transit Development Plan (TDP) Major Update

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to negotiate and execute a contract with Kimley-Horn and Associates for the FY2023-2032 Transit Development Plan (TDP) major update. The total not to exceed cost is \$314,700.

BACKGROUND:

At the August 26, 2021, LYNX Board of Director's meeting, staff received authorization to issue a Request for Proposal (RFP) for Consulting Services for LYNX's Ten-Year TDP Major Update (FY2023-2032). The RFP for this project, 22-R07, was released on December 21, 2021, with proposals due January 28, 2022.

LYNX's most recent TDP major update was completed for the period of FY2018-2027. This FY2023-2032 TDP major update will include an extensive outreach process focusing on the community needs as the region emerges from the global pandemic and LYNX continues the ridership recovery process. A situation appraisal will be conducted to assess the current operating environment and emerging trends. Taking into consideration LYNX's current priorities and regional initiatives, this major update provides an opportunity for the agency to update the plan goals, objectives, and strategies through which all other plans and projects will be oriented over the ten-year horizon.

LYNX Board Agenda

The Source Evaluation Committee (SEC) public meeting was held on February 14, 2022, with the following results:

Proposer	Total Score	Ordinal Ranking
Alfred Benesch & Company	425	10
Kimley-Horn and Associates	467	5

The SEC recommends that LYNX proceed with contracting with Kimley-Horn and Associates to complete the TDP major update. The TDP is due to the Florida Department of Transportation by September 1, 2022.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE goal has been established for this contract. LYNX encourages the Contractor to make every attempt to obtain participation of certified DBEs and other small businesses in the completion of this contract.

FISCAL IMPACT:

The FY2022 Approved Operating Budget for Professional Services is \$2,065,000, of which, \$500,000 has been allocated for the Transit Development Plan (TDP) Major Update project.

LYNX Board Agenda

Consent Agenda Item #7.D. i

To: LYNX Board of Directors

From: Leonard Antmann
Chief Financial Officer
Tamara Enders
(Technical Contact)

Phone: 407.841.2279 ext: 6125

Item Name: Authorization for LYNX Insurance Broker to Negotiate and Bind Coverage for First Party Property Insurance

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to negotiate and bind coverage and premium for its Property Insurance Program and Fiduciary Liability Insurance Program, with the assistance of Arthur J. Gallagher, Broker. The annual property premium is \$179,673.50 and the Fiduciary premium is \$9,176.

BACKGROUND:

At the Board of Director's meeting on March 25, 2021, the Board of Director's authorized the Chief Executive Officer (CEO) to negotiate and bind coverage and premiums for its Property Insurance Program. This was executed for one year, beginning April 1, 2021 through April 1, 2022. The property insurance is going up by 3% and the balance of the increase is due to the addition of the new LOC expansion.

As a result of extensive work with LYNX's outside counsel and Pension Committee, a comprehensive Fiduciary Liability program was created in 2018. Chubb has provided a renewal premium of \$9,176 or flat year-over-year renewal. Chubb does not offer multi-year deals on this line of coverage. This policy will expire on April 1, 2022

Property Insurance is first party insurance that protects LYNX for its loss or the loss of its income producing ability, when the loss or damage is caused by a covered peril such as fire or windstorm.

Fiduciary Liability Insurance protects LYNX's benefit plans and the staff who administers them.

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The Environmental Liability (Pollution) insurance policy was authorized by the Board of Directors at the March 26, 2020 Board of Director's meeting for a three-year period beginning April 1, 2020 through April 1, 2023. Environmental insurance protects LYNX when the loss or damage is caused by environmental pollution.

Line of Coverage	FY18 Premium	FY19 Premium	FY20 Premium	FY21 Premium	FY22 Premium	Term Expiration
Property	\$96,940	\$96,940	\$125,498	\$148,750	\$179,673.50	4/1/2022
Fiduciary Liability	\$8,703	\$8,853	\$9,026	\$9,026	\$9,176	4/1/2022
Environmental	\$42,206	\$0	\$42,862	\$0	\$0	4/1/2023

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE participation goal is applicable for this activity.

FISCAL IMPACT:

The Approved FY2022 Operating Budget includes a total of \$869,232 for insurance coverage.

LYNX Board Agenda

Consent Agenda Item #7.D. ii

To: LYNX Board of Directors

From: Michelle Daley
Director Of Finance
Warren Hersh
(Technical Contact)
Edward Velez
(Technical Contact)

Phone: 407.841.2279 ext: 6014

Item Name: Authorization to Dispose of Items Accumulated Through the Lost and Found Process

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to retire, transfer, discard, donate, recycle or sell at public auction, surplus Lost and Found items such as: handbags, books, phones, keys, backpacks, etc.

BACKGROUND:

LYNX makes a reasonable attempt to find the rightful owner of any lost or abandoned property patrons leaves on its buses and or facilities. If the articles are unclaimed after a 90-day holding period, the articles become property of LYNX per Chapter 705, Florida Statutes (1996).

It is LYNX's policy to hold a quarterly auction to dispose of Board approved surplus assets. Prior to being auctioned, all electronic devices and cell phones are deleted or erased of personal data by the Auctioneer per contract. Electronic devices and cell phones which cannot be deleted or erased are recycled and shredded by the auctioneer in accordance to all local, state and federal regulations at no cost to LYNX.

See below for a summary of the Lost and Found Articles. A detailed listing of the items being auctioned is available upon request.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE participation goal is applicable for this activity.

LYNX Board Agenda

FISCAL IMPACT:

The net proceeds from this sale will be included in LYNX's FY2022 non-operating revenue.

Lost and Found Articles Items to Donate or Auction

Article	Count of Article
Apron	1
Backpack	111
Bag	161
Bible	13
Bike	156
Books	22
Bus Pass	4
Cane	21
Case	22
CD, DVD, Tape	3
Cellphone	289
Clothing	28
Electronic Device	117
Envelope	9
Folder/Binder	9
Footwear	15
Glasses	121
Gloves	2
Hat	52
Jacket/Hoodie	27
Jewelry	16
Laptop/Tablet	2
Luggage	13
Lunch Bag	37
Other	96
Purse	15
Sweater/Sweatshirt	10
Thermos/Mug	19
Tools	7
Toy	10
Umbrella	88
Watch	8
Total	1504

LYNX Board Agenda

Consent Agenda Item #7.D. iii

To: LYNX Board of Directors

From: Michelle Daley
Director Of Finance
Christopher Plummer
(Technical Contact)
Nancy Navarro
(Technical Contact)

Phone: 407.841.2279 ext: 6014

Item Name: Authorization to Write Off Assets Pursuant to the September 30, 2021
Physical Inventory Count and Reconciliation

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to write-off tangible fixed assets pursuant to the September 30, 2021 physical inventory count and reconciliation with a net book value in the amount of \$0.

BACKGROUND

In accordance with Federal Transit Administration (FTA) Circular 5010.1D Chapter II, 3.e., LYNX performs a physical inventory of its equipment and reconciles the results to the financial records at least once every two years. As instructed by the LYNX Board, LYNX performs an annual physical inventory at the end of each fiscal year. According to current financial records, the following is the description, acquisition value, and net book value of the assets requested to be written off:

Fixed Assets	Acquisition Value	Net Book Value
Computer Equipment	\$199,460	\$0
Furniture and Fixtures	\$122,573	\$0
Total	\$322,033	\$0

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The results of the September 30, 2021 physical inventory count are summarized in the table above. An itemized list is included below.

LYNX ASSETS FY2021 Physical Inventory Recommended Disposals

System Number	Asset ID	Acquisition Date	Class	Description	Estimated Life	Acquisition Value	Net Book Value	Due to FTA
17807	12595	2/28/2014	CE	INTERFACE LICENSE BETWEEN DR600 AND MDT	5	\$98,366	\$0	\$0
13050	9213	10/1/2008	CE	Active Network Project	5	\$67,019	\$0	\$0
13046	9212	1/13/2009	CE	Active Customer Response Online	5	\$10,000	\$0	\$0
17312	12153	3/31/2014	CE	MS OFFICE PROFESSIONALPLUS 2013	5	\$8,924	\$0	\$0
17192	12122	1/31/2014	CE	MS OFFICE PRO PLUS 15 LICENSES	7	\$4,462	\$0	\$0
17193	12123	1/31/2014	CE	MS OFFICE PRO PLUS 15 LICENSES	7	\$4,462	\$0	\$0
17933	12655	9/29/2014	CE	MICROSOFT SHARE POINT 2013	5	\$3,847	\$0	\$0
17334	12156	3/31/2014	CE	MS PROFESSIONAL 2013	5	\$2,380	\$0	\$0
				Subtotal Computer Equipment		\$199,460		
12158	8719	9/30/2007	FE	Lynx Operations Center - Security System	5	\$100,000	\$0	\$0
19267	13924	3/15/2016	FE	Cisco Firewall Appliance Licenses ASA 5525	5	\$9,367	\$0	\$0
15554	10843	5/2/2013	FE	Solar winds NetFlow Traffic Analyzer	5	\$6,995	\$0	\$0
810	2493A	4/30/1993	FE	DOUBLE TIER LOCKERS	5	\$1,001	\$0	\$0
19192	13892	1/14/2016	FE	Cisco Firesight Mgt Center Virtual Licenses	5	\$988	\$0	\$0
8187	3975	7/21/2004	FE	Mesh Security Truck	5	\$775	\$0	\$0
14418	10009	2/1/2012	FE	Washing Machine	5	\$630	\$0	\$0
8717	4342	1/7/2005	FE	CHAIR-CALI MID BACK-PINBALL/OCEAN	5	\$530	\$0	\$0
6804	3252	7/25/2002	FE	Microwave Oven	5	\$517	\$0	\$0
6820	3508	8/22/2002	FE	Microwave Oven	5	\$453	\$0	\$0
4173	1156	4/9/1998	FE	CREDENZA, MED OAK W/KYBD TRAY & PANEL	5	\$358	\$0	\$0
4339	1095	8/26/1998	FE	CREDENZA-OPEN-OAK 21 X 72 FLEETWOOD	5	\$325	\$0	\$0
4521	2356	9/30/1998	FE	CHAIR	5	\$317	\$0	\$0
4567	2391	9/30/1998	FE	CHAIR	5	\$317	\$0	\$0
				Subtotal Furniture and Fixtures		\$122,573	\$0	\$0
				Grand Total		\$322,033		

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE participation goal is applicable for this activity.

FISCAL IMPACT:

The fiscal impact is \$0. The net book value of the assets written-off and the amount due to FTA is also \$0.

LYNX Board Agenda

Consent Agenda Item #7.D. iv

To: LYNX Board of Directors

From: Elvis Dovalés
Director Of Maintenance
Elvis Dovalés
(Technical Contact)

Phone: 407.841.2279 ext: 6239

Item Name: Authorization to Submit a Grant Application to the Florida Department of Environmental Protection (DEP) Under the Electric Transit Bus Project

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit a grant application to the Florida Department of Environmental Protection for an amount of up to \$4,500,000 in reimbursement for the purchase of five (5) electric transit buses.

BACKGROUND:

On February 25, 2022, the Florida Department of Environmental Protection released the Notice of Funding Availability (NOFA) for \$59 million available for the purchase of electric transit buses to replace diesel transit buses using Volkswagen Settlement Funds. The main focus of the program is for applicants to replace eligible diesel transit buses with electric battery powered buses and encourage related community partnerships. The goal of the Florida Department of Environmental Protection is to fund as many public transit agencies as possible. The NOFA encourages Florida transit agencies to create partnerships with electric utilities or other business entities to aid in the installation of charging infrastructure.

Eligible buses must be diesel powered with an engine model year 2009 or older. The electric transit bus project will award \$900,000 in cost-reimbursement per eligible transit bus subject to the limits of the available funds. Public transit agencies are required to purchase two (2) electric transit buses for each bus replaced using these funds. Purchasing fewer than the two (2) additional electric transit buses will result in a pro-rated portion of the funds. Buses replaced are required to be permanently disabled by boring a three (3) inch hole through the engine block and by cutting the chassis in half to be eligible for the reimbursement.

LYNX Board Agenda

Five (5) buses in the active fleet meet the requirement of an engine model year 2009 or older and are eligible for replacement with an electric bus under this funding opportunity. LYNX staff intends to apply for reimbursement of \$900,000 per bus for up to five (5) buses for a total request of \$4,500,000. The additional ten (10) electric transit buses would be purchased using funding from the Federal Transit Administration Urbanized Area Formula Funding program (49 U.S.C. 5307), Bus and Bus Facilities Formula program (49 U.S.C. 5339), and Surface Transportation Program (STP). This grant application would result in as many as 15 battery electric buses to be introduced into the fixed route fleet.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE participation goal is applicable for this activity.

FISCAL IMPACT:

LYNX staff will include the award of this program in the appropriate LYNX fiscal year budget upon confirmation of award and securing the local match.

LYNX Board Agenda

Consent Agenda Item #7.D. v

To: LYNX Board of Directors

From: Tiffany Homler Hawkins
Chief Administrative Officer
Prahallad Vijayvargiya
(Technical Contact)

Phone: 407.841.2279 ext: 6064

Item Name: Authorization to Extend Sub-Recipient Awards and to Enter into Sub-Recipient Agreements with the Selected Human Services Agencies

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to extend sub-recipient awards to selected Human Services Agency projects and to enter into sub-recipient agreements with the selected applicants for Section 5310 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA) Funding, two (2) supplemental Federal Transit Administration (FTA) Programs for the Enhanced Mobility of Seniors and Individuals with Disabilities, to assist agencies with an additional financial need due to COVID-19.

BACKGROUND:

LYNX is the designated recipient of Section 5310 CRRSAA & ARPA program funds for the Urbanized Orlando and Kissimmee areas. LYNX received Board authorization on October 28, 2021 to solicit Human Services Agency projects for the Urbanized Orlando and Kissimmee Section 5310 CRRSAA & ARPA Program funds.

LYNX conducted a 5310 CRRSAA & ARPA Virtual Grant Workshop on December 7, 2021 for current Section 5310 sub-recipients. Project proposals were due January 14, 2022 and a multi-disciplinary team comprised by the Florida Department of Transportation, MetroPlan Orlando and ACCESS LYNX met to evaluate them.

LYNX Board Agenda

APPLICATION EVALUATION:

A total of four (4) proposals were received for operating. One (1) of the proposals was disqualified due to incomplete or missing documentation, and/or lack of authorized signatures. The other three (3) applications moved forward for evaluation.

Proposals were prioritized and notices of intent to award were issued. A pre-award monitoring will be conducted to ensure compliance with federal regulations and LYNX requirements. These projects will support the travel needs of the elderly and individuals with disabilities in the LYNX service area, targeted to provide cost-effective transportation options beyond paratransit and supporting regional transportation coordination while reducing resource demands on ACCESS LYNX. Labor and Fringe Benefits were identified as funding priorities for the eligible human service agencies, in response to funding shortfalls for each agency due to COVID-19.

LYNX proposes to provide Section 5310 CRRSAA & ARPA sub-recipient funding, subject to Federal Transit Administration (FTA) grant awards for the respective agencies below, based on the Evaluation Committee recommendation:

Agency Name	Operating Funds CRRSAA	Operating Funds ARPA	Total
The Opportunity Center		56,348.00	\$ 56,348.00
Primrose Center	106,711.00	58,891.00	\$ 165,602.00
Osceola Council on Aging		26,822.00	\$ 26,822.00
	\$ 106,711.00	\$ 142,061.00	\$ 248,772.00

Funds will be provided to sub-recipients at 100% federal share under the Section 5310 CRRSAA & ARPA grant program for operating projects.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE participation goal is applicable for this activity.

