

LYNX Board Agenda

Meeting Date: 05/28/2026
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 04.23.26 Pg 3

3. 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.

4. Chief Executive Officer's Report



5. Oversight Committee Report




6. Consent Agenda


A. Miscellaneous

- i.  Authorization to Purchase Five (5) Turtle Top Odyssey Cutaway Vehicles for Subrecipient Human Services Agencies Under Section 5310 Program for a Not to Exceed (NTE) Amount of \$761,450 Pg 10
- ii.  Authorization to Retire, Transfer, Recycle or Sell Surplus and Obsolete Capital Items and Parts at Public Auction Pg 12


7. Action Agenda




- A.  Authorization to Submit Grant Applications to the Federal Transit Administration (FTA) for the Fiscal Year 2026 Apportionments of \$66,083,346 and Sub-allocated to Lake County Transit Services \$995,010 and Florida Department of Transportation (FDOT) \$22,091,253 Pg 17
- B.  Authorization to Submit a Grant Application to the Florida Department of Transportation (FDOT) for the SFY2028 Public Transit Service Development Grant Program (SDG) in the Amount of Approximately \$450,000 and Adoption of Resolution 26-005 Pg 21

-Attachments 
- C.  FY2026 Amended Operating & Capital Budget Pg 26
- D.  Authorization to Approve the Updated Funding Model Formula Policy Pg 30

-Attachments 

8. Information Items

- A.  Notification of Settlement Agreements Pursuant to Administrative Rule 6 - April 2026 Pg 38

- B.  Notification of Sole Source Procurements Pursuant to Administrative Rule 4 Pg 39
-Attachments  

9. Monthly Reports

- A.  Communications Report - April 2026 Pg 44

- B.  Monthly Financial Report - February 2026 Pg 49
-Attachments 

- C.  Paratransit Monthly Report - April 2026 Pg 51
-Attachments 

- D.  Ridership Report - March 2026 Pg 54
-Attachments 

10. Other Business

11. 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: **April 23, 2026**

TIME: **1:00 p.m.**

Members in Attendance:

Buddy Dyer, Mayor, City of Orlando, Chair

Viviana Janer, Commissioner, Osceola County BoCC

Amy Lockhart, Commissioner, Seminole County BoCC

John Tyler, Secretary, Florida Department of Transportation – District 5, Secretary

1. Call to Order

Chair Mayor Dyer called the meeting to order at 1:00 p.m.

Chair Dyer asked Secretary Tyler to lead the Pledge of Allegiance.

2. Approval of Minutes

Secretary Tyler moved to approve the Board of Directors meeting minutes of March 26, 2026. Second by Commissioner Janer. The minutes were unanimously approved as presented.

3. Public Comments

Joanne Counelis – Lake Mary, FL

Ms. Counelis stated that she would like 24-hour train and bus service including holidays and weekends. She would like the Scout service to have a low wait time.

Daphy Louis – Via Web

Ms. Louis stated concerns with ACCESS LYNX.

Michael Blydenburgh – Via Web

Mr. Blydenburgh stated concerns with ACCESS LYNX.

4. Chief Executive Officer's Report

Tiffany Homler Hawkins, Chief Executive Officer, stated that there is a black folder at Board member seats that includes the final financial management oversight (FMO) review that LYNX completed at the end of last year. There was one deficiency that was corrected before the final report.

The Federal Transit Administration (FTA) has emailed a concurrence for the full amount of the property purchase for the Southern Operations Base, meaning Federal funds will be expended for the entire purchase.

Service changes for fixed route start on April 26 and the Public Service Bus unveiling will be on May 26 at City Hall.

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 March 26, 2026, Oversight meeting.

Tim Jecks, Chair of the Finance & Audit Committee, gave a report on the April 16, 2026 Finance & Audit Committee meeting. The Finance Committee recommends approval of all Consent Agenda and Action items.

The Oversight Committee recommends approval of all Consent Agenda and Action items.

There were presentations on the FY2027 Operating Budget, Reserve Analysis, Customer Satisfaction Survey, and the new Transit App Real-Time Bus Tracker.

6. Consent Agenda:

Chair Mayor Dyer 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.B.ix. Ms. Homler Hawkins stated that she recommends the entire Consent Agenda for approval.

A. Award Contracts

- i. Authorization to Negotiate and Execute Contract 26-C058 with Akerman, LLP for Federal Lobbying Services for a Not to Exceed (NTE) Amount of \$360,000 for the Initial Three (3) Year Term

B. Miscellaneous

- i. Authorization to Extend Contract 21-C35 with American Facilities Services, Inc. for Three (3) Months and Increase the Total Not to Exceed (NTE) to \$1,493,600
- ii. Authorization to Enter into a Transit Station License Agreement (TLA) with the School Board of Orange County for Bus Shelter Installation on Eastbound Oak Ridge Road Near Sadler Elementary School
- iii. Authorization to Enter into a Transit Station License Agreement (TLA) with TGA SMI Verve Orlando, LLC for Bus Shelter Installation on Northbound Alafaya Trail and Science Drive

- iv. Authorization to Enter into a Memorandum of Agreement (MOA) with Orange County for Tangelo Park Transit Shelter Contributions Including Four Transit Shelters/Amenities and Eight Additional Trash Receptacles at Nearby Bus Stops for a Total Contribution Amount of \$268,000
- v. Authorization to Negotiate Contracts with Kittelson & Associates, Inc., and WSP USA, Inc. for General Planning Consultant (GPC) Services
- vi. Authorization to Dispose of Lost and Found Items
- vii. Authorization to Execute a Lease Agreement with Eat My Gritz, LLC for Retail Space at LYNX Central Station (LCS)
- viii. Authorization to Purchase Three (3) 2026 Ford Explorer Vehicles as Replacement Vehicles for Transportation Supervisors for a Not to Exceed (NTE) Amount of \$171,000
- ix. Authorization to Amend the Shingle Creek Transit and Utility Community Development District (CDD) Bus Service Agreement for FY2026

Commissioner Janer made a motion to approve Consent Agenda items 6.A.i. through 6.B.ix. Seconded by Secretary Tyler. Motion passed unanimously.

7. Action Agenda

- A. Authorization to Execute the First Option Year and Amend the Paratransit Contract to, Among Other Amendments, Transition the Customer Service Center to Transdev Services, Inc. and Increase the Not to Exceed (NTE) Amount to \$158,750,000

Chair Mayor Dyer recognized Kim Frye, Director of Mobility Services, who stated that the Customer Service Center transition is intended to improve trip optimization and scheduling efficiency. The transition will take place on July 1, 2026. The per-trip rate will increase from \$57.68 to \$59.62.

Commissioner Janer made a motion for Authorization to Execute the First Option Year and Amend the Paratransit Contract to, Among Other Amendments, Transition the Customer Service Center to Transdev Services, Inc. and Increase the Not to Exceed (NTE) Amount to \$158,750,000. Second by Secretary Tyler. Motion passed unanimously.

8. Work Session

- A. Funding Model Formula Policy

Chair Dyer recognized Lenny Antmann, Chief Financial Officer, to make the presentation. Mr. Antmann stated that the current Funding Model Formula Policy has allocated all administrative costs to fixed-route service only. Paratransit costs were allocated by the number of trips. LYNX staff has been evaluating alternatives for an equitable distribution of overhead costs, since the historical dynamic of services has changed. Five alternative options, to allocate overhead costs, were presented.

Option three, recommended by LYNX staff, amends the Policy to allocate overhead costs based on the percentage of total service hours including fixed route and

paratransit. This option was approved to move forward by the LYNX Finance & Audit Committee.

The first change to the Policy is to clearly define the term “General Overhead”. This would include the expenses of offices/departments of the Chief Executive Office, legal services, finance, grants, human resources, procurement, risk management, information technology, marketing and strategic planning.

The second change would be to amend General Overhead Allocation which would be allocated to LYNX’s fixed route and paratransit service based on service hours.

Chair Dyer asked Commissioner Janer if the Oversight Committee discussed the Policy. Commissioner Janer stated that the Committee saw this last month. Ms. Homler Hawkins stated that this is a result of the comments that were made during the budget process last year. The LYNX Board authorized staff to utilize additional 5307 funds for the cost increase. All of these options are for discussion.

Commissioner Janer stated that the Oversight Committee recommended the discussion be brought to the LYNX Board for discussion and direction. Commissioner Janer also stated that it is not fair for any funding partner to pay for another funding partner’s share of the operating costs, and since Orange County does not have a representative present, the Board should not move forward with a recommendation at this time.

Chair Dyer stated that he believes that Orange County would be fine with option 3, as overhead is spread over both services.

Commissioner Lockhart stated that Seminole County anticipated that making the changes that the County did, we all heard the comments that were made about this time last year, it is clear that there is a desire to have Seminole County contribute more despite the fact that there was a reduction in fixed route service to save money. This was done to eliminate the underutilized routes, of which there were many, so this does feel a little punitive. We should continue to be partners, but the paratransit piece is a different dynamic. The fact that there was not a definition for General Overhead before and how that would need to be amended. If the majority of the Board decides that they want to change the way that they operate and share allocations, Seminole County is not the majority of the Board, and it is not shocking that this is the recommendation.

Mayor Dyer supports option 3. He asked Renzo Nastasi to speak for Orange County. Mr. Nastasi stated that this was discussed at the Oversight Committee meeting and from Orange County’s position, option 3 is the best approach.