FISCAL IMPACT:

The FY2022 Approved Operating Budget includes \$300,000 for Sub-Recipient Agreements with Human Service Agencies.

LYNX Board Agenda

Consent Agenda Item #7.D. vi

To: LYNX Board of Directors

From: Leonard Antmann
Chief Financial Officer
Michelle Daley
(Technical Contact)

Phone: 407.841.2279 ext: 6125

Item Name: Authorization to Enter into the Third Amended and Restated Operations Agreement for the LYMMO Services with the City of Orlando

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute the Third Amended and Restated Operations Agreement for the LYMMO Services with the City of Orlando.

BACKGROUND:

On January 22, 1998 the City of Orlando (CITY) and LYNX entered into an operations agreement which provided for the operation, funding and maintenance of the Original LYMMO system. On March 31, 2014, the CITY, LYNX and the Community Redevelopment Agency (CRA) of the City of Orlando entered into an Amended and Restated Operations Agreement for the operations and maintenance of the existing LYMMO Bus Rapid Transit (BRT) service (Orange Line), and the addition of the East/West BRT (Grapefruit Line) and Parramore BRT (Lime Line) services; and on April 6, 2015, CITY, LYNX and the CRA entered into the Second Amended and Restated Operations Agreement (LYMMO), which was amended to include the North Quarter extension of the Orange Line.

The Third Amended and Restated Operations agreement updates the manner the City of Orlando and the CRA will be charged for the LYMMO service as well as update the agreement since 2015.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

A DBE goal is not applicable for this activity.

LYNX Board Agenda

FISCAL IMPACT:

The FY2022 Approved Operating Budget includes LYMMO service costs and offsetting revenue of \$2,808,917. The Amended agreement details a six-month true up of billed services to actual expenses to be either invoiced or credited to the City of Orlando.

THIRD AMENDED AND RESTATED OPERATIONS AGREEMENT ("LYMMO")

This Third Amended and Restated Operations Agreement (this "Agreement") is made and entered into this ____ day of _____, 2021 by and among the CITY OF ORLANDO, FLORIDA, a municipal corporation organized and existing under the laws of the State of Florida (hereinafter the "CITY"), the COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF ORLANDO (hereinafter the "CRA"), and the CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY, a body politic and corporate created pursuant to Part II, Chapter 343, Florida Statutes (hereinafter "LYNX").

WITNESSETH

Whereas, the CITY is a municipal corporation within the State of Florida; and

Whereas, LYNX is the regional public transportation agency responsible for providing an integrated, efficient and comprehensive public surface transit system in the counties of Orange, Seminole and Osceola, including bus service; and

Whereas, on January 22, 1998, CITY and LYNX entered into an Operations Agreement (LYMMO) (hereinafter referred to as the "Original LYMMO Agreement") which provided for the operation, funding and maintenance of the Original LYMMO system, as hereinafter defined; and

Whereas, the CITY, in conjunction with the CRA, were actively involved in the establishment of the Downtown Orlando Transit Project, also known as LYMMO (and formerly known as OSCAR) (hereinafter referred to as "Original LYMMO"); and

Whereas, the Original LYMMO system is designed and will operate to provide expanded mobility service throughout the downtown Central Business District of the City of Orlando which is located within the area of operation of LYNX and within the CRA; and

Whereas, the CITY has created a Downtown Orlando Transportation Plan to evaluate existing facilities, projects, future demand and identify future transportation enhancements, and which makes specific recommendations based on the analysis of streets, transit, parking, Intelligent Transportation Systems (ITS), traffic signalization, transportation demand management, freight, land use, and the bicycle and pedestrian network; and

Whereas, pursuant to the Downtown Orlando Transportation Plan, the expansion of the Original LYMMO network consisting of the Parramore BRT Project and the Downtown Orlando East/West Circulator New Starts Project ("Expanded LYMMO," together with the Original LYMMO, "LYMMO") is a key component of the future multi-modal transportation system to mitigate congestion in Downtown Orlando; and

Whereas, the Downtown Orlando Transportation Plan has been incorporated into the CRA's Downtown Orlando Community Redevelopment Area Plan; and

Whereas, the CITY and LYNX entered into an Interlocal Agreement executed on July 25, 1994 which specifies in detail the financial, preliminary engineering, design, construction, and management responsibilities of each of the parties thereto pertaining to LYMMO (hereinafter referred to as the "Original Interlocal Agreement"); and

Whereas, the CITY, LYNX and the CRA entered into an Amended and Restated Interlocal Agreement, dated August 15, 2011, as amended (hereinafter referred to as the "Amended and Restated Interlocal Agreement"), relating to a Downtown Orlando Transit Circulator Expansion Alternatives Analysis Study and Subsequent Funding for the Expansion Program; the LYNX Orlando Trail Project; and the Creative Village Moving Parramore Forward Project; and the Downtown Orlando East/West Circulator New Starts Project, which amended and restated the Original Interlocal Agreement; and

Whereas, on March 31, 2014, the CITY, LYNX and the CRA entered into an Amended and Restated Operations Agreement for the operations and maintenance of the existing LYMMO Bus Rapid Transit (BRT) service (Orange Line), and the addition of the East/West BRT (Grapefruit Line) and Parramore BRT (Lime Line) services; and

Whereas, on April 6, 2015, CITY, LYNX and the CRA entered into the Second Amended and Restated Operations Agreement (LYMMO), which was amended to include the North Quarter extension of the Orange Line; and

Whereas, the CITY, CRA and LYNX mutually desire to continue the cooperative relationship whereby LYNX will provide or cause to be provided the operational services associated with LYMMO; and

Whereas, the CITY, CRA and LYNX desire to enter into this Third Amended and Restated Agreement ("Agreement") to set forth the terms and conditions of such a continuing cooperative relationship, including establishing the duties and responsibilities of each in respect to LYMMO, updating the LYMMO description of service routes as described in the attached Exhibit "A" and made a part hereof by reference (the "Scope of Services") and updating the billing schedule/model in Exhibit "B" to reflect the breakdown in service hours..

Now, therefore, for and in consideration of the mutual promises herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree to as follows:

1. DESCRIPTION OF THE LYMMO PROJECT – The LYMMO Project consists of the Original LYMMO and the Expanded LYMMO.

The Original LYMMO consisted of 4.04 miles of an exclusive and mixed-use bus thoroughfare through downtown Orlando between the former Orlando Arena site, the North Quarter district and Orlando City Hall. The Original LYMMO construction project included roadway improvements, traffic signalization, Compressed Natural Gas (referred

to as “CNG”) vehicle procurement, CNG facility expansion, streetscape and customer amenities. The Original LYMMO route was comprised of a one-way, single-lane loop in the former Centroplex area (along Alexander Place, Hughey Avenue, Garland Avenue, and Amelia Street), two-lanes along Livingston Street and Magnolia Avenue (between Interstate 4 and Church Street), a one-way, single-lane loop at the south end of downtown (along Magnolia Avenue, South Street, Orange Avenue, and Church Street), and an additional northern loop serving the North Quarter district corridor bounded by Magnolia and Orange Avenues on the east and west, and from Livingston Street north to Marks Street. Starting at the Centroplex I Garage, buses operated east on Alexander Place, south on Hughey Avenue, east on Livingston Street, north on Magnolia Avenue, west on Marks Street, south on Orange Avenue, east on Livingston Street, south on Magnolia Avenue, and west on South Street. Returning buses turn north on Orange Avenue in an exclusive contra-flow bus lane, east on Church Street, north on Magnolia Avenue, west on Livingston Street, north on Garland Street, and west on Amelia Street. Hybrid electric, low floor, rubber-tired buses operated along the original route.

The Expanded LYMMO consisted of the Parramore BRT Project and the Downtown Orlando East/West Circulator New Starts Project. The Parramore BRT Project consisted of a bus rapid transit extension of the Original LYMMO system to serve the Parramore community west of I-4 and the Creative Village future development. The Downtown Orlando East/West Circulator New Starts Project consisted of a bus rapid transit extension of the Original LYMMO system to serve the downtown area east and west of I-4 along a corridor bounded by Westmoreland Dr. on the west, Summerlin Ave. on the east, Central Blvd. on the north and Church and South St. on the south. The New Starts Project served the Parramore and Thornton Park neighborhoods as well as the downtown SunRail station, the Amway Center and the Dr. Phillips Center for the Performing Arts. Additionally, the project also utilized FTA New Starts Funding, which was used to purchase four (4) hybrid electric buses.

The current routes for LYMMO are shown on Exhibit “A.”

2. OPERATIONS STEERING COMMITTEE – The parties acknowledge that an Operations Steering Committee (hereinafter referred to as “OSC”) has been established and will continue to provide oversight and guidance to CITY, CRA and LYNX relative to ongoing operational issues of LYMMO. Operational issues shall include, though not exclusively, advertising, marketing, hourly rate, customer information systems, routing, fares, maintenance and scheduling/headways related to the LYMMO system. The OSC will consist of three members, with one member each from LYNX, the CITY and the CRA. The OSC will meet at least once every three (3) months or more frequently, if deemed necessary by the OSC, throughout the term of this Agreement. Any changes to the Scope of Services as shown on Exhibit “A” hereto shall require review and approval of the parties as set forth in section 4 below.

3. EQUIPMENT AND FACILITIES.

a. LYMMO BUSES –

(1). LYNX hereby agrees to use transit vehicles purchased specifically for LYMMO and further agrees to provide any bus or other public transit vehicle owned and operated by LYNX, or owned and operated by some other public or private person or entity and operated by them on behalf of LYNX, as necessary to operate LYMMO. LYNX will provide maintenance on the vehicles through its current maintenance facilities, including any specialized equipment needed to maintain all LYMMO bus types in use. As contemplated by the parties and the Amended and Restated Interlocal Agreement, LYNX has procured transit buses which have been built to specifications unique to LYMMO (such buses being hereinafter referred to as “LYMMO BUSES”).

(2). LYNX shall be responsible for maintaining, as part of its current Capital Improvement Program, a capital replacement schedule for LYMMO BUSES which shall describe the year of vehicle replacement and funding source. Vehicle replacement shall be treated in the same fashion as any other vehicle under LYNX’s Regional Fleet Replacement Program which is contingent upon eligible funding from a federal, state, or local grant. Minimum replacement criteria under LYNX’s current Regional Fleet Replacement Program is vehicle age of twelve (12) years or Five Hundred Thousand (500,000) operational vehicle miles. The CITY will cooperate and assist with obtaining a local funding match that may be required under a federal or state grant. In the event that eligible funding is unavailable through a federal, state or local grant for vehicle replacement, then the CITY will assist in obtaining funding of such replacement. LYNX shall notify the CITY and CRA prior to commencing replacement or purchase of any new vehicles for use in the LYMMO System.

Notwithstanding the above, the CITY shall have the option for early vehicle replacement at its own cost prior to the above minimum replacement criteria or modification of the vehicles subject to the availability of total funding by the CITY for such vehicle replacement or vehicle modification.

(3). Procurement for any replacement of LYMMO BUSES shall be conducted by LYNX in cooperation with the CITY in accordance with LYNX’s standard procurement policies and procedures.

b. Upgrade of Current Facilities. LYNX hereby agrees to upgrade current facilities as necessary to service and operate the LYMMO BUSES. LYNX will provide maintenance for any such upgraded facilities.

c. Passenger Amenities. For purposes of this Agreement and in accordance with the Customer Amenities Manual published by LYNX, “Passenger Amenities” means any passenger shelter, transit sign, specialty paving, system map/fare

information, transit vehicle waiting benches (i.e. bus benches), leaning rail, trash receptacle, newspaper stand, landscaping, , lighting, bicycle storage, bus bay, reader board, computer bulletin, drinking fountain, landscaping, streetscape and any other item provided that may be for the use, comfort and convenience of customers using the LYMMO services. LYNX shall be responsible for the acquisition and installation of all Passenger Amenities associated with LYMMO including the costs thereof. Ownership and title to the passenger shelter shall reside with LYNX. Passenger Amenities shall not include the non-FTA funded assets within the medians of the roadways, including the light-poles, poles with flowerpots, and landscaping beds within the medians.

(1). The CITY and the CRA will be jointly and severally responsible for the daily maintenance which includes cleaning and sweeping of the Passenger Amenities. Additionally, the CITY and the CRA shall be jointly and severally responsible for light maintenance of the Passenger Amenities which shall be defined as graffiti removal, spot and touchup painting, and landscape maintenance on a daily or as needed basis.

(2). LYNX shall be responsible for the heavy maintenance of the Passenger Amenities which shall be defined as parts replenishment, replacement or repair of the Passenger Amenities whichever is necessary. Additionally, LYNX shall be responsible for heavy, overall painting of the Passenger Amenities.

4. LYMMO SERVICE.

- a. LYNX hereby agrees to provide or cause to be provided by other qualified public transit providers on behalf of LYNX, subject to the approval of the CITY, public transit service through the operation of the LYMMO BUSES in the LYMMO service area in accordance with the Scope of Services which describes the operation, service standards, maintenance and safety of LYMMO by LYNX.
- b. The CITY, CRA and LYNX may from time to time mutually agree on changes, revisions or amendments to the Scope of Services including the effective date and any appropriate equitable adjustment, if any, to the payments to be made by the CITY or CRA to LYNX as provided in Paragraph 5 below, occasioned by such change, revision or amendment to the Scope of Services.
- c. The OSC may make any changes to the Scope of Services if such changes, in the aggregate, would not result in a greater than 2% increase or decrease in the scheduled service hours of LYMMO as set forth on Exhibit "B" (the "2% Threshold"). If any party desires to make changes to the LYMMO service and such changes would in the aggregate exceed the 2% Threshold it will require approval from the governing boards of the CITY, CRA, and LYNX.

Additionally, the OSC may not increase service and service hours under this subparagraph by five percent (5%) in any five (5) year period. Any party may propose changes to the Scope of Services by providing at least ninety (90) days written notice to the other party by mail or personal delivery and, if require by law, to the public. However, the parties agree that a two (2) week notification period shall be sufficient for the scheduling of service associated with special events.

5. CITY and CRA FINANCIAL SUPPORT.

a. Service Costs.

LYMMO Service. In consideration of LYNX operating the LYMMO service as contemplated by this Agreement, the CITY and the CRA will reimburse LYNX in an amount each month equal to the total operating cost to provide such service. The LYMMO service is defined as the Orange, Lime and Grapefruit routes as more specifically described in the attached Scope of Services, as may be amended by action of the OSC and approved by the LYNX Board of Directors. . The total operating cost for such service shall be equal to (i) the total number of scheduled hours of service provided for the LYMMO services for the month, multiplied by (ii) LYNX’s annual funding model hourly cost (as set forth Exhibit “B” attached hereto and incorporated herein (the “Statement of Costs”), plus (iii) other direct costs not included in LYNX’s hourly operating costs including but not limited to capital, marketing, electric charging station fee, vehicle insurance and special event costs, which the CRA and CITY have agreed to in advance of such expenditure being made. As between the CITY and the CRA, allocation of the funding for the LYMMO service will occur as follows the CRA shall provide \$2,334,392.00 in funding each fiscal year towards the operating costs of LYMMO and the CITY shall contribute the remainder of the total operating costs of LYMMO.

(Total Scheduled Hours x Funding Model Hourly rate) + Other Direct Costs
(if any) = Monthly Payment

- b. In addition to the payments described in subparagraph 5(a) above, the CITY shall also pay or reimburse LYNX for certain other additional costs not included in the base service payments described in subparagraph 5(a) and caused by any changes to the LYMMO service as may be mutually agreed between the CITY, CRA and LYNX that result in increased or additional costs to LYNX. Such costs will be agreed upon by LYNX, the CRA and the CITY before being incurred, and the CITY agrees to make payment to LYNX within thirty (30) days after receipt of an invoice from LYNX for such costs.
- c. At least 60 days after the end of the half-fiscal year (with each fiscal year ending September 30), the parties shall mutually agree to a reconciliation of the total costs invoiced (true-up) and any adjustment to LYNX’s actual costs of

operation will be either invoiced or credited to the CRA or CITY . LYNX shall provide the CITY and CRA on an annual basis along with the semi-annual true up a detailed schedule identifying all costs of operations.