Secretary Tyler stated that option 3 is the industry standard and he would like to explore how 5307 funds could be utilized moving forward in a more measured approach. He inquired if LYNX evaluated a tiered approach of using 5307 funds over time to close the gap. Mr. Antmann stated that LYNX currently uses 5307 funds for operating costs for a tire lease, \$2.5 million towards paratransit costs, and \$6.8 million towards preventative maintenance. For every dollar taken from the 5307 funds, there is one less dollar for capital funds while vehicle costs rise. Secretary Tyler asked if staff have actually run the numbers to see the effect, while not jeopardizing the future of the fleet,

but to see if the 5307 funds can cover the operating costs a little bit longer. The twenty-seven million in overhead costs appears to be covering a ten percent shortfall. Mr. Antmann stated that there is not a shortfall. The twenty-seven million is the total admin costs in 2026. There is approximately \$2.6 million that needs to be reallocated. Secretary Tyler inquired about cost efficiencies that LYNX could pursue to lessen the \$2.6 million. Ms. Homler Hawkins stated that there are budgeted, unfilled positions, and other items that can be looked into. Her recommendation is to send this item back to the Finance Committee to look at the tiered approach for the 5307 funds and the recommendation to freeze some of the open positions.

Mayor Dyer asked about Seminole County's contribution, and if that has gone down this year due to the reduction in fixed route service. Ms. Homler Hawkins stated that the contribution has decreased more than \$1.5 million.

Commissioner Janer stated that the equitable decision to make is to use the hours to spread the costs evenly. She is interested in seeing the tiered approach of the 5307 funds. Ms. Homler Hawkins stated that different scenarios will be brought before the Finance Committee.

Commissioner Lockhart noticed that some of the language in the draft policy reflects that this policy amends and restates the Funding Model adopted by the governing Board on February 27, 2025, and inquired if this is something that has been contemplated previously. Ms. Homler Hawkins stated that the discussion started in January 2026 with the Finance Committee and was presented in March to the Oversight Committee. Commissioner Lockhart inquired about the utilization of Budget Stabilization funds. Mr. Antmann stated that the Budget Stabilization funds will be fully utilized by FY2027, and it is at the direction of the Board as to when to implement this policy. Commissioner Lockhart concurs with Secretary Tyler that any and all opportunities for this organization to be more nimble and save costs should be top of mind.

B. Fare Study Presentation and Discussion

Chair Mayor Dyer recognized Myles O'Keefe, Manager of Strategic Planning, to make the presentation. Mr. O'Keefe introduced the lead consultant, Alanna McKeeman from Foursquare ITP to make the presentation. Ms. McKeeman stated that Phase one of the Fare Study started in July 2025 with the study concluding this calendar year.

Ms. McKeeman presented the current fare structure. In October 2025, the fare study was presented to the Finance Committee. The Committee members expressed interest in keeping access and affordability, fare capping, modest pass price increases, expanding employer partnerships, and implementing fares on Lymmo. Many agencies have or are implementing fare-capping in the U.S. with five of the six Florida peer agencies compared already have implemented fare-capping.

The recommended fare changes to be included in the study are fare-capping, increase pass prices, reloadable fare cards, Lymmo fares, eliminate ticket booklets for fixed-route, increase transfer window, and apply new discounts. Phase two includes a detailed analysis of cost, revenue and ridership impacts, public outreach, Title VI analysis, and development of implementation plans.

Commissioner Janer inquired about reloadable cards, and if they are like SunRail cards. Ms. Homler Hawkins stated that the card is the same. Commissioner Janer also inquired about the fareboxes on ACCESSLYNX and how current customers pay the fare. She would also like to see the study on monthly passes, not the daily or weekly passes.

Secretary Tyler inquired about the percentage of people that ride LYNX with a pass vs. a single ride fare. Ms. McKeeman stated that about forty-five percent of fares are single ride fares. Secretary Tyler is in support of a modest increase across the board but would like to see the results of the study. Commissioner Janer stated that LYNX already has a higher fare than average for the single ride fare and an increase to the daily fare was not recommended.

Commissioner Lockhart stated that averages are dangerous and agrees with Secretary Tyler that daily fares should be included in the study. Ms. McKeeman stated that she will work with LYNX staff on how to present the results of the study.

Mayor Dyer inquired about the monthly fare cap. Ms. McKeeman stated that it requires an account based fare payment method, which works well with a reloadable card and the date would start with the first ride and not be calendar month restricted, but she will check to be certain. Mayor Dyer asked about fare box collection. Ms. Homler Hawkins stated that LYNX is collecting more from the farebox than it costs to collect.

9. Information Items

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

- A. Notification of Settlement Agreements Pursuant to Administrative Rule 6-March 2026
- B. Notification of Sole Source Procurements Pursuant to Administrative Rule 4
- C. Quarterly Service Recognition

10. Monthly Reports

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

- A. Communications Monthly Report – March 2026
- B. Monthly Financial Report – January 2026
- C. Paratransit Monthly Report – March 2026
- D. Ridership Report – February 2026

11. Other Business

No other business was discussed.

12. Adjourned:

The meeting adjourned at 1:40 p.m.

Certification of Minutes:

I certify that the foregoing minutes of the April 23, 2026, LYNX Board of Director's meeting are true and correct, approved by the Board of Directors.

X

Assistant

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Consent Agenda Item #6.A. i

To: LYNX Board of Directors

From: James Boyle
CHIEF DEVELOPMENT OFFICER
Prahallad Vijayvargiya
Technical Contact

Phone: 407.841.2279 ext: 6036

Item Name: Authorization to Purchase Five (5) Turtle Top Odyssey Cutaway Vehicles for Subrecipient Human Services Agencies Under Section 5310 Program for a Not to Exceed (NTE) Amount of \$761,450

Date: 05/28/2026

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to purchase five (5) Ford Odyssey E450 7.3L Turtle Top Odyssey Cutaway vehicles to be leased to Section 5310 subrecipients through the LYNX Vanpool Program. The Turtle Top will be procured from a vendor listed on the Florida Department of Transportation State Contract TRIPS-22-CA-M-LF, in an amount not to exceed (NTE) of \$761,450.

BACKGROUND:

LYNX is the agency designated to administer the FTA's Section 5310 funding program in the urbanized areas of Orlando and Kissimmee. As the designated recipient, LYNX has the responsibility to develop the program of projects, including soliciting projects from non-profit organizations and other eligible entities under Section 5310 to serve seniors and individuals with disabilities. The Section 5310 program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation and Americans with Disabilities Act (ADA) complementary paratransit services.

LYNX received Board authorization on March 26, 2026, to provide Section 5310 Subrecipients funding to seven (7) non-profit agencies. Sub-recipients will provide the 50% local match under the Section 5310 grant program. These vehicles will be leased to Subrecipients under the LYNX

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Vanpool program. Three vehicles will support program expansion, and two will replace existing units that have surpassed their useful life.

Sub-Recipients Vehicles	Quantity	Cost/Vehicle	Total
Replacement	2	\$152,290	\$304,580
Expansion	3	\$152,290	\$456,870
Total Vehicle Cost			\$761,450

FISCAL IMPACT:

The FY2026 Approved Capital Budget includes \$761,450 for Paratransit Vehicles for 5310 Sub-Recipients. These funds are provided by the FTA's Section 5310 funding program.

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Consent Agenda Item #6.A. ii

To: LYNX Board of Directors

From: Michelle Daley
DIRECTOR OF FINANCE
Holly Zeszutko
Technical Contact

Phone: 407.841.2279 ext: 6014

Item Name: Authorization to Retire, Transfer, Recycle or Sell Surplus and Obsolete Capital Items and Parts at Public Auction

Date: 05/28/2026

ACTION REQUESTED:

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

BACKGROUND:

It is LYNX's policy to hold a quarterly auction to dispose of Board approved surplus and obsolete items. The following surplus items require authorization for retirement and disposal at the public auction pursuant to Administrative Rule 4.16.2.A. Assets with a fair market value of \$10,000 or less will not have any due to FTA values.

Surplus Capital Items:

Revenue Vehicles:

Revenue Vehicles and components with a total net book value of \$0.

- There are **16 Revenue Vehicles** and **6 Revenue Vehicle Components** that have reached the end of their useful life and exceed the FTA mileage requirements.

Other Vehicles:

Other Vehicles with a total net book value of \$0.

- There are **11 Vehicles** that have reached the end of their useful life and exceed the mileage FTA requirements.