- d. At least ninety (90) days prior to the close of the fiscal year, LYNX will provide the CITY with the budgeted expenses and associated service hours for the next fiscal year.

6. TERM.

- a. The term of this Agreement shall commence on the date this Agreement is filed in accordance with Paragraph 22 below and continue for a period of two (2) years. The term of this Agreement shall be automatically extended for successive one (1) year periods (each such period, a “Renewal Term”) without need for any notices or additional action being taken by any party hereto; provided, however, that the term will not be extended for a Renewal Term if any party notifies the others in writing that it does not desire to extend the term beyond its then scheduled expiration date at least ninety (90) days prior to the expiration of the then current term.
- b. In the event that any party wishes to extend the LYMMO service for an additional term, but desires to modify the fare(s), route, or the levels of service during such term, or change the monthly costs payable to LYNX, it must provide written notice to that effect to each other party at least 180 days prior to the expiration of the then current term and the parties must reach an agreement on the proposed modification not later than 90 days prior to the commencement of the Renewal Term. If prior to the termination date of this Agreement or any Renewal Term the parties fail to reach a written agreement setting forth the fare(s), route, levels of service or monthly costs payable to LYNX for the next Renewal Term, then the CITY and the CRA will continue to pay LYNX the monthly installment amounts due under Section 5 above, (the “Post-Termination Payment”) and LYNX will continue to pay the City and CRA any applicable advertising revenue under this Agreement and furnish services, in each case, at the levels then in effect until the earliest to occur of the following: (i) LYNX, the CITY and the CRA reach a written agreement setting forth the fare(s), route, levels of service and monthly costs payable to LYNX for the next Renewal Term; (ii) ninety (90) days following that date that the CITY or the CRA, through action taken by its governing board, notifies LYNX in writing that it wishes to terminate this Agreement and no longer receive from LYNX the LYMMO services provided herein; or (iii) the date that LYNX actually discontinues the LYMMO services as provided below. If the parties fail to reach an agreement under this subparagraph setting forth the fare(s), route, levels of service and monthly costs payable to LYNX for the next Renewal Term within ninety (90) days after the start of the Renewal Term, then LYNX may, within its discretion, reduce, eliminate or discontinue the provision

of LYMMO services immediately upon providing the CITY and the CRA with written notice of same.

- c. If, as a result of subparagraph 6(b), the CITY and the CRA make any payments to LYNX for a Renewal Term, then, in that event, the parties will reconcile the difference between the amount that was paid and the amount that has been agreed to be appropriated for the Renewal Term in the first month following the execution of the written agreement setting forth the fare(s), route, levels of service and monthly costs payable to LYNX for such Renewal Term.

7. LYMMO DESIGN AND GRAPHICS

a. LYMMO GRAPHICS

(1.) LYNX has designed graphics for the LYMMO Visual Image Program (such existing graphics and new graphics for LYMMO, “LYMMO Graphics”). The CITY and CRA shall have the right to approve any new LYMMO graphics. Any new LYMMO Graphics must be unique enough to distinguish LYMMO from Regular LYNX service. However, the parties agree that the LYMMO graphics shall coordinate with the LYNX Visual Image Program.

(2.) LYNX shall establish an annual marketing program for the LYMMO service using the LYMMO Graphics (the “LYMMO Visual Image Program”). The LYMMO Visual Image Program shall be subject to approval by the CITY and CRA. The LYMMO Graphics shall be used on all passenger amenities on the LYMMO route as described in subparagraph 7(a)(1.) above.

(3.) The parties acknowledge that LYNX is the creator of the design for the LYMMO Graphics (including the trademark “LYMMO”) and possesses all intellectual property rights in and to the LYMMO Graphics and all associated goodwill. Therefore, the CITY and the CRA agree that LYNX shall retain such intellectual property rights and all intellectual property rights and associated goodwill to any new LYMMO Graphics. LYNX hereby grants a nonexclusive license to the CITY and CRA to use the trademark “LYMMO” and the LYMMO Graphics.

(4.) LYNX shall be responsible for preparing the marketing materials to be used for the LYMMO Visual Image Program subject to the approval of the OSC.

(5.) The CITY shall reimburse LYNX for all reasonable costs actually incurred by LYNX for the marketing and advertising activities referenced in subparagraph 7(a)(4.) above. The CITY’s above reimbursement obligations are contingent on LYNX obtaining the CITY’s prior approval of marketing and advertising strategies related to the applicable costs.

b. BUS EXTERIOR DESIGN AND FINISH.

(1.)LYNX shall design and finish the LYMMO BUSES in a manner which implements the LYMMO Visual Image Program and utilizes the LYMMO Graphics.

(2.)Subject to the CITY or CRA's prior approval of the design, preparation and finish specifications, the CITY or CRA shall reimburse LYNX for all costs associated with the bus exterior design, preparation and finish which are not compensated for in subparagraph 7(b)(3.) below.

(3.)The parties may anytime during the term of this Agreement mutually agree that LYNX may enter into separate contracts with companies, firms or persons for the use of the exterior of the LYMMO BUSES for advertising purposes in accordance with the rules and policies for such advertising established by LYNX, with such rules and policies for such LYMMO BUSES subject to the approval of the CRA and CITY. All revenues derived from such advertising shall be remitted to the CRA and allocated as described in subparagraph 7(b)(3), above. The CITY and CRA agree that the remitted funds will be allocated pro-rata between the CITY and CRA based on the percentage of the operating cost of LYMMO such agency is paying.

c. BUS INTERIOR ADVERTISING.

The parties agree that LYNX may enter into separate contracts with companies, firms, or persons for the use of the interior of the LYMMO BUSES for advertising purposes in accordance with the rules and policies for such advertising established by LYNX and approved by the CITY and CRA. All revenues derived from such advertising shall be remitted to the CRA and allocated as described in subparagraph 7(b)(3), above.

d. CUSTOMER INFORMATION KIOSKS.

The parties agree that LYNX may enter into separate contracts with companies, firms, or persons for the use of Customer Information Kiosks for advertising purposes in accordance with the rules and policies for such advertising established by LYNX and subject to approval of the CITY and CRA. All revenues derived from such advertising shall be remitted to the CITY and CRA and allocated as described in subparagraph 7(b)(3.), above.

8. SIGNALIZATION/TRAFFIC CONTROL. LYNX shall, at its sole cost, be responsible for the procurement and installation of all signalization and traffic control associated with the LYMMO system. The CITY shall, at its cost, be responsible for the operation and maintenance of all signalization and traffic control associated with the LYMMO system.

9. OFFICE SPACE. The CITY shall continue to provide, if necessary, a supervisory booth to LYNX for its personnel as was previously provided in the Centroplex I Garage at no cost to LYNX.

10. INSURANCE.

- a. LYNX represents and warrants that it currently has and will maintain a risk management program, including a self-insurance program for LYNX's operations and that the cost of such risk management program and self-insurance will be invoiced separately and is not included in the hourly rate as set forth in Exhibit "B". Before commencing operations as contemplated by this Agreement, LYNX shall mail to the CITY Certificates of Insurance for the LYMMO BUSES satisfactory to the CITY from each insurance company evidencing that such insurance is in force. The Certificates shall state the policy number, dates of expiration and limits of liability thereunder.
- b. The CITY represents and warrants to LYNX that it currently has and will maintain a risk management program, including a self-insurance program. Before commencing operations as contemplated by this Agreement, the CITY shall mail to LYNX Certificates of Insurance satisfactory to LYNX from each insurance company evidencing that such insurance is in force. The Certificates shall state the policy number, dates of expiration and limits of liability thereunder.

11. NO WAIVER OF SOVEREIGN IMMUNITY. The Parties are aware and understand that each other party is entitled to the benefit of sovereign immunity under the laws of the State of Florida. Nothing contained in this Agreement or in the relationship between the parties hereunder shall in any way whatsoever constitute any waiver by any party of its rights to invoke sovereign immunity as a governmental entity.

12. INDEMNIFICATION BY THIRD PARTIES. On and after the effective date of this Agreement, LYNX shall require all third party vendors providing any goods or services related to the LYMMO system to defend, indemnify, and hold harmless the CITY, CRA and the LYNX, and each of their respective officers, directors, agents, and employees, whether elected, appointed, or otherwise (collectively referred to as the "Indemnitees" and individually as the "Indemnatee") from and against any and all liabilities, losses, damages, costs, expenses, claims, obligations, penalties, and causes of action (including without limitation, reasonable fees and expenses for attorneys, paralegals, expert witnesses, and other consultants, at their respective prevailing market rates for such services) (collectively, "Damages") whether based upon negligence, strict liability, absolute liability, product liability, misrepresentation, contract, implied or express warranty, or any other principle or theory of law or equity, that are imposed upon, incurred by, or asserted against an Indemnatee or the Indemnitees or which an Indemnatee or the Indemnitees may suffer or be required to pay and which arise out of or relate in any manner from the respective third party's performance of any work (or failure to perform any obligation or duty associated with such work) associated with LYMMO, and which is caused in whole or in part by the

respective third party, or any of its agents, employees, officers, directors, contractors, subcontractors, affiliates, or anyone directly or indirectly employed by any of them, or anyone for whose acts or omissions any of them may be liable. Except as otherwise provided in this Agreement, nothing contained in this section shall constitute or be construed to mean or result in any indemnification of any matter by the CITY or LYNX to any other party, nor shall it constitute a waiver by the CITY or LYNX of its grants and privileges under the principles of sovereign immunity, including the limitations on liability contained therein. Nothing in this Agreement shall inure to the benefit of any third party for the purpose of allowing a claim otherwise barred by sovereign immunity or other operation of law.

13. **THIRD PARTY INSURANCE.** On and after the effective date of this Agreement, LYNX shall require all third-party vendors providing any goods or services related to the LYMMO system to provide and maintain insurance in accordance with the insurance coverage standards of the CITY, CRA and LYNX for such third-party goods and services providers. The respective policy or policies must name the CITY, CRA and LYNX as an additional insured. Nothing contained herein shall require the CITY, CRA or LYNX to itself obtain any insurance. Nothing in this Agreement, including the requirement to list the CITY and LYNX as “additional insureds” on any insurance policy shall constitute a waiver by the CITY, LYNX or the CRA of its grants and privileges under the principles of sovereign immunity, including the limitations of liability contained therein.
14. **NO PERSONAL LIABILITY.** No provision of this Agreement is intended, nor shall any be construed, as a covenant, promise, or obligation of any official, officer, director, agent, or employee, whether elected, appointed, or otherwise, of the CITY, CRA or LYNX in their respective individual or private capacity and neither shall any such persons or entities be subject to personal or private liability by reason of any covenant, promise, or obligation of the CITY, CRA or LYNX hereunder.
15. **NO JOINT VENTURE OR AGENCY.** Nothing contained in this Agreement or any other document executed in connection herewith is intended or shall be construed to establish the CITY or CRA as a joint adventurer or partner, team member, contractor, agent or assign of LYNX. The CITY and CRA represent and warrant that they cannot create any obligation or responsibility on behalf of LYNX, nor bind LYNX in any manner. LYNX represents and warrants that it cannot create any obligation or responsibility on behalf of the CITY or CRA, nor bind the CITY or CRA in any manner. Each party hereto is acting on its own behalf, and has made its own independent decision to enter into this Agreement, and have likewise determined that the same is appropriate, proper, and in its own self-interest based upon its own judgment and the advice from such advisers as it may deem necessary and proper. Additionally, the CITY, CRA and LYNX, along with their respective agents, contractors, and subcontractors, shall perform all activities that are required and anticipated by this Agreement as separate and independent entities and not as agents of the other party hereto.
16. **MISCELLANEOUS.** This Agreement constitutes the entire agreement between the parties with respect to the specific matters contained herein and supersedes and replaces all prior

discussions, understandings and agreements between the parties relating to such matters provided, however, that this Agreement shall not replace nor supersede the Amended and Restated Interlocal Agreement and Trademark License Agreement, which shall remain in full force and effect between the parties. The above-referenced agreements shall be construed and interpreted together as if in one document, but in the event of any conflict or inconsistency between them, the terms of this Agreement shall control. For the avoidance of doubt, this Agreement amends and restates the Original LYMMO Agreement in its entirety.

17. CONTROLLING LAWS.

- a. This 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 CITY now in effect and those hereinafter are adopted.
- b. The location for the settlement of any and all claims, controversies, or disputes arising out of or relating to any part of this Agreement, or any breach hereof, shall be Orange County, Florida.
- c. The parties to this Agreement agree to comply with all applicable federal, state, and local laws, ordinances, rules and regulations pertaining to the actions contemplated by this Agreement.

18. BINDING NATURE OF AGREEMENT. This Agreement shall be binding only among the CITY, the CRA and LYNX, and inure to the benefit of successors or assigns of the parties. Any assignment of any party's duties or responsibilities under this Agreement, in whole or in part, is subject to the prior approval of the other party.

19. NOTICES. All notices, consents, approvals, waivers and deletions which a 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, first-class postage affixed, addressed as follows:

CITY: City of Orlando
400 South Orange Avenue
Orlando, FL 32801
Attn: Director of Economic Development

With a copy to:

City of Orlando
City Attorney's Office
400 South Orange Avenue
Orlando, FL 32801

CRA: Community Redevelopment Agency of the City of Orlando
400 South Orange Avenue
Orlando, FL 32801
Attn: Executive Director

LYNX: Central Florida Regional Transportation Authority
455 N. Garland Ave.
Orlando, FL 32801
Attn: Chief Executive Officer

Central Florida Regional Transportation Authority
455 N. Garland Ave.
Orlando, FL 32801
Attn: Senior Staff Attorney

20. AUDIT AND RECORD KEEPING PROCEDURES. LYNX shall keep and maintain accurate records of all costs associated with the performance of this Agreement and shall keep such records open for the inspection or audit by the CITY or CRA at reasonable hours during the entire term of this Agreement, plus three (3) years after the expiration or termination of this Agreement or such other term as may be specified by the Federal Transit Administration or the Florida Department of Transportation. If any litigation, claim or audit is commenced prior to the expiration of the term of this Agreement and extends beyond such term, the records shall be maintained until all litigation, including appeals, claims or audits have been concluded or resolved. Any person authorized by the CITY or CRA shall have access to and the right to examine any of LYNX's records associated with LYMMO.

21. FILING OF AGREEMENT. This Agreement shall be filed by LYNX with the Clerk of the Circuit Court of Orange County, Florida, in accordance with Section 163.01 (11), Florida Statutes. This Agreement is intended by the parties hereto and shall be considered to be an Interlocal agreement such as that described in Section 163.01 (11), Florida Statutes.

[Signatures appear on following pages]

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

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____

Name: _____

Title: _____

ATTEST:

By: _____

Approved as to Form:

This Agreement is approved as to form only for execution by LYNX and this approval is not to be relied upon by the CITY or CRA for any purpose.

By: _____

Name: _____

Title: LYNX Senior Staff Attorney

ATTEST:

CITY OF ORLANDO

City Clerk

By: _____
Mayor / Pro Tem

APPROVED AS TO FORM AND
LEGALITY

For use and reliance by the City of Orlando,
Florida only.

By: _____
Chief Assistant City Attorney, Orlando,
Florida

COMMUNITY REDEVELOPMENT
AGENCY OF THE CITY OF ORLANDO,
FLORIDA

By: _____
Buddy Dyer, as its Chairman

ATTEST:

By: _____
Thomas Chatmon, as its
Executive Director

Exhibit "A"

Scope of Services

1.0 Introduction

LYNX is responsible for public transportation services to the general public in the three-county area which includes: Orange, Seminole and Osceola Counties. LYNX offers alternative transportation services in the form of fixed route bus service, paratransit services and mobility assistance services including vanpool/carpool services.

LYNX has been operating fixed route transit circulator services, originally known as the Freebee, in Downtown Orlando. The Freebee service operated in the downtown area originating at the Centroplex I garage. This circulator service provided circulation every 4 to 7 minutes along Orange Avenue and Rosalind Avenue in a counterclockwise loop returning to the Centroplex I garage.

2.0 LYMMO Description. Following the execution of this Agreement LYMMO shall consist of the Original LYMMO (Orange Line), the Parramore BRT Project and North Quarter Loop (Lime Line) and the Downtown Orlando East/West Circulator New Starts Project (Grapefruit Line).

2.1 Original LYMMO Alignment (Orange Line), The Original LYMMO operates within the right-of-way of existing streets between the Centroplex Garage and the Orlando City Hall. The route consists of approximately 2.83 miles of exclusive lanes. Figure 2.1 shows the station locations and alignment plan. The project is divided into four geographical segments. These segments do not reflect the operating route of the project.

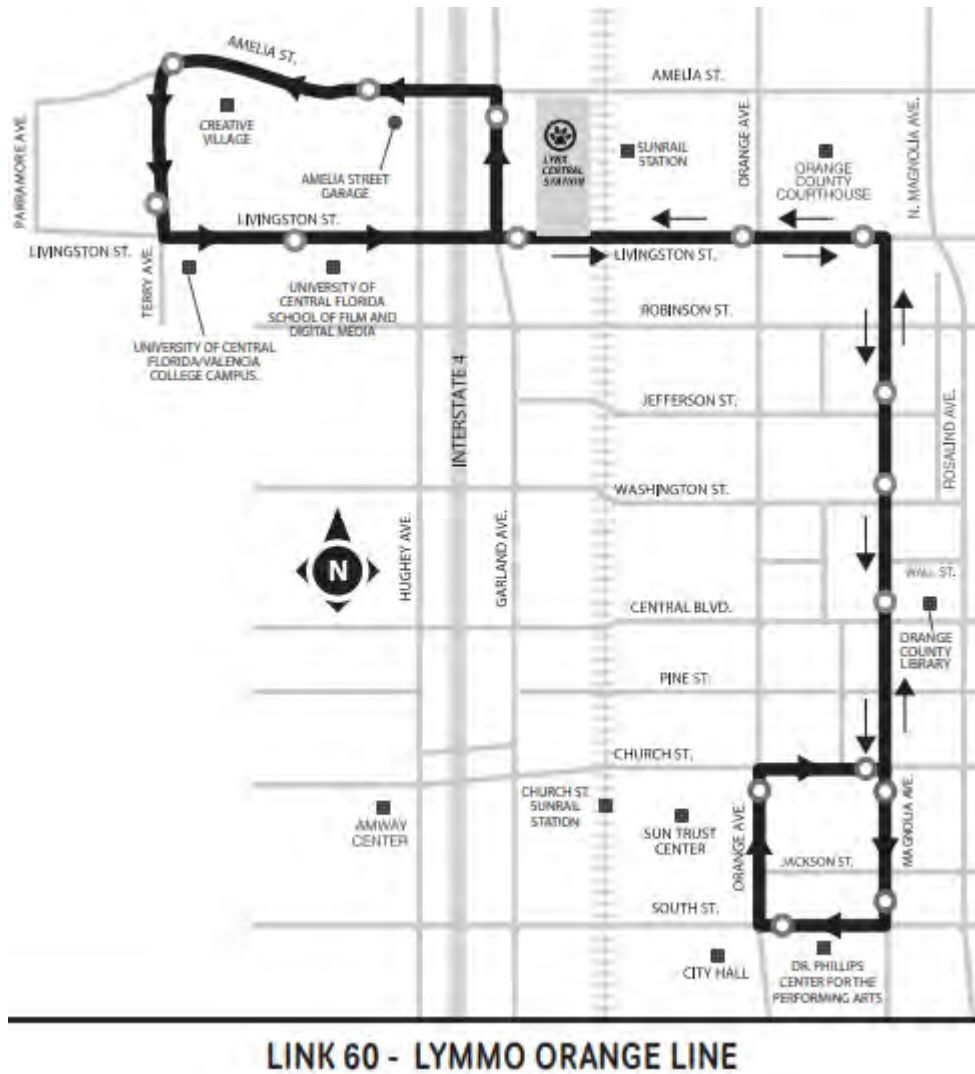


Figure 2.1

Creative Village Loop Segment

The Creative Village Loop segment is comprised of a one-way, single-lane loop along Garland Avenue, Amelia Street, Terry Avenue, and Livingston Street. Beginning at Garland Avenue and Livingston Street, an exclusive bus lane (northbound) is provided on Garland Avenue along the east curb lane. At Amelia Street, the alignment turns west with an exclusive bus lane along the north curb lane. The alignment turns south at Terry Avenue along the west curb line. The alignment then turns east onto Livingston Street, with the bus lane provided along the south curb lane. The alignment ends at Hughey Avenue, and picks up again on Livingston Street after crossing Garland Avenue, where two-way bus operations begin (Livingston Street segment). Stations are located on the northwest corner of Terry Avenue and Livingston Street in front of the UnionWest building, and along Livingston Street west of Hughey Avenue (across from the Bob Carr Theater). Three (3) passenger stops are also located as follows: Garland Avenue south of Amelia Street, serving LYNX Central Station and administrative building; Amelia Street west of Hughey Avenue, serving the Orange

County Public Schools administrative offices; and Amelia Street at Terry Avenue on the northeast corner.

Livingston Street Segment

Two-way bus operations begin at Garland Avenue and Livingston Street. The two-exclusive bus-lanes are along the north curb lane of Livingston Street. The alignment extends east; across the CSX railroad tracks and Orange Avenue to Magnolia Avenue. Three "side platform" stations serve this segment. The first station is located immediately west of Garland Avenue serving LYNX Central Station. The second station is located immediately west of Orange Avenue serving the Bank of America Building and the Crescent development at Central Station. The third station is located immediately west of Magnolia Avenue, adjacent to the Orange County Courthouse. The bus lanes are located between two side platforms at both stations.

Magnolia Avenue Segment

Two-way bus operations are proposed along Magnolia Avenue from Livingston Street to Church Street. The two center lanes of Magnolia Avenue are designated as exclusive bus-lanes from Livingston Street to Robinson Street. General purpose traffic lanes (one northbound, one southbound) are located outside of the two bus lanes. Between Robinson Street and Church Street, the two bus lanes shift to the west curb line. There is only one general purpose traffic lane in this segment, for northbound traffic only.

Three side platform stations are located at Jefferson Street serving the post office, Washington Street serving Lake Bola, and Central Boulevard serving the History Center, Heritage Square and the Orlando Public Library.

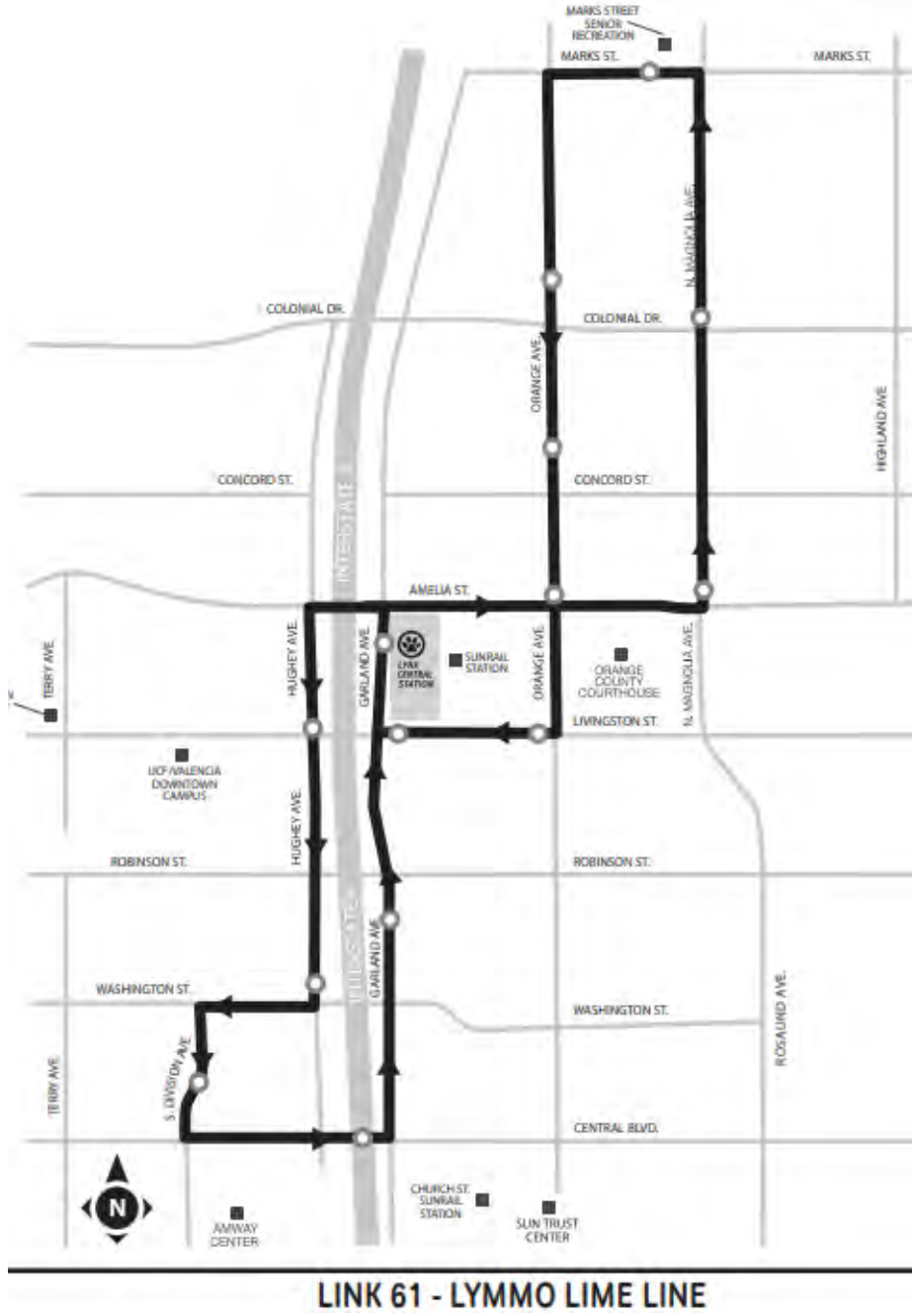
South Loop Segment

One-way bus operations begin at Magnolia Avenue and Church Street. Southbound buses continue in a bus lane on the west side of Magnolia Avenue. Two traffic lanes are provided on the east side of the street for northbound and southbound general-purpose traffic. The bus alignment then turns west onto South Street. The bus lane is located along the north curb line of South Street. At Orange Avenue, the alignment turns north, traveling contra-flow to general traffic on Orange Avenue. The alignment then turns east on Church Street. The exclusive bus lane is located along the south curb of Church Street between Orange Avenue and Magnolia Avenue. Two-lane bus operations then resume at Magnolia Avenue.

Side platform stations are located on Magnolia Avenue north of South Street serving the Dr. Phillips Center for the Performing Arts, South Street east of Orange Avenue serving City Hall and the Grand Bohemian Hotel, and Orange Avenue south of Church Street serving the SunTrust building and Chase Plaza. Two stops are located at Magnolia Avenue south of Church Street, and Church Street west of Magnolia Avenue.

2.2 The Parramore BRT and North Quarter Project Alignment (Lime Line). See Figure 2.2 as follows:

Figure 2.2



The Parramore BRT expansion project represents an expansion of the current Orlando LYMMO BRT system through the historic Parramore and Callahan neighborhoods. Originally operating as a loop serving the Creative Village area down to Central Boulevard and I-4, the route was combined with the existing LYMMO Orange Line-North Quarter into one route on December 12, 2021. The Creative Village portion of the route was combined with the existing LYMMO Orange Line on this date also.

North Quarter Loop

The Orange Line North Quarter Loop consists of approximately 1.47 miles of BRT operating in mixed traffic beginning at Livingston Street and Magnolia Avenue, running north on Magnolia with two stops; Amelia Street and Colonial Drive. The route will then turn west onto Marks Street, serving the Marks Street Senior Center, and then proceed to Orange Avenue. The route will turn south onto Orange Avenue, serving a stop at the Steel House development located between Park Lake Street and Colonial Drive. Additional stops on Orange Avenue are located south of the intersection of Concord Street and Orange Avenue, and on the northwest corner of Orange Avenue and Amelia Street. The loop will then proceed south to the intersection of Livingston Street and Orange Avenue, turning west onto Livingston Street into the existing LYMMO right-of-way serving the Orange County Courthouse and then proceeding in the exclusive LYMMO lanes to Garland Avenue.

Hughey & Garland Loop

Approaching the Garland Avenue intersection, the bus will turn right (north) utilizing the LYMMO right-of-way on Garland Avenue to Amelia Street. The route will then head west on Amelia Street between Garland Avenue and Hughey Avenue, utilizing the normal traffic lanes. The route will then turn left (south) onto Hughey Avenue and continue south on Hughey Avenue to W. Washington Street, utilizing the mixed-traffic lanes. The route then turns right (west) onto W. Washington Street under normal signalized operations into a mixed traffic stream from within the existing alignment and typical section. The route continues westbound on Washington Street then turns left (south) onto Division Avenue under normal non-signalized operations. The route operates within a mixed traffic stream along Division Avenue then turns left (east) onto W. Central Boulevard in a BRT and right-turn only exclusive, fixed guideway lane to Hughey Avenue.

One side platform station will be located on Hughey Avenue just north of Washington Street serving FAMU Law School and one passenger stop will be located on Division Avenue just south of Grove Park Drive.

The route crosses Hughey Avenue under normal traffic signal operations entering an exclusive, fixed guideway lane for BRT and right-turn only within the existing alignment and typical section of W. Central Boulevard traveling east beneath I-4. This segment of the Parramore/ North Quarter BRT route will connect to the proposed multi-modal side platform station beneath I-4 and will offer transit connections to the East-West BRT Circulator (Grapefruit Line). The route continues to the intersection of Garland Avenue

then turns left (north) from the exclusive BRT lane under an exclusive transit signal phase onto a BRT and right-turn only exclusive, fixed guideway lane running north on Garland Avenue. The route continues north along Garland Avenue running in mixed traffic lanes until reaching Livingston Street. At Livingston Street, the route continues north on Garland Avenue and enters the existing LYMMO BRT lane running on the right outside lane of Garland Avenue adjacent to LYNX Central Station. The route follows along Garland Avenue within the existing BRT exclusive, fixed guideway lane up to Amelia Street, then turning right (east) to operate in mixed-traffic lanes along Amelia Street to Magnolia Avenue, where it then follows the North Quarter alignment.

There is one passenger stop located on Garland Avenue just south of Robinson Street.