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Furniture, Fixtures, Equipment:

Surplus and obsolete furniture, fixtures, computer equipment, and shop equipment with a total **net book value of \$216.**

Category Totals

Category	Acquisition Value	Net Book Value
Revenue Vehicles	\$4,325,722	\$0
Other Vehicles	\$295,451	\$0
Surplus Equipment	\$608,772	\$216
TOTAL	\$5,229,945	\$216

Surplus Capital Items Detail:

System Number	Asset ID	Acquisition Date	Class	Description	Useful life	Acquired Value*	NBV*
1202035	1-409	07/21/2009	RV	40' LF BRT G27D102N4 Gillig Bus	9 YRS 00 mos	\$328,905	\$0
1202080	24-309	08/17/2009	RV	35' LF BRT- G27B102N4 Gillig Bus	9 YRS 00 mos	\$323,646	\$0
1203633	109-412	12/03/2012	RV	Gillig Low Floor BRT Bus	9 YRS 00 mos	\$401,416	\$0
1203635	112-412	12/03/2012	RV	Gillig Low Floor Brt Bus	9 YRS 00 mos	\$401,416	\$0
1203637	115-412	12/03/2012	RV	Gillig Low Floor Brt Bus	9 YRS 00 mos	\$401,416	\$0
1202371	53-410	12/17/2010	RV	40' LF BRT G27D102N4	9 YRS 00 mos	\$383,514	\$0
1202337	39-410	11/19/2010	RV	40' LF BRT G27D102N4	9 YRS 00 mos	\$383,514	\$0
1203636	113-412	12/03/2012	RV	Gillig Low Floor Brt Bus	9 YRS 00 mos	\$401,416	\$0
1202342	44-410	11/19/2010	RV	40' LF BRT G27D102N4	9 YRS 00 mos	\$383,514	\$0
1202044	5-409	07/27/2009	RV	40' LF BRT G27D102N4 Gillig Bus	9 YRS 00 mos	\$328,905	\$0
1202036	1-409A	07/21/2009	RV	CUMMINS ISL 8.9L 280HP ENGINE	05 YRS 00 mos	\$20,024	\$0
1202037	1-409B	07/21/2009	RV	ZF 594C AUTOMATIC TRANS	05 YRS 00 mos	\$18,073	\$0
1202045	5-409A	07/27/2009	RV	CUMMINS ISL 8.9L 280HP ENGINE	05 YRS 00 mos	\$20,024	\$0
1202046	5-409B	07/27/2009	RV	ZF 594C AUTOMATIC TRANS	05 YRS 00 mos	\$18,073	\$0
1202081	24-309A	08/17/2009	RV	CUMMINS ISL 8.9L 280HP ENGINE	05 YRS 00 mos	\$20,024	\$0
1202082	24-309B	08/17/2009	RV	ZF 594C AUTOMATIC TRANS	05 YRS 00 mos	\$18,073	\$0
1208118	181091	01/31/2019	RV	2019 Ford Turtle Top Paratransit Bus	04 YRS 00 mos	\$77,196	\$0

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1207865	171133	07/05/2018	RV	2018 Ford Turtle Top Paratransit Bus	04 YRS 00 mos	\$78,407	\$0
1208261	180369	05/01/2019	RV	2019 Ford Turtle Top Paratransit Bus	04 YRS 00 mos	\$78,832	\$0
1209175	200271	07/08/2020	RV	2020 Ford Turtle Top Paratransit Bus	05 YRS 00 mos	\$79,778	\$0
1209166	200272	06/30/2020	RV	2020 Ford Turtle Top Paratransit Bus	05 YRS 00 mos	\$79,778	\$0
1209167	200273	06/30/2020	RV	2020 Ford Turtle Top Paratransit Bus	05 YRS 00 mos	\$79,778	\$0
Total						\$4,325,722	\$0

System Number	Asset ID	Acquisition Date	Class	Description	Useful life	Acquired Value*	NBV*
1206737	48272	11/10/2016	OV	2017 Ford Transit	04 YRS 00 mos	\$27,570	\$0
1206778	48583	12/01/2016	OV	2017 Ford Transit 350	04 YRS 00 mos	\$27,570	\$0
1204763	39655	03/31/2014	OV	2014 Ford E-350	04 YRS 00 mos	\$25,456	\$0
1208274	7SPB29	05/09/2019	OV	2019 Chevy Traverse	07 YRS 00 mos	\$26,628	\$0
1208275	7SGX65	05/09/2019	OV	2018 Chevy Traverse	07 YRS 00 mos	\$26,628	\$0
1208273	7S3SX6	05/09/2019	OV	2018 Chevy Traverse	07 YRS 00 mos	\$26,628	\$0
1206726	48267	11/03/2016	OV	2017 Ford Transit T150	04 YRS 00 mos	\$24,708	\$0
1206740	48271	11/10/2016	OV	2017 Ford T350 Transit	04 YRS 00 mos	\$27,570	\$0
1206730	48270	11/03/2016	OV	2017 Ford T150 Transit	04 YRS 00 mos	\$24,708	\$0
1206745	48401	11/10/2016	OV	2017 Ford Transit	04 YRS 00 mos	\$27,570	\$0
1208803	7T0F22	11/07/2019	OV	2019 Ford Transit	04 YRS 00 mos	\$30,415	\$0
Total						\$295,451	\$0

System Number	Asset ID	Acquisition Date	Class	Description	Useful life	Acquired Value*	NBV
1200712	3850	08/21/2003	CE	PowerEdge 4210 Frame	05 YRS 00 mos	\$3,860	\$0
1211435	18846	09/30/2021	FE	Paratransit Turletop Bus UV disinf system	03 YRS 00 mos	\$726	\$0
1211461	18872	09/30/2021	FE	Paratransit Turletop Bus UV disinf system	03 YRS 00 mos	\$726	\$0
1211523	18934	09/30/2021	FE	Paratransit Turletop Bus UV disinf system	03 YRS 00 mos	\$726	\$0
1211442	18853	09/30/2021	FE	Paratransit Turletop Bus UV disinf system	03 YRS 00 mos	\$726	\$0
1207967	15410	07/26/2018	FE	Mentor Ranger MDT Unit	05 YRS 00 mos	\$2,753	\$0
1209707	17746	07/08/2020	FE	Mentor Ranger MDT Unit	05 YRS 00 mos	\$4,985	\$0

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1209705	17730	06/30/2020	FE	Mentor Ranger MDT Unit	05 YRS 00 mos	\$4,985	\$0
1209706	16448	06/30/2020	FE	Mentor Ranger MDT Unit	05 YRS 00 mos	\$4,985	\$0
1210154	18180	04/30/2021	FE	Mesh Back Chair Black	05 YRS 00 mos	\$362	\$0
1210149	16725	04/30/2021	FE	Black Mesh Desk Stool	05 YRS 00 mos	\$379	\$0
1210152	16728	04/30/2021	FE	Mesh Back Chair Black	05 YRS 00 mos	\$362	\$0
1210153	18178	04/30/2021	FE	Mesh Back Chair Black	05 YRS 00 mos	\$362	\$0
1210151	16727	04/30/2021	FE	Black Mesh Desk Stool	05 YRS 00 mos	\$379	\$0
1200840	4157	12/20/2004	FE	Chair-Wavering Task chair	05 YRS 00 mos	\$472	\$0
1210155	18181	04/30/2021	FE	Mesh Back Chair Black	05 YRS 00 mos	\$362	\$0
1200634	3534	08/22/2002	FE	Chair, Aeron Adj Arms	05 YRS 00 mos	\$552	\$0
1209155	17575	06/26/2020	FE	Bus Door Barrier Gillig	03 YRS 00 mos	\$5,734	\$0
1209216	17524	07/27/2020	FE	Bus Door Barrier Gillig	03 YRS 00 mos	\$5,734	\$0
1209396	17213	08/31/2020	FE	Bus Door Barrier Gillig	03 YRS 00 mos	\$5,734	\$0
1209394	17527	08/31/2020	FE	Bus Door Barrier Gillig	03 YRS 00 mos	\$5,734	\$0
1209219	17572	07/27/2020	FE	Bus Door Barrier Gillig	03 YRS 00 mos	\$5,734	\$0
1209503	17353	09/28/2020	FE	Bus Door Barrier - NOVA	03 YRS 00 mos	\$6,867	\$0
1209459	17286	08/31/2020	FE	Bus Door Barrier- New Flyer	03 YRS 00 mos	\$6,428	\$0
1209466	17343	08/31/2020	FE	Bus Door Barrier- New Flyer	03 YRS 00 mos	\$6,428	\$0
1209217	17349	07/27/2020	FE	Bus Door Barrier Gillig	03 YRS 00 mos	\$5,734	\$0
1209465	17232	08/31/2020	FE	Bus Door Barrier- New Flyer	03 YRS 00 mos	\$6,428	\$0
1209500	17633	08/27/2020	FE	Bus Door Barrier - NOVA	03 YRS 00 mos	\$6,867	\$0
1209468	17522	08/31/2020	FE	Bus Door Barrier- New Flyer	03 YRS 00 mos	\$6,428	\$0
1209407	17549	08/31/2020	FE	Bus Door Barrier Gillig	03 YRS 00 mos	\$5,734	\$0
1206878	14867	01/09/2017	FE	OSF Wellness Stair Climber	05 YRS 00 mos	\$6,094	\$0
1201596	8705	09/30/2007	FE	Recumbent Bicycle LOC Wellness Center	05 YRS 00 mos	\$2,210	\$0
1200640	3567	09/12/2002	FE	Air compressor - 5.5 HP Gas	05 YRS 00 mos	\$838	\$0
1204873	12180	04/30/2014	FE	OIL ANALYSIS MACHINE-VM	05 YRS 00 mos	\$46,245	\$0
1200766	4041	09/09/2004	FE	Welch 10.6 Industrial Vac/AC Pump	05 YRS 00 mos	\$2,505	\$0
1205173	12539	06/30/2014	FE	BUS TRANSIT SIMULATOR WITH AASR	05 YRS 00 mos	\$311,968	\$0
1202480	9740	07/14/2011	FE	Power Stacker Platform Lift 450 Cap	05 YRS 00 mos	\$6,348	\$0
1202479	9773	07/22/2011	FE	Shrink Wrap Machine for Material Control Ballymoore	05 YRS 00 mos	\$4,300	\$0
1200032	95233 LFF5212	09/29/1995	FE	DESK, U W/LEFT RET, KYBD,MAH	05 YRS 00 mos	\$920	\$0
1203952	11076	06/24/2013	FE	SAMSUNG 46 INCH TV	05 YRS 00 mos	\$1600	\$0
1203953	11077	06/24/2013	FE	SAMSUNG 46 INCH TV	05 YRS 00 mos	\$1600	\$0
1203954	11078	06/24/2013	FE	SAMSUNG 46 INCH TV	05 YRS 00 mos	\$1600	\$0