2.3 The Downtown Orlando East/West Circulator New Starts Project Alignment (Grapefruit Line). See Figure 2.3 as follows:

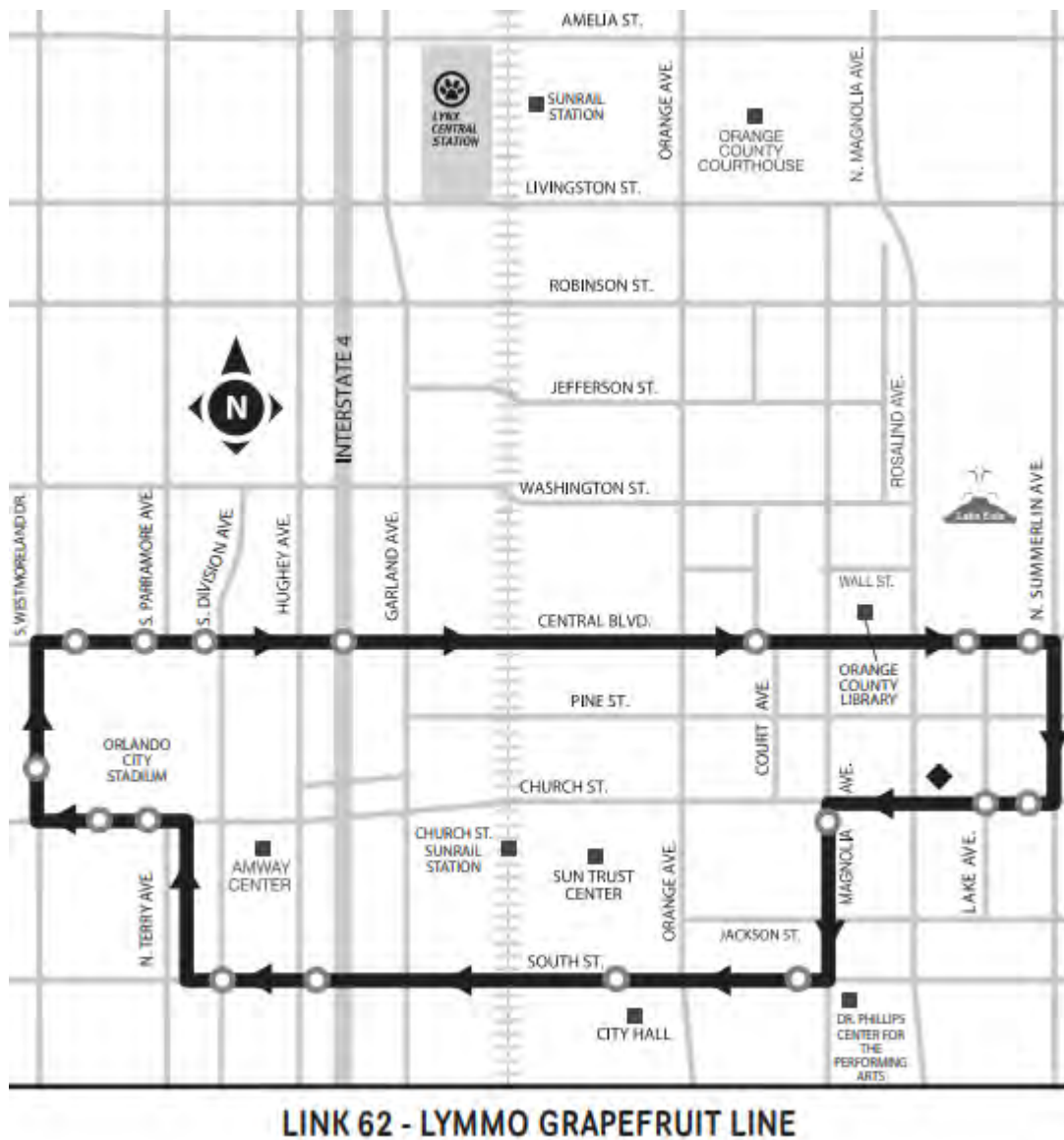


Figure 2.3

The Downtown East/West Circulator BRT (Grapefruit Line) consists of a 3.73 mile BRT circulator providing an east/west connection through Downtown Orlando. This BRT connects to the Original LYMMO (Orange Line), which provides north/south BRT service through the Downtown Orlando CBD and to the Parramore BRT/North Quarter (Lime Line), serving the North Quarter and Parramore districts. The project alignment and 17 stations/stops are shown in Figure 2.3.

The alignment for the Downtown East/West Circulator BRT runs east on Central Boulevard, beginning at Westmoreland Avenue to Summerlin Avenue (in an exclusive

bus lane between Westmoreland Drive and Division Avenue). At Summerlin Avenue, the route would run south and then turn right (west) along Church Street, then turn left (south) to Magnolia Avenue using the existing southbound exclusive LYMMO lane, and then turn right (west) along South Street. The alignment then turns right (north) on Terry Avenue, then turns left (west) onto Church Street, continues west to Westmoreland Boulevard, turns right (north) on Westmoreland Drive, and continues north to Central Boulevard.

3.0 SERVICE STANDARDS

3.1 Hours of Operation

All LYMMO lines will operate in revenue service from approximately 6:00AM until approximately 10:45PM (16.75 hours) Mondays through Fridays, 10:00AM to 10:45 PM (12.75 hours) Saturdays, and from approximately 10:00AM to 10:00PM Sundays and holidays (12 hours). Sunday schedules will be in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas and other holidays set by LYNX. Scheduled service may be augmented for special events.

Weekday operations will consist of the following operating periods, corresponding to the required service level (i.e., frequency of service):

Early Morning	6:00AM to 7:00AM
AM Peak	7:00AM to 10:30AM
PM Peak	10:30AM to 6:00PM
Evening	6:00PM to 10:45PM

Saturday, Sunday and holiday operations will consist of the following operating periods:

Saturday	Midday	10:00AM to 6:00PM
	Evening	6:00PM to 10:45PM
Sunday & Holidays	Midday	10:00AM to 6:00PM
	Evening	6:00PM to 10:00PM

Operating schedules will be revised, if necessary, once actual operations begin and actual ridership demands are identified.

3.2 Frequency

The following service frequencies have been established:

Day	Time Period	Headway (Minutes)
Weekdays	Orange Line (Peak)	7-8

	Orange Line (Off-Peak)	15
	Lime Line (Peak)	10
	Lime Line (Off-Peak)	15
	Grapefruit Line (Peak)	10
	Grapefruit Line (Off-Peak)	15
Weekends/Holidays	Orange Line	15
	Lime Line	15
	Grapefruit Line	15

3.3 Vehicle Fleet Size

The number of vehicles required in the LYMMO fleet are a function of the vehicles required during the AM and PM peak periods, plus maintenance spares. A 20% spare ratio is proposed for LYMMO, with a minimum of three spare buses. The year 2016 service plan will require a fleet of 14 buses based on a peak requirement of 11 buses plus three (3) maintenance spares.

4.0 Maintenance

LYMMO service vehicle maintenance will be performed by the LYNX maintenance department at the LYNX Operations and Maintenance base located at 2500 Lynx Lane. These Maintenance activities will be performed in conformance with LYNX's "Preventative Maintenance Plan".

5.0 Safety

LYNX will comply with the LYNX "System Safety Plan" when resolving LYMMO safety related issues. This plan has been designed to cover all safety and security related issues throughout the entire LYNX fixed route service operation.

Exhibit "B"

LYMMO Schedule of Service Costs

Scheduled Service	Hours
Total Hours	49,050

FY2022 Funding Model Rate	\$54.09
Estimated Operating Costs	\$2,652,917
Charging Station Lease Costs*	<u>\$156,000</u>
Total Operating Costs	\$2,808,917

*12-year funding commitment beginning in FY22 as outlined in Interlocal Project Agreement No. 1 between Orlando Utilities Commission and Central Florida Regional Transportation Authority d/b/a "Lynx", and Amendment No. 3 between Orlando Utilities Commission and City of Orlando and Central Florida Regional Transportation Authority d/b/a "Lynx."

** Exhibit B will be updated annually through the LYNX Regional Funding Model as defined by Paragraph 5d.

LYNX Board Agenda

Consent Agenda Item #7.D. vii

To: LYNX Board of Directors

From: Leonard Antmann
Chief Financial Officer
Maurice Jones
(Technical Contact)

Phone: 407.841.2279 ext: 6125

Item Name: Authorization to Declare March as Procurement Month

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to proclaim March 2022 as "Procurement Month".

BACKGROUND:

This Proclamation is being presented to LYNX Board of Directors to recognize the role of the Procurement profession within business, industry, and government. Traditionally the month of March, whether in the public or private sector, has been recognized globally as Procurement Month or Supply Management Month. This month provides the opportunity to help educate elected officials, LYNX staff, taxpayers, and suppliers about the public procurement process and the admirable work we perform. The National Institute for Government Procurement (NIGP) and the Institute for Supply Management (ISM) has designated March as Procurement Month.

LYNX is a proud and active member of these organizations. March is Procurement Month across the nation and other local and state agencies have proclaimed March as Procurement Month, including the State of Florida.

The March Procurement Celebration spotlights, and is dedicated to, the significant work we as public procurement professionals do every day.

It's a time to celebrate with pride the role of the public procurement profession. When we celebrate Procurement Month, we acknowledge an elite group of professionals that have made a difference in governmental efficiency and effectiveness.

LYNX Bard Agenda

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE participation goal is applicable for this activity.

FISCAL IMPACT:

There is no fiscal impact associated with this activity.



Proclamation

Central Florida Regional Transportation Authority (LYNX)

WHEREAS, Procurement professionals play a significant role in the efficiency and effectiveness of government and business; and

WHEREAS, Procurement professionals, through their combined Procurement power, spend billions of dollars each year and have a significant influence upon economic conditions in this world; and

WHEREAS, LYNX has a solid commitment to promoting ethical standards, best practices, education, transparency, accountability, professional development; and

WHEREAS, the Procurement department is committed to providing high caliber strategic sourcing, logistical, and stellar customer service as well as minimizing business and technical risks, accomplishing socio-economic objectives, maximizing competition, and maintaining integrity; and

WHEREAS, these professionals make it possible for LYNX to serve the citizens of Orange, Osceola, and Seminole Counties by obtaining the goods and services needed to get the job done in an efficient and economical manner, improving Procurement methods and practices by utilizing new technologies to increase efficiency and improve our process; and

WHEREAS, the month of March as been designated for an awareness campaign to recognize all Procurement professionals across our nation for their efforts and contribution to excellence in Procurement and to inform the public about the importance of the profession in business, industry, and government; and

NOW THEREFORE, I, James E. Harrison, Esq., P.E. CEO of LYNX and Jerry Demings, Chairman of the Board of Directors for LYNX, through the authority vested in me by the Board of LYNX, hereby proclaim "Procurement Month" for March 2022, for LYNX and encourage residents and businesses to acknowledge and appreciate the due diligence of all Procurement professionals of LYNX. We do hereby extend greetings and best wishes to all observing March 2022 as

"Procurement Month"

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the LYNX to be affixed at this 24th day of March, in the year two thousand twenty-two.

James E. Harrison, Esq., P.E., Chief Executive Officer

Jerry Demings, Chairman

LYNX Board Agenda

Action Agenda Item #8.A

To: LYNX Board of Directors

From: Leonard Antmann
Chief Financial Officer
Michelle Daley
(Technical Contact)

Phone: 407.841.2279 ext: 6125

Item Name: Authorization to Approve FY2021 Annual Comprehensive Financial Report and Subsequent Submittal to the Government Financial Officers Association's (GFOA) Certificate of Achievement Program

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to Authorize Approval of the FY2021 Annual Comprehensive Financial Report and Subsequent Submittal to the Government Financial Officers Association's (GFOA) Certificate of Achievement Program.

BACKGROUND:

In accordance with Chapter 218.39, Florida Statutes, LYNX is required to have an annual financial audit performed by an independent certified public accountant.

The Single Audit Act Amendments of 1996 require state or local governments that receive at least \$750,000 in Federal financial assistance in a year to have an independent audit conducted for that year in accordance with the Office of Management and Budget (OMB) Circular A-133. The State of Florida recently enacted similar legislation, the Florida Single Audit Act, related to audits of State financial assistance Pursuant to these Acts, LYNX's independent certified public accountants, MSL, PA CPAs & Advisors, have conducted the audit for the fiscal year ended September 30, 2021.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE participation goal is applicable for this activity.

LYNX Board Agenda

FISCAL IMPACT:

There is no fiscal impact associated with this activity.

LYNX Board Agenda

Action Agenda Item #8.B

To: LYNX Board of Directors

From: Bruce Detweiler
Interim Director Of Planning And Development
Bruce Detweiler
(Technical Contact)

Phone: 407.841.2279 ext: 6136

Item Name: Authorization to Implement April 24, 2022 Service Changes

Date: 3/24/2022

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee, to implement the proposed service changes effective April 24, 2022.

BACKGROUND:

On September 23, 2021, staff received authorization from the Board of Directors to initiate the Public Participation Process for consideration of proposed service changes that would go into effect December 21, 2021. One in-person only and one in-person/virtual hearing/workshop was held. LYNX customers and the public provided input on the service changes at the following workshops/public hearings:

Date/Time: Tuesday, March 1, 4-6 PM
Location: LYNX Central Station, Orlando, FL

Date/Time: Wednesday, March 2, 5-7 PM
Location: Virtual

Details of these events and the service change proposals are published on our website at www.golynx.com.

The public comment period for the proposed service changes ran from February 18, through March 21, 2022. Public notices for the service change information and the public meetings were posted in the LYNX Central Station terminal lobby and bus bays; at SuperStops throughout the

LYNX Board Agenda

service areas; on www.golynx.com, and on LYNX social media sites including Facebook and Twitter.

April 24 Service Proposal*

ROUTE and/or SCHEDULE IMPROVEMENTS

- **Link 37** – Pine Hills/Florida Mall (Orange County) – Changing route to operate via International Drive, Grand National Drive, and Vanguard Street.
- **Link 38** – International Drive (Orange County) – Change routing to operate between LYNX Central Station and Universal Orlando via Hughey Avenue, I-4 express lanes, Grand National Drive, Major Boulevard and Universal Boulevard. Inbound route will exit I-4 express lanes at South Street and use Garland Avenue to LYNX Central Station.
- **Link 104** – East Colonial Drive (Orange County) – Extend route into Colonial Plaza SuperStop.
- **Link 300** – Disney Express (Orange County) – Change inbound routing to operate between Disney Springs and LYNX Central Station via I-4 express lanes. Route will exit I-4 express lanes at South St. and use Garland Ave. to LYNX Central Station. Minor schedule adjustments.
- **Link 319** – Richmond Heights (Orange County) – Discontinue service on Kirkland Boulevard, Ivey Lane, King Cole Boulevard, Ravenall Avenue and Messina Avenue. Route will use Willie Mays Parkway in the Richmond Heights area. Renumber as Link 19. Bus stop changes along entire route.
- **Link 350** – Destination Parkway/SeaWorld/Disney Express (Orange County) – Change inbound routing to operate between Destination Parkway Superstop and LYNX Central Station via I-4 express lanes. Route will exit I-4 express lanes at South St. and use Garland Ave. to LYNX Central Station. Minor schedule adjustments.
- **NeighborLink 631** – Buena Ventura Lakes (Osceola County) – Combining route with NeighborLink 632. Renumber as NeighborLink 831.
- **NeighborLink 632** – North Kissimmee (Osceola County) – Combining route with NeighborLink 631. Renumber as NeighborLink 831.

MINOR SCHEDULE ADJUSTMENTS

- **Link 6** – Bumby Avenue/Dixie Belle Drive (Orange County)
- **Link 21** – Raleigh Street/Kirkman Road/Universal Orlando (Orange County)
- **Link 42** – International Drive/OIA (Orange County)
- **Link 55** – West U.S. 192/Magic Kingdom (Orange County/Osceola County)
- **Link 125** – Silver Star Road (Orange County)
- **Link 301** – Disney Direct/Pine Hills (Orange County)
- **Link 302** – Disney Direct/Rosemont (Orange County)
- **Link 303** – Disney Direct/Washington Shores (Orange County)
- **Link 304** – Disney Direct/Rio Grande/Vistana (Orange County)

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- **Link 306** – Disney Direct/Poinciana (Orange County/Osceola County)
- **Link 312** – Disney Direct/Ocoee (Orange County)
- **FastLink 407** – Kissimmee/OIA/Medical Center (Orange County/Osceola County)
- **FastLink 418** – Florida Mall/Meadow Woods/Lake Nona (Orange County)

BAY ASSIGNMENT CHANGES:

- **Apopka SuperStop** – Link 405 - Bay B (northbound), Bay F (southbound); Link 44 - Bay C (northbound), Bay E (southbound); Link 436N - Bay D
- **Colonial Plaza SuperStop** – Link 6 - Bay C (northbound), Bay D (southbound); Link 13 - Bay B (westbound), Bay E (eastbound); Link 51 - Bay C (northbound), Bay D (southbound), Link 104 - Bay A (westbound), Bay F (eastbound)
- **Disney Springs Transfer Center** – Link 300 - Bay 7 (westbound), Bay 11 (eastbound); Link 301 - Bay 11; Link 302 - Bay 10; Link 303 - Bay 9; Link 304 - Bay 8; Link 350 - Bay 6; Link 312 - Bay 5; Link 306 - Bay 4
- **LYNX Central Station** – Link 38 - Bay B; Link 21/441 - Bay C, Links 20/25 - Bay G; Links 36/40 - Bay H; Links 28/29 - Bay L; Links 48/49 - Bay N

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

No DBE goal is applicable to this activity.

FISCAL IMPACT:

LYNX Staff anticipates the changes proposed to be budget neutral.

LYNX Board Agenda

Work Session Item #9.A

To: LYNX Board of Directors

From: James E. Harrison, Esq., P.E.
Chief Executive Officer
James E. Harrison, Esq., P.E.
(Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: CEO Evaluation

Date: 3/24/2022

Chairman Demings will discuss the employee evaluation process for CEO.

LYNX Board Agenda

Information Item A

To: LYNX Board of Directors

From: Leonard Antmann
Chief Financial Officer
Tamara Enders
(Technical Contact)

Phone: 407.841.2279 ext: 6125

Item Name: Notification of Settlement Agreements Pursuant to Administrative Rule 6

Date: 3/24/2022

LYNX Liability Claim Settlements February 1 to February 28, 2022

Claimant Name	Accident Date	Accident Type	Settlement Amount	Date of Check
Hania Collision (Stacey Brown)	11/5/2122	PD	\$ 1,406.08	2/3/2022
Lula Mae Williams	12/25/2021	PD	\$ 2,041.60	2/3/2022
A Todd Ott	1/6/2022	PD	\$ 5,205.22	2/3/2022
Morgan/ Jessie Austin	2/26/2020	BI	\$ 2,500.00	2/3/2022
Pendas / Mary Wright	6/30/2015	BI	\$ 50,000.00	2/3/2022
Progressive	7/7/2021	PD	\$ 18,446.04	2/10/2022
Basham & Scott, LLC	12/14/2020	PD	\$ 16,730.57	2/3/2022
Nunez Law/ Cedric McFadden	3/16/2020	BI	\$ 75,000.00	2/10/2022
Toyota of Orlando / Wenbin Xu	11/20/2021	PD	\$ 734.42	2/10/2022
Irvin / Rufina Amedee	7/18/2018	PD	\$ 40,000.00	2/17/2022
Hania Collision (Stacey Brown)	11/5/2122	PD	\$ 385.24	2/17/2022
Morgan and Paulyah Kaufman	4/12/2018	BI	\$ 55,000.00	2/17/2022
Glynda Holcomb	12/6/2021	BI	\$ 20,000.00	2/17/2022
Allstate	10/27/2021	PD	\$ 3,559.61	2/24/2022
Law Office David Wooton / SCG	10/2/2019	BI	\$ 23,500.00	2/24/2022
Joseph Voccola fbo Samuel Wilkins	7/1/2021	BI	\$ 7,000.00	2/24/2022
Joseph Voccola fbo Jerrline Toetee	7/1/2021	BI	\$ 7,000.00	2/24/2022
Newlin / James Boatwright	7/14/2021	BI	\$ 25,000.00	2/24/2022
Newlin / Roydel Fernandez Rivera	3/9/2018	BI	\$ 37,500.00	2/24/2022
Berman / Saniya Williams	10/21/2020	BI	\$ 20,000.00	2/24/2022

LYNX Board Agenda

Monthly Report A

To: LYNX Board of Directors

From: **Matthew Friedman**
Director Of Marketing Communications
Janet Vidal
(Technical Contact)

Phone: 407.841.2279 ext: 6206

Item Name: Communications Report - February 2022

Date: 3/24/2022

LYNX Press Releases | Media Notes: February 2022

Feb 15	LYNX to Hold Public Workshops and Hearings for April 2022 Service Proposal
Feb 18	LYNX Feb. 24 Board of Directors and Oversight Committee Meeting Information and Time Change


February 2022 – LYNX News Articles

To view the articles below please copy and paste the link into a browser.	
Feb 2	LYNX granted \$300,000 for Transit-Oriented Development planning - Bungalower
Feb 3	Lynx, CFX or Brightline may operate SunRail as part of transition away from FDOT control
Feb 4	Orlando, can't you hear the train whistle blow? Not anymore.

LYNX Board Agenda

Feb 4	<p>2 Orlando organizations favored to operate SunRail in FDOT transition - The Business Journals The Business Journals</p> <p>SunRail's governing board favors Lynx or the Central Florida Expressway Authority as potential operating partners as it transitions from Florida Department of Transportation control.</p> <p>The two transportation agencies, along with Miami-based intercity rail operator Brightline, were presented by transition consultant WSP during a Feb. 3 Central Florida Commuter Rail Commission meeting.</p> <p>The three models the consultant is studying for the commuter rail system include:</p> <ul style="list-style-type: none">• Fully staffing the Central Florida Commuter Rail Commission and keeping operations and management in-house under it.• Incorporating SunRail into another agency, such as either Miami-based intercity rail company Brightline, the Central Florida Expressway Authority or Orlando public bus service provider Lynx, with the rail commission still existing.• Partial model where the rail commission still exists, but operations and management are outsourced to contractors. <p>Lynx was the highest-scoring partner for option two, based on criteria such as experience with rail and ability to get federal grants.</p> <p>Brightline's challenges were its ability to receive federal grants and handle public money, while CFX may need Florida Legislative approval to expand its authority so it can operate rail. Lynx's main challenge was that it has no experience in rail.</p> <p>The rankings were not meant to be a final decision, but the consultant's goal was to see if the board wanted to narrow the options in the study further.</p> <p>Multiple commissioners supported consideration of Lynx as a top option, including Orlando Mayor Buddy Dyer, Osceola County Commissioner Viviana Janer and Orange County Mayor Jerry Demings. Janer mentioned during the meeting that Lynx seemed like the "easiest" option when it came to transitioning control.</p> <p>Seminole County Chairman Bob Dallari supported Lynx and wanted the Central Florida Expressway Authority considered as well, while Volusia County Council Chairman Jeff Brower said he wanted to make sure all possible options were considered.</p> <p>Dallari floated FDOT as a potential organization to contract the service with, but there was not a consensus for the consultant to move forward with the study of that. FDOT District 5 Secretary Jared Perdue said during the meeting that the organization was open to the will of the board, but added that FDOT was looking to follow its current agreement with the local government partners, which was to transition the system to them.</p> <p>Demings — chair of the Central Florida Commuter Rail Commission — said during the meeting that he wanted to make sure whatever option is</p>
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LYNX Board Agenda

	<p>chosen keeps the focus on local control of the system. He added that Orange County's proposed penny sales tax increase to fund transportation needs — set to go before voters in November if approved by the Orange County Commission — also would shape the future of the system.</p> <p>If approved, 40% to 45% of the proposed tax hike would go to transit services like SunRail, which could be used to expand the commuter rail system. "We don't want to just go with the same linear path," Demings said. "We want to have spokes that go east and west."</p> <p>A final SunRail transition plan is expected by November. The transition is expected to occur as early as the completion of \$44.8 million, roughly 12-mile Phase 2 DeLand expansion in 2024.</p> <p>The board will get more analysis from the consultant on its potential options during its May meeting.</p>
Feb 7	SunRail's future: Who will keep trains running when state steps aside? - Orlando Sentinel
Feb 10	LYNX Receives \$300,000 Federal Grant for Transit-Oriented Development - West Orlando News
Feb 14	<p>https://twitter.com/mollyduerig/status/1493233935945551874?s=20&t=9l_Lv0gZ8b0cOTmTu0ThSA</p>  <p>The screenshot shows a Twitter thread from Molly Duerig (@mollyduerig). The text of the tweet reads: "A proposal to raise @OrangeCoFL's sales tax by 1 cent could do even more than expand @lynxbusorlando service. I spoke w/ @NaqiyFL about how the tax hike, coupled with #upzoning, could help solve Central Florida's #affordablehousing crisis: bit.ly/3JsscWA @MyNews13". Below the text is a photo of a man wearing a blue surgical mask and a blue and white checkered shirt, sitting on a bus and holding a brown paper bag with yellow items inside. The photo is taken from the perspective of someone sitting next to him on the bus.</p>

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Feb 15	<p>Central Florida Wins \$300,000 Transit-Oriented Development Grant Planetizen News Planetizen According to a quote from LYNX CEO James (Jim) E. Harrison, Esq., P.E.the LYNX website, "This grant funding will play a pivotal role in our ...</p>
Feb 17	<p>Demings plans town halls ahead of push for transportation sales-tax bump Orlando Sentinel by Stephen Hudak</p> <p>Orange County Mayor Jerry Demings talks to passengers as he rides a SunRail train headed to Church Street Station in downtown Orlando in 2019. (Joe Burbank / Orlando Sentinel // Orlando Sentinel)</p> <p>As he did before COVID-19 hit in 2020, Orange County Mayor Jerry Demings will take his campaign for a sales-tax increase directly to voters, stumping in town hall-style meetings for revenue to underwrite costs of improving roads, the Lynx bus service and SunRail.</p> <p>His administration also launched an online survey Thursday to gauge community transportation needs and opinions.</p> <p>In a pitch last month to Orange County commissioners who will decide if the referendum goes on November’s ballot, Demings called the proposed tax bump for transportation “a part of the overall strategy of building a better community here.”</p> <p>So far unopposed for a second term, the mayor said he was willing to spend “political capital” to get the surcharge passed.</p> <p>The survey, available at www.ocfl.net/transportation, asks participants to give an email address, name, age range and zip code and answer multiple-choice questions about their commute to work and their personal transportation challenges and priorities.</p> <p>The quiz, available in English and Spanish, also asks what would have to change for them to ride Lynx or SunRail more often.</p> <p>Nearly 11,000 people responded to a similar survey in 2019.</p> <p>The portal for the new survey closes March 31. County officials intend to make a Creole-language version available soon.</p> <p>Commissioners have warned Demings that a sales-tax increase will be a “heavy lift” for voters.</p> <p>Demings also has launched a political action committee to pay for the campaign. The fund has yet to report a donation.</p> <p>In pre-pandemic 2019, Demings and county staff participated in about 200 community meetings.</p> <p>The town-hall meeting schedule kicks off Feb. 28 at Windermere High School, 5523 Winter Garden Vineland Road.</p> <p>All meetings are scheduled for 6:30 to 8 p.m.</p> <p>The other meetings are set for Tuesday, March 1, in the Wekiva High School cafeteria, 2501 Hiawassee Road; Wednesday, March 2, in the Barnett Park Recreation Center, 4801 W. Colonial Drive; Monday, March 7, at the Goldenrod Recreation Center, 4863 N. Goldenrod Road; Monday,</p>

LYNX Board Agenda

	<p>March 14, at the South Econ Recreation Center, 3850 S. Econlockhatchee Trail; and Monday, March 21, in the Colonial High School gymnasium, 6100 Oleander Drive.</p> <p>According to an informational page on the county's website, the additional penny-per-dollar surcharge would apply only to the first \$5,000 of a car or other big-ticket item and would not be assessed on bread, milk and other food not subject to sales tax.</p> <p>Prescription drugs and utility bills also are exempt.</p>
Feb 22	<p>Speed bump in SunRail's going to DeLand - The West Volusia Beacon</p> <p>The West Volusia Beacon</p> <p>Bus passengers pay a fare to go to and from the SunRail stations, ... In Seminole, Orange and Osceola counties, Lynx buses provide similar ...</p>
Feb 24	<p>Central Florida's ridership for SunRail and Lynx hit hard by Covid-19 – The Business Journals</p> <p>Central Florida transit providers still are working to recover ridership to pre-pandemic levels.</p> <p>Both Lynx and SunRail experienced drops in ridership due to the Covid-19 pandemic, according to U.S. Department of Transportation data. The local drop matches a national decrease in transit ridership, brought on by factors such as more employees working from home.</p> <p>Here's how the pandemic affected ridership for Central Florida's transit providers:</p> <ul style="list-style-type: none"> • SunRail: 743,445 riders in 2021, down 53% from 1.57 million in 2019 • Lynx (Central Florida Regional Transit Authority): 14.88 million riders in 2021, down 40% from 24.65 million in 2019 • Votran: 2.34 million riders in 2021, down 32% from 3.46 million in 2019 • Space Coast Area Transit: 1.66 million riders in 2021, down 28% from 2.31 million in 2019 <p>SunRail is putting focus on the leisure and commuter sectors to beef up its ridership. For example, commuter programs will focus on safety, affordability, convenience, cleanliness and reliability, FDOT District Five's Peyton Maki told <i>Orlando Business Journal</i>.</p> <p>"This comes, however, with the understanding that there is a slow-to-unknown rate at which workers will return to their offices, a trend experienced nationwide among public transportation agencies," said Maki.</p>

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"Leisure ridership marketing will continue to expand to attract non-work-related trips such as sporting events, dining and entertainment, outdoor recreation, health care access, education access, travel to Orlando International Airport and area attractions. This includes an increased effort to promote group sales where larger populations can travel Central Florida by rail while having the convenience of one group ticket."

SunRail also has partnerships with local health systems to provide last-mile transit and plans to reach out to more riders in Volusia County as the DeLand expansion nears completion in 2024.

Executives with Lynx, Votran and Space Coast Area Transit did not provide a comment prior to press time.

Meanwhile, no major transit system in Florida saw an increase in ridership between 2019 and 2021.

Even with the lower ridership numbers now, some local transportation experts see the long-term future as bright for Orlando.

The return of tourism and the region's continued population growth are two factors that could help expand ridership, said [Bob O'Malley](#), vice president of corporate development in the Orlando office for Murfreesboro, Tennessee-based Railroad Consultants PLLC. "I would expect them to get back to where they were and even exceed ridership in the future."

The ridership numbers also could be improved by investment into more frequent Lynx service — where buses arrive more often in a route — as well as expansion of SunRail's service, O'Malley added.

Some local leaders are making a push for additional funds to improve transit. For instance, Orange County Mayor [Jerry Demings](#) has revived the effort for a proposed penny sales tax hike to increase dedicated funds for transportation.

The proposal would go on the ballot in November if approved by county commissioners. Initial projections estimated the tax would raise \$596 million per year, which could be used for adding mass transit routes, increasing service time or other transit investments.

"It will be an economic driver that will create jobs, opportunities and connectivity," Demings said during a Jan. 25 Orange County Commission meeting on the topic. "It will be an evolutionary process that will be something going forward for decades."