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1203955	11079	06/24/2013	FE	SAMSUNG 46 INCH TV	05 YRS 00 mos	\$1600	\$0
1208102	15618	12/13/2018	FE	ProPlus 26 Desk Stand	05 YRS 00 mos	\$395	\$0
1212665	19942	02/22/2023	FE	GE Washing Machine 4.2 cu ft	05 YRS 00 mos	\$568	\$216
1204896	12231	05/31/2014	FE	HR FILE Cabinet System	05 YRS 00 mos	\$39,692	\$0
1201099	4992	07/20/2005	FE	MOBILE LIFT SYSTEM, STERIL-KONI 1072	05 YRS 00 mos	\$6,250	\$0
1201311	7294	05/31/2006	FE	Mobile Lift System, Sterlin-Koni 1072	05 YRS 00 mos	\$6,250	\$0
1207909	15352	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1207853	15241	06/30/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$4,985	\$0
1207900	15343	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1207938	15381	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1207877	15311	07/05/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$4,985	\$0
1207871	15300	07/01/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$4,985	\$0
1207874	15304	07/05/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$4,985	\$0
1207954	15397	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1209792	16619	11/30/2020	FE	Mentor Ranger MDT	05 YRS 00 mos	\$4,985	\$0
1207899	15342	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1207902	15345	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1207963	15406	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1207945	15388	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1207887	15330	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1207890	15333	07/26/2018	FE	Mentor Ranger MDT	05 YRS 00 mos	\$2,753	\$0
1209724	17732	09/29/2020	FE	Mentor Ranger MDT	05 YRS 00 mos	\$4,985	\$0
1209929	18018	12/31/2020	FE	Sofa (black Vinyl)	05 YRS 00 mos	\$685	\$0
1203712	10683	02/01/2013	FE	LCS Airblade hand dryers (2) Mens / Womens	05 YRS 00 mos	\$2,378	\$0
Total						\$608,772	\$216

FISCAL IMPACT:

The total net book value of the surplus items is \$216. Given that the assets are inoperable and/or unrepairable, and that their fair market value is less than \$10,000, there is no FTA obligation.

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Action Item #7.A

To: LYNX Board of Directors

From: James Boyle
CHIEF DEVELOPMENT OFFICER
Prahallad Vijayvargiya
Technical Contact

Phone: 407.841.2279 ext: 6036

Item Name: Authorization to Submit Grant Applications to the Federal Transit Administration (FTA) for the Fiscal Year 2026 Apportionments of \$66,083,346 and Sub-allocated to Lake County Transit Services \$995,010 and Florida Department of Transportation (FDOT) \$22,091,253

Date: 05/28/2026

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit grant applications to the Federal Transit Administration (FTA) for the FY2026 FTA apportionments of \$66,083,346 and to execute Grant Agreements with the FTA. Also, staff is requesting the Board of Directors' authorization to sub-allocate to Lake County Transit services \$995,010 and Florida Department of Transportation (FDOT) \$22,091,253.

In addition, staff is requesting the Board of Directors' authorization for the sub-allocation of the Orlando urban area funding to the Lake County Transit Services and the Florida Department of Transportation (FDOT) SunRail from the FTA's FY2026, 5307 formula apportionment in the amounts of \$995,010 and \$14,668,892, respectively. Also, staff is requesting the Board of Directors' authorization for the FTA's FY2026, 5337 formula apportionment in the amounts of \$7,422,361 to the Florida Department of Transportation (FDOT) for SunRail.

BACKGROUND:

On March 31, 2026, the Federal Transit Administration (FTA) released the full FY2026 annual apportionments on various FTA funding programs.

Board authorization is requested to apply for these funding programs.

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Urbanized Area Formula Program	\$ 51,432,471
State of Good Repair Fixed-Guideway	694,306
Bus/Bus Facilities Program	4,050,695
Enhanced Mobility for Seniors and Individuals with Disabilities	2,905,874
Surface Transportation Program	<u>7,000,000</u>
Total	\$ 66,083,346

The sub-allocation to Lake County is in the amount of \$995,010. The sub-allocation for FDOT's SunRail is in the amount of \$14,668,892 & \$7,422,361. These amounts are determined based on the final FY2026 full year FTA apportionments.

This request for Board authorization includes the execution of any Supplemental Agreements as part of respective grant applications by Lake County and FDOT to FTA. This will allow Lake County Transit Services and FDOT to be direct 5307 & 5337 grant recipients, eligible to receive and dispense FTA's 5307 & 5337 sub-allocated funds.

Congress established the legal authority to commence and continue FTA programs through authorizing legislation covering several years. The federal public transportation law, Infrastructure Investment and Jobs Act (IIJA) extension Act, 2026 (H.R. 7148/(Pub. L. 119-75, February 3, 2026) signed by President Trump on February 3, 2026, It also contains information on how FTA plans to administer its transit programs in FY 2026 and how funds appropriated and allocated prior to FY 2026 will be treated.

The following summarizes the funding programs and the FY2026 apportionments:

Urbanized Area Formula Program - Section 5307:

This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in urbanized areas throughout the nation that depend on public transportation to improve mobility and reduce congestion.

Under the IIJ Act a special rule allows recipients in urbanized areas with populations of 200,000 or above and those that operate 100 or fewer buses in fixed route service or demand response, excluding ADA complementary paratransit, during peak hours, to receive a grant for operating assistance subject to a maximum amount per system, in accordance with "Section 5307 Operating Assistance Special Rule Operator Caps". FTA identified the transit systems, and their maximum operating assistance amounts for FY 2026 based on the percentage of the apportionment attributable to an operator, calculated from vehicle revenue hours reported in FY 2024, NTD report.

In the FY2026 FTA apportionments released on March 31, 2026, Orlando received \$55,322,928 in 5307 funds. This total includes \$995,010 for Lake County and \$14,668,892 for the commuter rail (FDOT). After accounting for these amounts, LYNX's net 5307 funding is \$39,659,026 for

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Orlando and \$8,992,596 for Kissimmee. The small urban areas received \$1,569,738 for Four Corners and \$1,211,111 for Poinciana, for a combined total of \$51,432,471.

Because of the timing of federal apportionment releases and the grant application process, LYNX typically budgets its annual 5307 apportionment over multiple years.

State of Good Repair (SGR) - Section 5337:

SGR replaced the fixed-guideway modernization formula program funds of \$8,116,667, included the apportionment attributable to commuter rail (FDOT) in the amount of \$7,422,361. The net LYNX 5337 funding is in the amount of \$694,306 for Orlando. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. LYNX will be working with the City of Orlando staff to upgrade the Orange & Grapefruit LYMMO in a state of good repair and to provide amenities and technology enhancements.

Bus/Bus Facilities Program – Section 5339:

This program provides capital funding of \$3,146,374 for Orlando and \$686,516 for Kissimmee, small urban: Four Corners \$134,868 & Poinciana \$82,937 combined \$4,050,695 to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This program replaced the Section 5309 Bus and Bus Facilities Program, which allocated funds through a competitive project selection process or earmarking. LYNX will program section 5339 funds for revenue vehicles.

Enhanced Mobility for Seniors/Individuals with Disabilities- Section 5310:

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds of \$2,346,193 for Orlando & \$559,681 for Kissimmee combined \$2,905,874 for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. 55% Funds will be used as Traditional capital which will require 20% local match and 45% funds for nontraditional operating which will require 50% in-kind match.

Eligible activities include:

- 1) Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- 2) Public transportation projects that exceed the requirements of the ADA.
- 3) Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
- 4) Alternatives to public transportation that assist seniors and individuals with disabilities.

Surface Transportation Program (STP):

The STP provides funding of \$7,000,000 that may be used by States and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.

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The USDOT funding for the Federal Highway Administration includes Surface Transportation Program (STP) funds that are eligible to be transferred to FTA for transit purposes. The regional STP funds are allocated by MetroPlan Orlando for transit enhancements, bicycle and pedestrian improvements and highway projects. STP funds are programmed annually by MetroPlan Orlando in the Transportation Improvement Program (TIP) and are incorporated in the state adopted State Transportation Improvement Program (STIP).

LYNX will program the FY2026 STP funding for revenue vehicles and passenger amenities.

FISCAL IMPACT:

LYNX staff will include the award of this grant in the appropriate LYNX fiscal year budget.

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Action Item #7.B

To: LYNX Board of Directors

From: James Boyle
CHIEF DEVELOPMENT OFFICER
Kenneth Jamison
Technical Contact
Prahallad Vijayvargiya
Technical Contact

Phone: 407.841.2279 ext: 6036

Item Name: Authorization to Submit a Grant Application to the Florida Department of Transportation (FDOT) for the SFY2028 Public Transit Service Development Grant Program (SDG) in the Amount of Approximately \$450,000 and Adoption of Resolution 26-005

Date: 05/28/2026

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 Transportation (FDOT) for the procurement of licensing and support for a Bus Tracker Mobile software upgrade that will significantly enhance the existing Transit real-time mobile application experience, in the amount of approximately \$450,000, and adoption of Resolution 26-005.