Meanwhile, the federal Infrastructure Investment & Jobs Act has more than \$89.8 billion worth of funds available for public transit organizations over a five-year period.

LYNX Board Agenda

Feb 25	<p>Kissimmee considers starting “microtransit” service Orlando Business Journal</p> <p>The city of Kissimmee is considering a new "microtransit" service and has put out a bid process tied to a proposed service that would be on-demand and separate from fixed-route bus services offered by Lynx.</p> <p>The service would be daily, and riders would hail the service from an app, which allows riders to go to any destination in the service area.</p> <p>Boundaries of the service area include downtown Kissimmee, as well as Valencia College's Osceola Campus, HCA Healthcare Inc.'s Osceola Regional Medical Center and AdventHealth Kissimmee. The service also would be available from Kissimmee's train station, which is home to stops for both Amtrak and SunRail.</p> <p>Pursuing the microtransit service comes as the current fixed-route Kissimmee Connector doesn't have the ridership to make it practical, Craig Holland, the city's development services director, told <i>Orlando Business Journal</i>. During fiscal-year 2021, the service had 9,880 riders, compared to 13,023 riders in the prior year.</p> <p>The new service will be free, and the target to launch it will be 2023, Holland added. No target ridership has been set for the service yet.</p> <p>Kissimmee's budget for the service is \$400,000, and proposals, due to the city by March 25, can be submitted to Ashley Cornelison, senior planner for the city, at ashley.cornelison@kissimmee.gov.</p> <p>The American Public Transportation Association found that services like microtransit can help bridge transportation gaps. The Washington, D.C.-based trade association studied similar systems in Los Angeles; Henderson, Nevada; and Johnson County, Kansas.</p> <p>"All of the services provided support for their local economies by meeting previously unmet demand for shopping trips, facilitating access to routine health care visits, and expanding physical and temporal access to work opportunities not otherwise available to households," the report found. Microtransit also can provide connections to existing transportation, which would promote ridership.</p> <p>A new service would come as U.S. public transit has seen ridership declines over the last two years brought on by Covid-19. Local transit providers followed that national trend</p>
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LYNX Board Agenda

Feb 25	<p>Mayor Jerry Demings hosts first 'open house' to stump for Orange County sales tax increase By STEPHEN HUDAK</p> <p>Jerry Demings, Orange County mayor, steps out of the Beep AUTONOM Shuttle, during a ceremony at Lake Nona Town Center on Feb. 9, 2019. (Joe Burbank / Orlando Sentinel)</p> <p>Orange County Mayor Jerry Demings headlines his first informational open house Monday to push for his proposed penny-per-dollar sales-tax increase, aiming to convince voters to share his vision of a multi-option transportation network that helps everyone get around faster and safer. The forum begins at 6:30 p.m. in the Windermere High School gym, 5523 Winter Garden Vineland Road.</p> <p>It is the first of six planned open houses — one in each commission district, three next week.</p> <p>The mayor's proposed 1% sales-tax hike faces two tall hurdles. Demings needs at least half of the six county commissioners to vote with him April 26 to put a referendum on the November ballot and then county voters must be persuaded to pass it. History suggests passing a transportation tax will be challenging.</p> <p>A 2003 county effort to raise the sales tax by a half-penny for transportation needs failed by a margin of 54% to 46%. Back then, officials pitched a transportation plan, dubbed Mobility 2020, which called for widening Interstate 4 from four to six lanes and providing funds for mass transit and pedestrian safety projects.</p> <p>It was projected to raise \$600 million over 20 years.</p> <p>Commissioner Nicole Wilson, whose west Orange district is hosting the first open house, already has begun to receive anti-tax emails.</p> <p>"There is never a good time for a tax increase but with inflation spiraling out of control, this is a particularly bad time for a tax increase," one constituent wrote.</p> <p>"Save your sales pitch," wrote another. "We need no taxes for transportation for Orlando City while we in west Orange County get nothing from extra taxes."</p> <p>Steve Sacco, a county resident opposed to the proposed tax increase, said the extra penny-per-dollar surcharge should be viewed as a 15.38% increase of the county's 6.5% sales tax.</p> <p>"I feel it is being purposefully misrepresented as 'a penny,' which most people won't even bother picking up off the ground if they see one... when in fact it is a large increase, percentage-wise," he said in an email to the Orlando Sentinel.</p> <p>The proposed increase would apply only to the first \$5,000 spent on a car or other big-ticket item.</p> <p>The surcharge would not be levied on bread, milk and food not subject to sales tax. Prescription drugs and utility bills are exempt, too.</p> <p>Demings has said voters need to see themselves benefitting from the tax,</p>
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LYNX Board Agenda

	<p>estimated to raise \$596 million a year and \$17.9 billion over 30 years. “Hopefully, we will get to the point where you’re comfortable allowing residents to make the decision about whether or not to tax themselves,” he told commissioners last month. “If you sit on your hands and become part of the naysayers who say we can’t do better then we won’t do better.”</p> <p>The county also is gathering community input through a 12-question online survey, available at www.ocfl.net/transportation, that asks participants to answer multiple-choice questions about their commutes to work, personal transportation challenges and commuting priorities.</p> <p>About 2,100 people have completed the survey, which also asks what must change for them to ride Lynx buses or SunRail more often.</p> <p>The survey portal closes March 31.</p> <p>Monday’s forum will feature information booths staffed by representatives of Lynx, SunRail and Orange County Public Works.</p> <p>Other booths will focus on bicycle and pedestrian safety; roadway and intersection improvements; and street lighting and technology upgrades, said Despina McLaughlin, a county spokesperson. Among senior advisors scheduled to participate are Joe Kunkel of Public Works and Jeff Benavides, chief sustainability and resilience officer.</p> <p>The other open houses are set for Tuesday in the Wekiva High School cafeteria, 2501 Hiawassee Road; Wednesday in the Barnett Park Recreation Center, 4801 W. Colonial Drive; Monday, March 7, at the Goldenrod Recreation Center, 4863 N. Goldenrod Road; Monday, March 14, at the South Econ Recreation Center, 3850 S. Econlockhatchee Trail; and Monday, March 21, in the Colonial High School gymnasium, 6100 Oleander Drive.</p> <p>All meetings are scheduled from 6:30 to 8 p.m.</p> <p>shudak@orlandosentinel.com</p>
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February 2022 – LYNX Social Media

Feb 1	<p>Response to comment about bus delays for Link 13.</p> <p>Bus stop consolidation on East Colonial Drive between Orange Avenue and Semoran Boulevard.</p> <p>Response to complaint about a bus operator not waiting for students from Lockhart Middle School.</p>
Feb 2	Groundhog Day.
Feb 3	<p>Link 37 reroute. The southbound stop will be removed, and a new stop will be installed on eastbound Vanguard Street.</p> <p>Who remembers riding in one of these LYNX buses?</p> <p>Response to request for a bus shelter and bench on U.S. 192.</p>
Feb 4	Today we remember Rosa Parks on her birthday for her contribution in the fight for racial equality.
Feb 5	Saturday morning with LYNX.

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Feb 6	<p>Link 37 reroute. The southbound stop will be removed, and a new stop will be installed on eastbound Vanguard Street.</p> <p>Please take a moment to fill out this brief survey about public transit and let your voice be heard.</p>
Feb 7	<p>LYNX is hiring Bus Operators.</p> <p>Attention: Due to a scheduled maintenance, WebACCESS will be unavailable on Wednesday, Feb. 9 between 9 a.m. and 11 a.m.</p>
Feb 8	<p>Attention: Due to a scheduled maintenance, WebACCESS will be unavailable on Wednesday, Feb. 9 between 9 a.m. and 11 a.m.</p> <p>Tip Tuesday: Do not cross in front of the bus. When exiting the bus, passengers should wait until the vehicle has departed the stop before crossing the street.</p> <p>Service detour on World Drive east of Center Drive will be closed to due to construction.</p> <p>Response to complaint about bus operators taking their time after breaks.</p> <p>Response to complaint about at 46W operator taking a nap on the bus.</p>
Feb 9	<p>Service detour for the Purple Pride 5K.</p> <p>Service detour on World Drive east of Center Drive will be closed to due to construction.</p> <p>Attention: Due to a scheduled maintenance, WebACCESS will be unavailable today, Feb. 9, between 9 a.m. and 11 a.m.</p> <p>We love seeing those blue skies over the city beautiful.</p> <p>Response to complaint about a delay on Link 40.</p>
Feb 10	<p>Who remembers seeing this bus on the road (circa 1990)?</p>
Feb 11	<p>Service detour for the Purple Pride 5K.</p> <p>Today we honor Archie Alexander an engineer and architect who led more than 300 construction projects, including the Tuskegee Airmen's training facility and the Tidal Basin Bridge near the Washington Monument.</p>
Feb 12	<p>Attention: Due to a scheduled maintenance, WebACCESS will be unavailable Tuesday, Feb. 15, between 9 a.m. and 11 a.m.</p> <p>It's a beautiful Saturday here in Central Florida.</p>
Feb 13	<p>Wherever you decide to watch the Big Game, let LYNX be your ride!</p>
Feb 14	<p>Sending you all warm wishes of love. May this day and every day bring you all the things that make you happiest.</p> <p>Attention: Due to a scheduled maintenance, WebACCESS will be unavailable tomorrow, Feb. 15, between 9 a.m. and 11 a.m.</p> <p>Response to comment about riding Link 40.</p>
Feb 15	<p>Attention: Due to a scheduled maintenance, WebACCESS will be unavailable today, Feb. 15, between 9 a.m. and 11 a.m.</p> <p>Tip Tuesday: When at a bus stop, look for your Link. Some stops serve more than one LYNX route.</p> <p>Response to comment about adding water fountains and shelters at the bus stops.</p> <p>Please take a look at our April Service Proposal. We will be holding two Public Workshops/Hearings on Mar. 1 & 2 to gather feedback on these proposed changes.</p>

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	<p>Response to comment about expanding services for bus 37 and 42.</p> <p>Response to comment about a request for Link 18 to run on Sunday and the holidays.</p> <p>Response to question on whether Link 22 will be returning.</p> <p>Response to question about the reopening of the Rosemont Superstop.</p>
Feb 16	<p>Need bus passes or information about our routes and schedules? Come visit us at LYNX Central Station.</p> <p>Service detour on Livingston Street between Orange Avenue and Garland Avenue due to construction.</p> <p>Service detour on the Livingston Street LYMMO Lime lanes in both directions between Orange Avenue and SunRail tracks due to construction.</p>
Feb 17	<p>It's Random Acts of Kindness Day. Be kind to one another, it's contagious. Help shape the future of transportation in Orange County.</p>
Feb 18	<p>Presidents Day schedule.</p> <p>Today we honor Edward T. Welburn, General Motors first African American designer and former Vice President of Global Design.</p> <p>Please note the time change for the Feb. 24 LYNX Oversight Committee and Board of Directors meetings.</p> <p>Response to complaint about ACCESS LYNX service.</p>
Feb 19	<p>The Lost and Found window will be open today (Feb. 19) from 9a to 1p for those needing to obtain a LYNX Youth or AdvantAge ID card.</p>
Feb 20	<p>Presidents Day schedule.</p>
Feb 21	<p>Happy Presidents Day!</p> <p>Presidents Day schedule.</p> <p>Response to complaint about the denial of a bus transfer.</p>
Feb 22	<p>The sun is shining and so are these brand new buses!</p>
Feb 23	<p>LYNX security team appreciation post.</p> <p>Response to complaint about a missed stop.</p> <p>Response to positive feedback about the LYNX security team.</p>
Feb 24	<p>Oversight Committee and Board of Directors meetings today.</p> <p>Service detour for the Orlando City Soccer match.</p> <p>Service detour on Westmoreland Drive due to tree trimming.</p> <p>Service detour on the Livingston Street LYMMO Lime lanes in both directions between Orange Avenue and SunRail tracks due to construction.</p> <p>Response to question about Valencia College students free rides on LYNX fixed route buses.</p> <p>Response to question about Link 50.</p> <p>Response to complaint about the LYNX PawPass application.</p>
Feb 25	<p>In celebration of #BlackHistoryMonth, we are highlighting Granville T. Woods, a prolific inventor with more than 50 patents.</p> <p>Service detour on Delaney Avenue from Gore Street to Page Street for the Boone High School annual 5K Brave foot run.</p> <p>Service detour at Universal Orlando employee parking area at Turkey Lake/Vineland Rd starting today (Feb. 25) at 4p until the end of the day.</p> <p>Service detour on the Livingston Street LYMMO Lime lanes in both directions between Orange Avenue and SunRail tracks due to construction.</p>

LYNX Board Agenda

	<p>Service detour on Livingston Street between Orange Avenue and Garland Avenue due to construction.</p> <p>Great news! Effective Monday, Feb. 28, the Rosemont SuperStop will reopen.</p> <p>Response to a note that a Universal bus stop will be closed.</p> <p>Response to question about bus fares.</p>
Feb 26	<p>Service detour for the Orlando City Soccer match.</p> <p>Response to request for bus stations, bus terminals, train stations and train terminals in Melbourne.</p> <p>Public hearings & workshops will be held on Tuesday, March 1 and Wednesday, March 2, to discuss potential changes to service.</p> <p>Response to suggestion to consider extending Link 8 from International Drive and Vineland Avenue to Kissimmee (Old Town and Fun Spot America Theme Park.)</p>
Feb 27	<p>The Lions are back in action with their season home opener today. Let 'em hear you roar at the stadium! LYMMO to the game!</p> <p>Rosemont SuperStop reopening.</p>
Feb 28	<p>The Rosemont SuperStop is now open.</p> <p>Public hearings & workshops will be held on Tuesday, March 1 and Wednesday, March 2, to discuss potential changes to service.</p> <p>Response to comment about the bus tracker application.</p> <p>Response to complaint about a delay on Link 40.</p> <p>Response to question about the new bus fleet numbers.</p> <p>Response to comment about the bus tracker application.</p>

LYNX ard Agenda

Social Media Usage	February 2022
Facebook Daily Total Reach: The number of people who have seen any content associated with our Page. (Unique Users)	18,078
Facebook Daily Total Impressions: The number of times any content from your Page or about your Page entered a person's screen. This includes posts, stories, ads, as well other content or information on your Page. (Total Count)	33,381
Total Facebook Posts	62
Facebook Engagement: The sum of reactions, comments and shares received by content associated with your Pages (for the selected timeframe). Includes comments from the author of the post:	1.3K Engagements: 1K Reactions, 178 Comments, 98 Shares
Total Tweets	69
Twitter Engagement: The sum of interactions received for the tweets published in the selected timeframe: retweets, replies and likes	197 Engagements: 158 Likes, 20 Retweets, 14 Replies
Website Usage	February 2022
Total Page Views	356,167
Total User Visits	61,894

LYNX Board Agenda

Commuter Vanpool Program

Vanpool	February 2022
Vanpool Participants	509*
Total Revenue Miles	116,000*
New Vanpool	1
Returned Vanpools	2
Current Vans at Service	127
Pending Interests	None
Events	None

*These are estimates, as data is not available until after the 21st day of following month.