BACKGROUND:

On April 23, 2026, the Florida Department of Transportation (FDOT), under District Five's Modal Development Office announced its funding solicitation and guidance for eligible operating and capital projects for the State Fiscal Year (SFY) 2028 Public Transit Service Development Program (SDG). This solicitation is due for submission on June 19, 2026.

The Service Development Grant Program (SDG) provides targeted funding to test and implement new or innovative approaches that improve or expand public transit. Eligible projects include new technologies, services, routes, vehicles, and specialized transportation options, as well as methods that enhance operations, maintenance, and marketing. The program prioritizes high-impact, efficiency-focused initiatives in both urban and rural areas, especially those that

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generate cost savings and support strategies to phase out low-performing or low-productivity routes.

LYNX deployed a fixed-route real-time mobile application, provided by Quebec, Inc. (d/b/a Transit), in January 2026. Riders use the app to access estimated bus arrival times, plan trips, and receive step-by-step directions. The platform also includes an optional in-app survey tool that gathers rider feedback on bus stop conditions, onboard cleanliness, passenger loads, and overall trip experience.

LYNX will be submitting an application under the Technology category, to procure licensing and support for a software upgrade that will significantly enhance the existing Transit real-time mobile application experience. The upgrade will expand system functionality, improve the rider experience, and provide LYNX with deeper operational insights from riders to support more informed service planning and decision-making.

Key components of the project include:

- ***Continuous Innovation and Platform Advancement*** – Through ongoing feature enhancements, performance upgrades, and user experience refinements, the Transit app will remain modern and competitive without requiring LYNX to invest in separate development resources.
- ***Data-Driven Insights to Support Strategic Decision-Making*** – The enhanced platform provides LYNX with access to a comprehensive, anonymized dataset that delivers far deeper insights than traditional app analytics. By revealing origin-destination patterns, route-level demand, and real-time engagement trends, the system equips LYNX with the information needed to strengthen service planning, optimize operations, and guide long-term strategic decisions.
- ***Comprehensive Partner Support*** – Transit’s Partner Success team will provide ongoing, hands-on support to ensure a smooth rollout and sustained operational success. This partnership allows LYNX staff to remain focused on core transit operations while maintaining a reliable, high-quality mobile experience for riders.

The addition of the Rate-My-Ride module would allow LYNX to customize questions up to four times a year to gather data on specific initiatives or concerns. Staff will have a quantitative measure of the rider experience across the entire system through continuous feedback.

Adding the Detour Detection module enables automatic detection of when multiple buses on the same route follow an identical path that deviates from the schedule. The software will map the new route and identify temporary stops along the way. The detour is then displayed visually within the mobile application showing riders the new path, the skipped stops, the temporary stops, and riders are provided estimated arrival times for the temporary stops. This feature will dramatically improve customer experience during disruptions, boost rider confidence, and reduce the burden on LYNX staff to manually create and communicate detour information for unplanned events.

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The budget is described as follows:

FDOT Service Development Funding Request Approximately (50%):	\$225,000
Local Match Approximately (50%):	<u>\$225,000</u>
Total Project Approximate Cost:	\$450,000

FISCAL IMPACT:

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

CFRTA RESOLUTION NO. 26-005

A RESOLUTION OF THE CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY (d/b/a/ LYNX) AUTHORIZING THE CHIEF EXECUTIVE OFFICER (CEO) TO EXECUTE AND SUBMIT A GRANT APPLICATION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FOR THE STATE FISCAL YEAR 2028 PUBLIC TRANSIT SERVICE DEVELOPMENT GRANT PROGRAM, IN THE AMOUNT OF APPROXIMATELY \$450,000 DOLLARS.

WHEREAS, LYNX has satisfied the requirement to complete a Transportation Development Plan (TDP) for FY2025-2034 which has been submitted to FDOT in February 2025. LYNX TDP update is consistent with METROPLAN Orlando's 2045 Plan and Five-Year Transportation Improvement Plan (TIP); and

WHEREAS, the LYNX Board of Directors (BOARD) has the authority and believes it is in the best interest of LYNX to authorize the CEO, or designee, to file and execute these grant applications and all supporting documents, agreements and assurances which may be required in connection with the applications as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The BOARD has the authority to authorize the submission of grant applications to the Florida Department of Transportation.
2. The BOARD has the authority to authorize the execution of Public Transportation Grant Agreements to be issued by FDOT in SFY2028.
3. The BOARD authorizes Tiffany Homler Hawkins, Chief Executive Officer, or designee, to submit a grant application to the Florida Department of Transportation for the Federal Fiscal Year (FFY) 2028-2029, in the amount of approximately \$450,000 dollars on behalf of LYNX and the ability for the CEO to execute the application, amendments, warranties, certifications, assurances, reimbursement invoices and any other documents in connection with the grant applications.
4. The BOARD authorizes Tiffany Homler Hawkins, Chief Executive Officer, or designee, to sign all agreements or contracts, which may be required in connection with the application, and subsequent agreements, with the Florida Department of Transportation.
5. The BOARD authorizes Tiffany Homler Hawkins, Chief Executive Officer, or designee, to make purchases and/or expend funds pursuant to grant awards made by the Florida Department of Transportation authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended.
6. The above authorization shall be continuing in nature until revoked by the Chairman of the Governing Board.

CERTIFICATION OF THE ADOPTION OF THE PROPOSED RESOLUTION OF THE CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY (d/b/a/ LYNX) AUTHORIZING THE CHIEF EXECUTIVE OFFICER (CEO) TO EXECUTE AND SUBMIT A GRANT APPLICATION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FOR THE STATE FISCAL YEAR 2028 PUBLIC TRANSIT SERVICE DEVELOPMENT GRANT PROGRAM, IN THE AMOUNT OF APPROXIMATELY \$450,000 DOLLARS.

APPROVED AND ADOPTED this 28th day of May 2026 by the Governing Board of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: Governing Board

Chairman

ATTEST:

Assistant Secretary

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Action Item #7.C

To: LYNX Board of Directors

From: Leonard Antmann
CHIEF FINANCIAL OFFICER
Michelle Daley
Technical Contact

Phone: 407.841.2279 ext: 6125

Item Name: FY2026 Amended Operating & Capital Budget

Date: 05/28/2026

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to present the FY2026 Amended Operating and Capital budget.

BACKGROUND:

The proposed adjustments to the FY2026 Operating and Capital budgets will not change the amounts requested from the funding partners.

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FY2026 AMENDED OPERATING BUDGET:

	<u>FY2026 APPROVED</u>	<u>PROPOSED ADJUSTMENTS</u>	<u>FY2026 PROPOSED AMENDED</u>
REVENUE			
Customer Fares	\$ 22,294,511	\$ (1,830,330)	\$ 20,464,181
Contract Services	3,645,885	(292,752)	3,353,133
Advertising	2,805,000	0	2,805,000
Interest & Other Income	2,056,000	1,714,937	3,770,937
Federal Revenue	15,747,218	574,205	16,321,423
State Revenue	13,589,259	0	13,589,259
Local Revenue	17,656,320	(166,060)	17,490,260
Local Revenue Funding Partner	119,952,043	0	119,952,043
Use of Budget Stabilization Funds	<u>19,262,460</u>	<u>0</u>	<u>19,262,460</u>
TOTAL REVENUE	\$ <u>217,008,696</u>	\$ <u>0</u>	\$ <u>217,008,696</u>

Explanation of Revenue Changes:

Customer Fares – Revenue has been unfavorable to budget due to reduced ridership.

Contract Services – The reduction is due to the decrease in the Transportation Disadvantaged grant funding.

Interest & Other Income – The increase is driven by the continued stability of federal interest rates.

Federal Revenue – The increase in Federal revenue is to cover the removal of the shelters in Seminole County.

Local Revenue – The decrease is due to the reduction of service for the Shingle Creek Transit Utility Community Development District effective with the April service change.

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	<u>FY2026 APPROVED</u>	<u>PROPOSED ADJUSTMENTS</u>	<u>FY2026 PROPOSED AMENDED</u>
EXPENSE			
Salaries, Wages & Fringe Benefits	\$ 127,151,932	\$ (388,327)	\$ 126,763,605
Other Services	13,789,076	(1,200,000)	12,589,076
Fuel	13,502,741	825,795	14,328,536
Materials and Supplies	10,601,280	574,205	11,175,485
Utilities	2,069,438	(200,000)	1,869,438
Casualty & Liability	4,765,221	0	4,765,221
Taxes and Licenses	696,131	0	696,131
Purchased Transportation Services	41,211,975	388,327	41,600,302
Leases & Miscellaneous	1,809,482	0	1,809,482
GASB 87 Lease Expense	397,260	0	397,260
GASB 96 Software Expense	950,500	0	950,500
Interest	63,660	0	63,660
TOTAL EXPENSE	\$ 217,008,696	\$ 0	\$ 217,008,696

Explanation of Expense Changes:

Salaries, Wages & Fringe Benefits – The adjusted decrease is for the transition of the paratransit customer service to Transdev in July, 2026.

Other Services – The reduction is all in professional services, primarily due to the delay in implementing the Oracle HR/Payroll module of \$700,000 the remaining balance is over a range of departments.

Fuel – The increase in fuel is due to the increased pricing since the Iran war began on diesel and unleaded as well as the increased use of non-electric vehicles on the LYMMO service.

Material and Supplies – The increase is due to the removal of the shelters in the areas of Seminole Count where fixed route service was discontinued.

Utilities – The reduction in utilities is due to the electric fleet being largely out of service.

Purchased Transportation – The increase for paratransit purchase transportation is due to the transitioning of the customer service team to Transdev in July.

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FY2026 AMENDED CAPITAL BUDGET:

<u>CONTRIBUTIONS</u>	<u>FY2026 APPROVED BUDGET</u>	<u>PROPOSED ADJUSTMENTS</u>	<u>FY2026 PROPOSED AMENDED</u>
Federal	\$ 173,810,714	\$ 16,117,025	\$ 189,927,739
State	11,914,503	0	11,914,503
Local	2,318,095	0	2,318,095
TOTAL	\$ 188,043,312	\$ 16,117,025	\$ 204,160,337

<u>EXPENSES</u>	<u>FY2026 APPROVED BUDGET</u>	<u>PROPOSED ADJUSTMENTS</u>	<u>FY2026 PROPOSED AMENDED</u>
Vehicles	\$ 92,527,893	\$ 16,117,025	\$ 108,644,918
Facilities	66,970,624	0	66,970,624
LYMMO SGR	2,862,948	0	2,862,948
Passenger Amenities	19,348,878	0	19,348,878
Technology	4,348,839	0	4,348,839
Security	975,075	0	975,075
Support Equipment	1,009,055	0	1,009,055
TOTAL	\$ 188,043,312	\$ 16,117,025	\$ 204,160,337

LYNX received a LOW/NO grant to purchase electric vehicles, the FTA has granted permission to use this grant to purchase CNG vehicles still meeting the LOW/NO requirements of the grant.

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Action Item #7.D

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 the Updated Funding Model Formula Policy

Date: 05/28/2026

ACTION REQUESTED:

Staff is requesting the Board of Directors' Approval of the Amended LYNX Funding Model Formula policy.

BACKGROUND:

A funding model for the allocation of costs to the funding partners was initially adopted by the Board at its January 31, 2013 meeting.

The Board expressed a desire to formalize the funding model into a definitive policy and to add specificity regarding how costs are allocated, including, without limitation, when costs are allocated based on Revenue Hours or Service Hours.

The Funding Model Policy was reviewed by the Finance Committee on December 5, 2024 and January 16, 2025. The Oversight Committee reviewed the policy on January 16, 2025.

On February 27, 2025 the Board approved the Funding Model Formula Policy.

As staff developed the FY2026 operating budget, Seminole County notified LYNX of their decision to transition the majority of their service area to a micro-transit service operated by the County. This shift led to a significant reduction in fixed-route services. At that point, discussions began regarding equity within the currently approved Funding Model Formula Policy. LYNX staff presented several options to achieve a more equitable distribution of net expenses amount the partners. The partners agreed to allocate general administrative overhead between fixed-route

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and paratransit services based on service hours. These changes have been incorporated into the attached policy which will take effect with the FY2027 Operating Budget for partner contributions.

The Finance Committee met on May 21, 2026 and recommended implementing the new policy effective with the FY2027 Budget period. Further, the Committee recommended in FY2027, to minimize the impacts to Seminole and Osceola Counties by utilizing Federal 5307 grant funds to offset the increased contribution. In FY2028, the full amount as calculated by the formula will be allocated to the Funding Partners.

Attached is an updated policy for approval. LYNX staff along with LYNX general counsel have worked together to document the updated policy.



Policy: Funding Model Formula Policy

Approved by: Governing Board

Effective Date: May, 2025

INTRODUCTION AND BACKGROUND

The purpose of this policy (this “**Policy**”) is to establish a formula by which the overall net operating expenditures of LYNX will be allocated to its Funding Partners: Orange, Osceola, and Seminole Counties.

In its operations, LYNX generates revenue and incurs expenses. Historically, its expenses exceed its revenues and LYNX needs to fund the resulting net operating expenditures by receiving contributions from its Funding Partners. This Policy serves the purpose of allocating to the Funding Partners their respective shares of such net operating expenditures by lines of business. These allocations are included in the annual funding partner agreements between LYNX and its Funding Partners.

This Policy amends and restates the ~~original~~ funding model formula policy adopted by the Governing Board on ~~January 31, 2013~~ and February 27, 2025.

AUTHORITY

Administrative Rule 2, Section 2.5.

DEFINITIONS

In addition to the other terms defined in this Policy, the following terms when used in this Policy shall have the meanings as provided below:

1. “**Contracted Services**” shall mean where LYNX provides services by contract to third parties, including private parties and semi-government agencies.
2. “**Net Expenditures**” means the amount by which operating expenses exceed revenues for a particular Line of Business.
3. “**Funding Partners**” means the counties of Orange, Osceola, and Seminole.
4. “**Funding Partners Rate**” means the rate charged a Funding Partner, determined as follows:
 - Fixed Route and Neighborlink hourly rates are calculated individually. Each rate is based on the Net Expenditures divided by the respective Service Hours (except as provided below) for that Line of Business.

- In the event that any of these services are contracted out, the Net Expenditures for those services will be divided by the Revenue Hours for such services. For the avoidance of doubt, the method of delivering services (i.e., insourced or outsourced) may not be changed without the approval of the Governing Board).
5. “~~General Overhead~~**General Administrative Overhead**” means all overhead of LYNX, but excluding Line of Business Overhead. General Overhead~~General Administrative Overhead~~ includes, without limitation, the expenses for the following departments: of the offices/departments of the Chief Executive, legal services, finance, grants, human resources, procurement, risk management, information technology, marketing, planning and executive and planning.
 6. “**Lines of Business**” means LYNX’s lines of business, which currently include fixed-route (excluding Lymm), Lymm, paratransit, Road Rangers, and Neighborlink. The terms “Lines of Business” and “Line of Business” shall be given correlative meanings.
 7. “**Line of Business Overhead**” means overhead that is directly attributable to a particular Line of Business.
 8. “**Revenue Hours**” means the hours that vehicles are performing revenue service, measured, with respect to each vehicle, from the time that such vehicle arrives at its *first* scheduled stop or pick-up location to the time that such vehicle leaves its *final* scheduled stop or drop-off location.
 9. “**Service Hours**” means the hours that vehicles are performing revenue service, measured, with respect to each vehicle, from the time that such vehicle pulls out from its garage to the time that it pulls back in to its garage.
 10. “**Total Overhead**” means all overhead of LYNX. It is comprised of both ~~General Overhead~~General Administrative Overhead and Line of Business Overhead.

MODEL

Overview

Annually, in preparing LYNX’s budget for the next fiscal year, LYNX will project for its total operating revenues and total operating expenses by Line of Business and use those amounts to calculate an overall budget. These projections are based on recent year trends, anticipated needs, direction from Funding Partners, and budget assumptions recommended by the LYNX Finance and Audit Committee. This budget will then be approved by the LYNX Governing Board for the ensuing fiscal year based upon this funding model contained in this Policy. Once the budget is so approved, no changes will be made to the Funding Partners’ obligations under the funding model as a consequence of subsequent budget amendments or as a result of actual results differing from projections used in the budget without board approval.

General Administrative Overhead expendituresAllocation

General Overhead includes the expenses of the Office of the Chief Executive Office, legal services, finance, grants, human resources, procurement, risk management, information technology,

~~marketing and planning. The total of these costs~~General Overhead~~General Administrative Overhead will be allocated to the Authority~~LYNX's fFixed rRoute and pParatransit sService based on Sservice Hhours.

Calculation of Net Expenditures

Net Expenditures are determined by calculating the difference between operating revenue and operating expenses by Line of Business. ~~General Overhead will be included in the Net Expenditures of fixed route service.~~

Calculation of LYMMO Service Net Expenditures

In the case of LYMMO service, its operating costs are paid entirely by the City of Orlando and there is no need for any funding model calculation in that area.

Allocation of Net Expenditures for Fixed Route and Neighborlink

Net Expenditures for fixed-route service are allocated to the Funding Partners based on Service Hours (except as set forth below). The Net Expenditures for such service to be paid by each Funding Partner shall be equal to (i) the number of Service Hours for fixed route service in that Funding Partner's jurisdiction, multiplied by (ii) the Funding Partners' Rate for fixed route service.

Net Expenditures for Neighborlink are also allocated to the Funding Partners based on Service Hours (except as set forth below). The Net Expenditures to be paid by each Funding Partner shall be equal to (i) the number of Service Hours for Neighborlink in that Funding Partner's jurisdiction, multiplied by (ii) the Funding Partners' Rate for Neighborlink.

If the LYNX Governing Board approves that either or both of such services (i.e., fixed route or Neighborlink) be outsourced (in whole or in part), unless otherwise directed by the Governing Board, the Net Expenditures for any portion of these hours that are outsourced would be allocated to the Funding Partners based on Revenue Hours. For the avoidance of doubt, the method of delivering services (i.e., insourced or outsourced) may not be changed without the approval of the Governing Board).