Advertising Sales

Advertising Sales Revenue	February 2022	LYNX %	FY to Date Sales	FY to Date LYNX %
Sales Revenue	\$262,889.13	\$157,733.48	\$1,511,633.09	\$906,979.85

LYNX Board Agenda

Monthly Report B

To: LYNX Board of Directors

From: Michelle Daley
Director Of Finance
Scott Borrer
(Technical Contact)

Phone: 407.841.2279 ext: 6014

Item Name: Monthly Financial Report - December 2021

Date: 3/24/2022

Please find attached the preliminary monthly financial report for the third month ending December 31, 2021.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY d/b/a LYNX

STATEMENTS OF REVENUES AND EXPENSES
For the Three Months Ending Friday, December 31, 2021

	Year-to-Date December 31, 2021		% Actual compared to Budget
	Budget	Actual	
REVENUES			
Customer fares	\$ 4,809,718	\$ 4,106,309	85%
Contract services	1,425,707	1,433,089	101%
Advertising	1,494,837	496,374	33%
Interest & Other income	203,923	124,112	61%
Federal Revenue	792,498	610,021	77%
CARES/CRSSA/ARPA Federal	11,188,617	13,350,000	119%
State Revenue	3,740,738	3,634,730	97%
Local Revenue	2,179,933	1,978,032	91%
Local Revenue Funding Partner	17,855,530	17,855,530	100%
TOTAL REVENUE	\$ 43,691,500	\$ 43,588,195	100%
EXPENSE			
Salaries, Wages & Fringe Benefits	\$ 22,749,247	\$ 23,160,425	102%
Other services	3,751,827	1,774,426	47%
Fuel	3,358,143	2,085,508	62%
Materials and supplies	2,368,441	1,705,842	72%
Utilities	429,489	347,050	81%
Casualty & Liability	822,064	707,622	86%
Taxes and licenses	149,517	161,947	108%
Purchases transportation services	7,522,749	6,519,958	87%
Leases & Miscellaneous	465,093	275,729	59%
TOTAL EXPENSE	\$ 41,616,571	\$ 36,738,507	88%
CHANGE IN NET POSITION	\$ 2,074,929	\$ 6,849,688	330%

LYNX Board Agenda

Monthly Report C

To: LYNX Board of Directors

From: Bruce Detweiler
Interim Director Of Planning And Development
Bruce Detweiler
(Technical Contact)

Phone: 407.841.2279 ext: 6136

Item Name: Ridership Report - December 2021

Date: 3/24/2022

The attached monthly Performance Report includes December 2021 Year-To-Date figures for ridership and other performance indicators. Total ridership for December 2021 was 1,331,497. This is a 19.7% increase from December 2020. On-Time Performance for Fiscal Year-To-Date 2021 is 74%.

- LYNX overall ridership increased by 219K, or 19.7%, compared to December 2020. Year-to-date ridership for FY-22 (3,980,297) increased 19.7% compared to FY-21 (3,326,328)
- LYMMO ridership decreased by 8K, or 19.9%, compared to December 2020. Year-to-date ridership for FY-22 (99,606) decreased 15.5% compared to FY-21 (117,942).
- Fixed Route ridership increased by 218K, or 21.7%, compared to December 2020. Year-to-date ridership for FY-22 (3,658,741) increased by 21.8% compared to FY-21 (3,003,729).
- NeighborLink ridership decreased by 215, or 3.7%, compared to December 2020. Year-to-date ridership for FY-22 (16,617) decreased 3.9% compared to FY-21 (17,289).
- ACCESS LYNX ridership increased by 3K, or 7.2%, compared to December 2020. Year-to-date ridership for FY-22 (130,480) increased 6.4% compared to FY-21 (122,643).
- Vanpool ridership increased by 3K, or 20.8%, compared to December 2020. Year-to-date ridership for FY-22 (64,145) decreased by 0.9% compared to FY-21 (64,725).
- Special event ridership for December 2021 was 1,860.



December 2021 Service Performance Report

RIDERSHIP

Total Ridership by Mode						
	Dec-20	Dec-21	% Δ	YTD-21	YTD-22	% Δ
LYMMO	38,943	31,196	-19.9%	117,942	99,606	-15.5%
Fixed Route	1,008,216	1,226,725	21.7%	3,003,729	3,658,741	21.8%
NeighborLink	5,836	6,051	3.7%	17,289	16,617	-3.9%
ACCESS LYNX	41,273	44,257	7.2%	122,643	130,480	6.4%
Vanpool	17,724	21,408	20.8%	64,725	64,145	-0.9%
Special Events	0	1,860	N/A	0	10,708	N/A
SYSTEM TOTAL	1,111,992	1,331,497	19.7%	3,326,328	3,980,297	19.7%

December 2020:	22 Weekdays	4 Saturdays	5 Sundays
December 2021:	23 Weekdays	3 Saturdays	5 Sundays

Average Daily Ridership by Mode									
Mode	Weekday			Saturday			Sunday		
	Dec-20	Dec-21	% Δ	Dec-20	Dec-21	% Δ	Dec-20	Dec-21	% Δ
LYMMO	1,473	1,156	-21.5%	730	562	-23.0%	724	586	-19.1%
Fixed Route	37,207	44,257	18.9%	26,586	33,943	27.7%	16,662	21,398	28.4%
NeighborLink	236	240	1.7%	160	136	-15.0%	-	-	-
ACCESS LYNX	1,757	1,819	3.5%	769	692	-10.0%	459	648	41.2%
Vanpool	193	241	24.9%	89	38	-57.3%	53	29	-45.3%
SYSTEM TOTAL	40,866	47,713	16.8%						

1

LYNX ridership increased by 219K, or 19.7%, compared to December 2020. System-wide average weekday riders increased by 16.8% year-to-date.

LYMMO ridership decreased by 8K, or 19.9%, compared to December 2020. Average weekday ridership for LYMMO was down 21.5% in December 2021. This can be attributed to continued reduced ridership due to remote workers associated with the COVID-19 pandemic. Additionally, ridership was affected due to several detours on the LYMMO lines.

Fixed Route ridership increased by 218K, or 21.7%, compared to December 2020. Average daily ridership increased by 18.9% compared to the same time period last year. Ridership is showing a steady recovery from losses incurred from the pandemic.

NeighborLink ridership decreased by a total of 215, or 3.7%, compared to December 2020. The overall reduction for the year was primarily due to the COVID-19 pandemic.

ACCESS LYNX ridership increased by about 3K, or 7.2%, compared to December 2020. Ridership is showing a steady recovery from the pandemic.

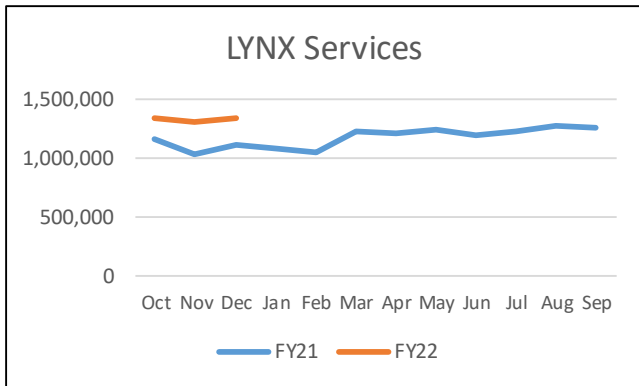
Vanpool ridership increased by about 3K, or 20.8%, compared to December 2020. COVID-19 had cause a decrease in total Vanpool utilization.

*According to the U.S. Energy Information Administration, the average price of gasoline in the U.S. was \$2.24/gallon in December 2020 and \$3.44/gallon in December 2021. Historically, low gas prices can result in lower public transit ridership.

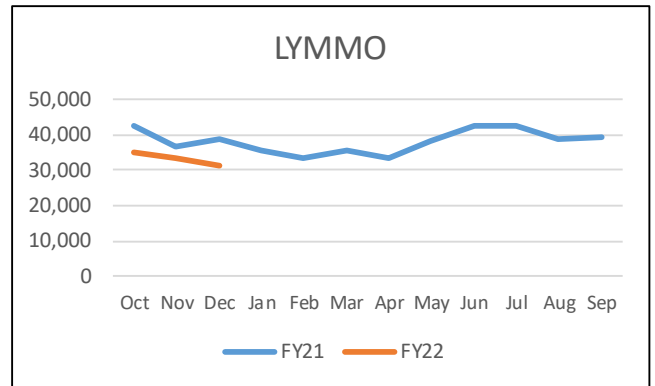


December 2021 Service Performance Report

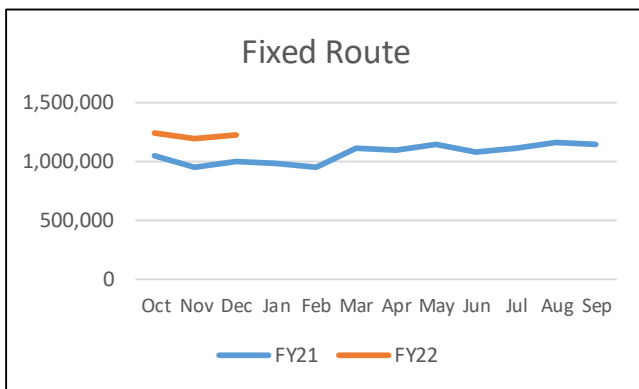
MONTHLY RIDERSHIP TRENDS BY MODE



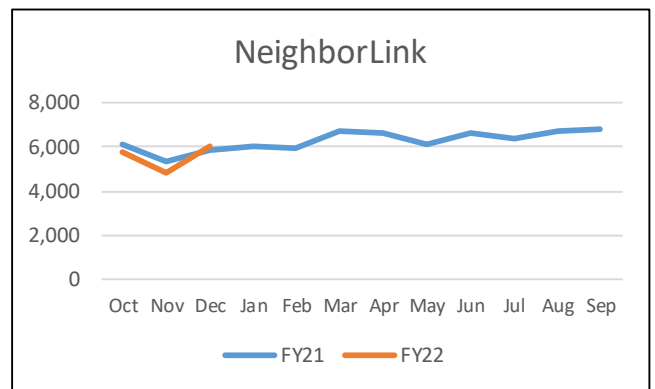
LYNX ridership increased by 19.70% compared to the same time last year. Average weekday riders increased by 16.8%.



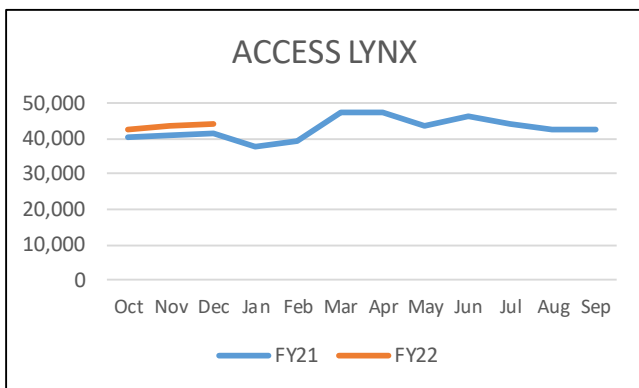
LYMMO ridership decreased by 19.9% compared to the same time last year. Average weekday riders decreased by 21.5%.



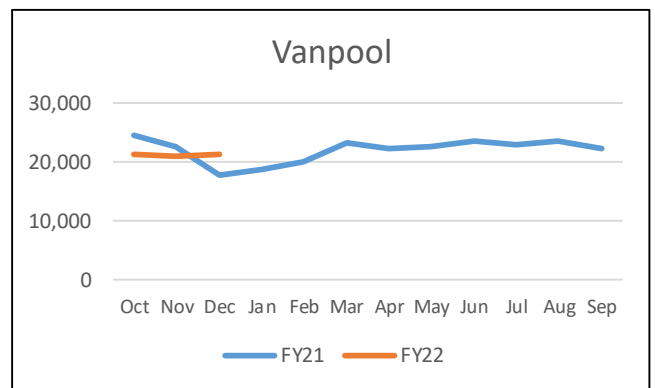
Fixed route ridership increased 21.7% compared to December 2020. Average weekday riders increased by 18.9%.



NeighborLink ridership increased 3.7% compared to December 2020. Average daily riders increased by 1.7%.



ACCESS LYNX ridership increased by 7.2% compared to December 2020. Average daily riders increased by 3.5%.



Vanpool ridership increased by 20.8%. Average daily riders increased by 24.9% compared to December 2020.



December 2021 Service Performance Report

FY21 Monthly Modal Performance Data Sheet - December 2021

Month End Reporting	Ridership	Passengers per Trip	On-Time Performance	Farebox Recovery	National Transit Database Reportable Accidents	Complaints per 100,000 Miles	Total Trips Scheduled	Percentage of Scheduled Trips Operated	Fleet Availability	Preventative Maintenance Inspection Completed on Time
LYMMO										
Oct	35,194	4	83%	Not Applicable	0	0.10	9,141	98%	14	99%
Nov	33,216	4	77%		0	0.08	8,959	98%	14	100%
Dec	31,196	4	80%		0	0.11	8,453	90%	14	100%
Jan										
Feb										
Mar										
Apr										
May										
Jun										
Jul										
Aug										
Sep										
YTD	99,606	4	80%		0	0.10	26,553	95%	14	99%
Fixed Route										
Oct	1,240,405	14	75%	12%	7	0.10	88,414	98%	278	99%
Nov	1,191,611	14	73%	15%	6	0.08	85,852	98%	273	100%
Dec	1,226,725	14	73%	12%	9	0.11	90,390	96%	276	100%
Jan										
Feb										
Mar										
Apr										
May										
Jun										
Jul										
Aug										
Sep										
YTD	3,658,741	14	74%	13%	22	0.10	264,656	97%	276	99%



December 2021 Service Performance Report

FY21 Monthly Modal Performance Data Sheet - December 2021

Month End Reporting	Ridership	On-Time Performance	Collected Fares	NTD Reportable Incident	Complaints per 100,000 Miles	Fleet Availability	Preventable Maintenance Inspection Completed On-Time
NeighborLink							
Oct	5,727	100%	100%	0	9.7	90%	100%
Nov	4,839	100%	100%	0	19.7	95%	99%
Dec	6,051	100%	100%	0	8.1	99%	100%
Jan							
Feb							
Mar							
Apr							
May							
Jun							
Jul							
Aug							
Sep							
YTD	16,617	100%	100%	0	12.5	95%	100%
ACCESS LYNX							
Oct	42,649	59.27%	99.77%	0	10.0	88%	100%
Nov	43,574	64.64%	99.77%	2	10.0	90%	99%
Dec	44,257	77.96%	99.83%	1	11.6	88%	100%
Jan							
Feb							
Mar							
Apr							
May							
Jun							
Jul							
Aug							
Sep							
YTD	130,480	67.29%	99.79%	3	10.6	89%	100%



December 2021 Service Performance Report

Definitions of Metrics Used on the Monthly Performance Data Sheets

Ridership – The number of trips taken by people using a public transportation system in a given time period.

Passengers per Trip – The average number of passengers who ride on a revenue trip.

On-Time Performance – Refers to the level of success of the service operating according to the published schedule (LYNX defines a bus as on-time if it falls within 0 minutes early to five (5) minutes late of the published schedule).

Farebox Recovery – The percent of a trip’s operating costs recovered through passenger fares.

National Transit Database (NTD) Reportable Accidents – A safety or security event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a transit maintenance facility or rail yard, during a transit related maintenance activity or involving a transit revenue vehicle that results in one or more of the following conditions:

- A fatality confirmed within 30 days of the event
- An injury requiring immediate medical attention away from the scene for one or more person
- Property damage equal to or exceeding \$25,000
- Collisions involving transit revenue vehicles that require towing away from the scene for a transit roadway vehicle or other non-transit roadway vehicle
- An evacuation for life safety reasons

Complaints per 100,000 Miles – Total number of complaints received based off of every 100,000 vehicle miles.

Total Trips Scheduled – Number of vehicle revenue trips scheduled to operate for the month.

Percentage of Scheduled Trips Operated – Percentage of the total of the revenue trips that were actually operated for the month compared to the number that were scheduled to operate.

Fleet Availability – Shows the extent to which the bus vehicle fleet is available for revenue-earning work.

Preventative Maintenance Completed On Time – Percentage of the total number of scheduled preventative maintenance inspections that were completed on time.

Collected Fares – Percentage of fares collected from passengers to use the service.