Allocation of Net Expenditures for Paratransit

The share of Net Expenditures to be paid by each Funding Partner for paratransit service (Americans with Disability Act or (ADA), Transportation Disadvantaged (TD)) will be equal to the percentage of total trips that occur in each Funding Partner's jurisdiction relative to the total paratransit trips in all jurisdictions. For determining the percentage to be used for calculating each Funding Partner's share, such percentage will be equal to the actual percentage of total trips that occur in each Funding Partner's jurisdiction for the most recent completed LYNX fiscal year. (For example in calculating the budget for FY2026, the percentage of trips used for allocating Net Expenditures among the Funding Partners will be the actual percentage of trips completed in FY2024 by type/county). As a result, the percentage used for a particular fiscal year may differ from the year-ending actual percentage for that fiscal year. There is no recalculation or "true-up" of percentages for paratransit purposes at the end of a fiscal year.

Net Expenditures for paratransit service are allocated to the Funding Partners based on trip levels and where that trip originates. If LYNX provides Medicaid or other paratransit defined trips, whether at Governing Board direction or State mandate, that cost will be allocated on the same basis that paratransit service is allocated.

A trip will be allocated to a particular Funding Partner when that trip originates in the jurisdiction of such Funding Partner, regardless of its destination. A return trip would constitute an additional trip. If the return trip originates in a different Funding Partner's jurisdiction from the original trip, then that return trip would be attributed to that different jurisdiction.

ALLOCATION OF NON-OPERATING CREDITS

The following are certain amounts that are credited against the contributions of the Funding Partners, Orange, Osceola, and Seminole Counties:

- Interest income is credited against the contributions of the Funding Partners, Orange, Osceola and Seminole, for fixed route service, using the same method as was used for allocating Net Expenditures for fixed route service (e.g., Service Hours).
- At the beginning of each fiscal year if there are budget stabilization funds available, the Board will determine the re-allocation of Budget Stabilization Funds. ~~between fixed route service and paratransit.~~ Budget Stabilization Funds are then credited against the contributions of the Funding Partners, Orange, Osceola and Seminole, for fixed route service and paratransit, based on the same methods as were used for allocating Net Expenditures for fixed route service (e.g., Service Hours) and paratransit, as applicable.

REVENUE AND EXPENSE

Operating Revenues

Operating revenues include directly operated revenue, grants, and subsidies. Directly operated revenues consist of the following:

- Customer fares.
- Contract services: includes contracts with local jurisdictions outside of LYNX's service area, and bus service agreements with other entities.
- Advertising: includes advertising on buses, in kind, and at shelters and other income.

Grants and subsidies include funding from the following federal and state sources:

- Federal: includes funds for operating assistance, preventive maintenance, ADA, operating leases and other federal planning assistance.
- State: includes funds for operating assistance, new service development funding, other state funding.

Capital Matters

The foregoing only relates to LYNX operating matters; it does not apply for capital matters or projects.

In regard to capital costs, each Funding Partner pays to LYNX a capital contribution equal to (i) the total number of Service Hours for both fixed route service and Neighborlink in that jurisdiction, multiplied by (ii) \$3.00. This amount will be used by LYNX (along with any toll road revenue credits) either as a "match" for government grants or directly in whole or in part for a capital project.

The use of toll revenue credits will continue to be applied to the non-Federal share match requirement when applicable by applying an equal amount of toll credit and therefore allowing a project to be funded with up to 100% federal funds for federally participating costs.

In regard to each Funding Agreement that is signed, there will be attached to that Agreement a copy of the current ~~Funding Model Policy~~Funding Model Formula Policy.

LYNX Board Agenda

Information Item A

To: LYNX Board of Directors

From: **Orlando Rolon**
DIRECTOR OF RISK MANAGEMENT AND SAFETY
Brenda Atkinson
Technical Contact

Phone: 407.841.2279 ext: 6167

Item Name: Notification of Settlement Agreements Pursuant to Administrative Rule 6 - April 2026

Date: 05/28/2026

LYNX Liability Claims Settlements April 1 – 30, 2026

Claimant Name	Accident Date	Accident Type	Settlement Amount	Date of Check
Farah & Farah fbo The Estate of Tomas Rosario	4/26/2019	BI	\$ 100,000.00	4/17/2026
Nasir Iqbal -DV	10/24/2025	PD	\$ 4,290.93	4/17/2026
John Overchuck fbo Cory Huston	9/20/2021	BI	\$ 80,000.00	4/24/2026
Hogan and Hogan fbo Mosler Vernet	8/13/2025	BI	\$ 7,000.00	4/24/2026
Liberty Mutual (Craig Hollister)	11/21/2025	PD	\$ 2,563.94	4/17/2026
Mangal fbo Adam Galusha	12/11/2023	BI	\$ 25,000.00	4/24/2026
OUC	12/4/2025	PD	\$ 4,522.69	4/17/2026
William Cesar Cardoso De Oliveira	1/27/2026	PD	\$ 2,132.65	4/24/2026
Shannon K. Baruch, P.A. Trust Account, f/b/o Lynette Smith	7/14/2020	BI	\$ 20,000.00	4/24/2026

LYNX Board Agenda

Information Item B

To: LYNX Board of Directors

From: Maurice Jones
DIRECTOR OF PROCUREMENT
Wanda Gonzalez
Technical Contact

Phone: 407.841.2279 ext: 6057

Item Name: Notification of Sole Source Procurements Pursuant to Administrative Rule 4

Date: 05/28/2026

Pursuant to LYNX Administrative Rule 4, information is attached for the following Sole Source Procurements:

1. Steril Koni Lift Manufacturing
2. Time Management Solutions



Sole Source Justification

DATE: April 3, 2026

TO: Maurice A. Jones, Director of Procurement

REQUESTED BY: Ricky Gonzalez, Senior Manager of Facilities Maintenance

SUBJECT: Heavy Duty Lift & Equipment Inc. – Sole Source

BACKGROUND:

Lynx has several portable Lifts from Stertil Koni Lift Manufacturing through Heavy Duty Lift & Equipment, Inc. The Stertil Koni Lifts are used to repair revenue vehicles at several LYNX facilities. Heavy Duty Lift & Equipment Inc. is the exclusive authorized distributor to sell and service Stertil-Koni equipment for the southeast, including Alabama, Florida, Georgia, South Carolina, and Tennessee.


SOLE SOURCE JUSTIFICATION:

At times, Lynx needs replacement Parts, repair services, and yearly certification of the bus lifts. Heavy Duty Lift & Equipment sales and service personnel have been factory trained. They are fully qualified to sell, install, and provide warranty and repair services for all Stertil-Koni products.


COST/PRICE ANALYSIS:

The average cost for repair services on the Stertil-Koni mobile bus lifts during FY24 and FY25 was approximately \$11,600 per unit. These repair services encompassed mechanical, hydraulic, and electronic component replacements, along with corrective maintenance required to keep the lifts in safe and reliable operating condition. In addition, the average cost for required annual inspections during FY24–FY25 was \$207 per lift. These inspections are essential for regulatory compliance, preventive maintenance, and ensuring equipment readiness to support ongoing fleet operations. Heavy Duty Lift & Equipment Inc.'s proposed pricing is consistent with the historical costs LYNX has incurred over the past two fiscal years and reflects the specialized technical expertise required for heavy-duty lift maintenance. Their quote aligns with market expectations for certified repair and inspection services of this nature.

For FY26, the vendor has proposed a service call rate of \$350.00 per incident, plus the cost of any required repairs.


 Ricky Gonzalez
 Senior Manager Maintenance Facilities

4/8/26
 Date


 David Burrowes
 Chief Operating Officer

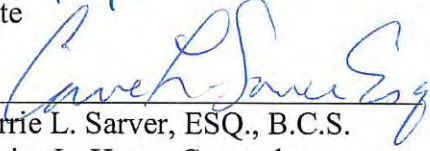
4/8/26
 Date



Maurice Jones
Director of Procurement

4/24/2026

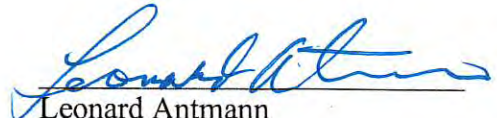
Date



Carrie L. Sarver, ESQ., B.C.S.
Senior In-House Counsel

4/29/26

Date



Leonard Antmann
Chief Financial Officer

4/24/26

Date



Tiffany Homler Hawkins
Chief Executive Officer

4/29/26

Date



Sole Source Justification

DATE: May 11, 2026

REQUESTED BY: Craig Bayard, Director of Information Technology

SUBJECT: Time Management Solutions Continuation of service

BACKGROUND:

For over 10 years, Time Management Solutions has been the provider of Attendance Pro software to track and report employee time and attendance activities for payroll. In November 2025 LYNX migrated to hosted TMS software. This version is supporting payroll time keeping for LYNX maintenance and Transportation supervision staff.

SOLE SOURCE JUSTIFICATION:

The following justifications below support this procurement as a sole source procurement.

- **Proprietary Software & Hosted Services:** Attendance Pro is a proprietary system developed and maintained solely by TMS. The cloud-hosted version is available exclusively through TMS and includes essential performance enhancements, ongoing support, and security updates unavailable through third-party vendors.
- **Continuity of Operations:** Migrating from the TMS-hosted cloud solution would jeopardize continuity of operations for employee time and attendance tracking, payroll integration, and compliance reporting. A transition to a different vendor would require extensive reconfiguration, retraining, and data migration—posing significant risks to service delivery and compliance.

COST/PRICE ANALYSIS:

The six (6) month cost for this vendor is \$6,300.00 and is included in the FY2026 operating budget.

CRAIG BAYARD

Craig Bayard

Director of Information Technology

5-11-2026

Date:



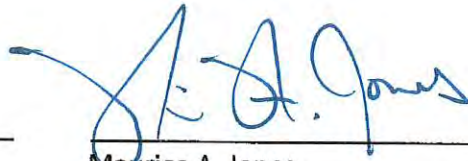
Leonard Antmann
Chief Financial Officer

5/12/26
Date:



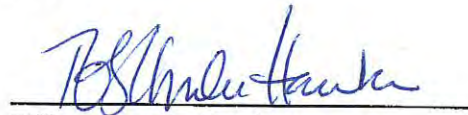
Carrie L. Sarver, ESQ., B.C.S
Senior In-House Counsel

5/12/26
Date:



Maurice A. Jones
Director of Procurement and DBE Liaison Officer

5/12/2026
Date



Tiffany Homler Hawkins
Chief Executive Officer

5/13/26
Date

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 - April 2026

Date: 05/28/2026

LYNX Press Releases | Media Notes: April 2026

April 1	LYNX to Accept Applications for 23rd Public Service Bus Contest
April 17	LYNX April Board of Directors and Oversight Committee Meeting Information

LYNX News Articles – April 2026

April 9	New Kissimmee CNG station to power LYNX buses with renewable energy Osceola News Gazette
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LYNX Social Media – April 2026

April 1	April Fool's Day. Public Service Bus.
April 2	Annual funding partners softball tournament.
April 3	Lennox is helping us keep our buses fueled up. Broadway Street closure for the Downtown Kissimmee event.

LYNX Board Agenda

April 4	April service change. Broadway Street closure for the Downtown Kissimmee event.
April 5	Happy Easter.
April 6	Public Service Bus.
April 7	Happy 407 Day. Public Service Bus.
April 8	Thank you to our early risers who keep our city connected every day!
April 9	Ride LYNX and travel for less than the cost of a gallon of gas!
April 10	Lennox the lynx.
April 11	Night rides, bright lights!
April 12	April service change.
April 13	Helpful tips to make the boarding process smoother.
April 14	Public Service Bus.
April 15	Check our maps and schedules to plan your trip with ease.
April 16	NeighborLink service.
April 17	Link 350 service.
April 18	LYNX Youth and AdvantAge ID.
April 19	April service change.
April 20	Our operators are ready to roll and help you start your day strong. Board of Directors and Oversight Committee meetings. Bay changes at the Disney Springs Transfer Center. Epic Universe team member entrance. Link 311 will no longer serve Universal Helios Grand Hotel.
April 21	LYMMO service. Detour for the Florida Puerto Rican Parade and Festival.
April 22	Earth Day. Bay changes at the Disney Springs Transfer Center. Epic Universe team member entrance. Link 311 will no longer serve Universal Helios Grand Hotel.
April 23	Board of Directors and Oversight Committee meetings. Detour for the Florida Puerto Rican Parade and Festival.

LYNX Board Agenda

April 24	April service change.
April 25	April service change. Bay changes at the Disney Springs Transfer Center. Epic Universe team member entrance. Link 311 will no longer serve Universal Helios Grand Hotel.
April 26	April service change in effect today.
April 27	April service change. Ride LYNX to the Orlando Magic playoff game.
April 28	Public Service Bus. AdventHealth Corporate 5K.
April 29	Last chance to apply for the Public Service Bus. Service detour for the Make'M Smile event. Service detour for the TG Lee Milk Run 5K.
April 30	Service detour for the AdventHealth Corporate 5K. Service to the Dr. Phillips Center.

LYNX ard Agenda

SOCIAL MEDIA USAGE	April 2026
Total Facebook Posts	52
Facebook Engagement: The sum of interactions received for the tweets published in the selected timeframe: retweets, replies and likes.	1K Reactions, 64 Comments, 67 Shares
Facebook Post Impressions: The number of times posts appeared on someone's screen.	65 K
Total Tweets	51
Twitter X Engagement: The sum of interactions received for the tweets published in the selected timeframe: retweets, replies and likes	86 Likes, 163 Shares
Twitter X Post Impressions: The number of times posts appeared on someone's screen.	6.2 K
Total Instagram Posts	41
Instagram Engagement: The sum of interactions received for the posts published in the selected timeframe: Comments and likes.	435 Likes, 13 Comments
Instagram Post Impressions: The number of times posts appeared on someone's screen.	11 K
WEBSITE USAGE	April 2026
Total Pageviews	270K
Total Users	175K

LYNX Board Agenda

Commuter Vanpool Program – April 2026

Vanpool	April 2026
Vanpool Participants	517*
Total Revenue Miles	208,000
New Vanpool	0
Returned Vanpools	0
Current Vans in Service	135
Pending Interests	Bureau of Prisons, Veterans Affairs for VA Hospital, US Customs and Border
Events	None

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

Advertising Sales – April 2026

Advertising Sales Revenue	April 2026	LYNX %	FY to Date Sales	FY to Date LYNX %
Sales Revenue	\$346,557.40	\$207,934.44	\$2,701,189.22	\$1,620,713.53

LYNX Board Agenda

Monthly Report B

To: LYNX Board of Directors

From: Leonard Antmann
CHIEF FINANCIAL OFFICER
Michelle Daley
Technical Contact

Phone: 407.841.2279 ext: 6125

Item Name: Monthly Financial Report - February 2026

Date: 05/28/2026

Please find attached the preliminary monthly financial report for the Fifth month ending February 28, 2026.

Central Florida Regional Transportation Authority dba LYNX
Statement of Operating Revenue and Expenses
For the five months ending February 28, 2026
(unaudited)

	As of February 28, 2026		% of Actual compared to Budget
	Budget	Actual	
REVENUES:			
Customer fares	\$ 9,382,272	\$ 8,124,754	87%
Contract services	1,559,461	1,406,547	90%
Advertising	1,154,166	1,315,668	114%
Interest and Other Income	794,235	1,602,756	202%
Federal Revenue	6,318,005	6,383,324	101%
State Revenue	5,558,025	2,986,136	54%
Local Revenue	7,356,800	7,395,290	101%
Local Revenue Funding Partner	49,980,020	49,980,018	100%
TOTAL REVENUE	82,102,984	79,194,493	96%
EXPENSES:			
Salaries, Wages & Fringe Benefits	54,287,665	55,486,448.58	102%
Other services	6,169,588	3,506,919.98	57%
Fuel Expense	5,692,334	6,073,252.56	107%
Materials and supplies	4,513,673	4,084,889.66	91%
Utilities	863,935	662,473.44	77%
Casualty & Liability	1,999,555	1,342,632.68	67%
Taxes and licenses	318,031	324,449.61	102%
Purchased transportation services	17,000,195	16,684,373.42	98%
Leases & Miscellaneous	1,006,465	750,160.15	75%
Interest Expense	21,371	29,262.36	137%
TOTAL EXPENSES	91,872,812	88,944,862	97%
CHANGE IN NET POSITION	\$ (9,769,828)	\$ (9,750,370)	100%

LYNX Board Agenda

Monthly Report C

To: LYNX Board of Directors

From: Kimberly Frye
DIRECTOR OF MOBILITY SERVICES
Selita Stubbs
Technical Contact

Phone: 407.841.2279 ext: 6169

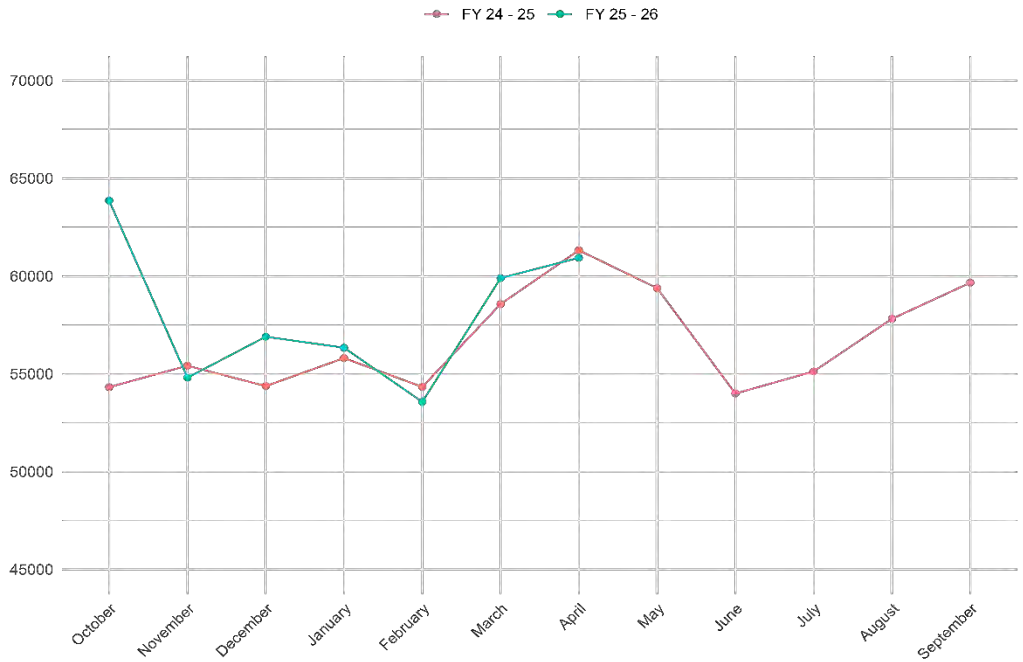
Item Name: Paratransit Monthly Report - April 2026

Date: 05/28/2026

Please find attached the monthly report for Paratransit Services – April 2026.

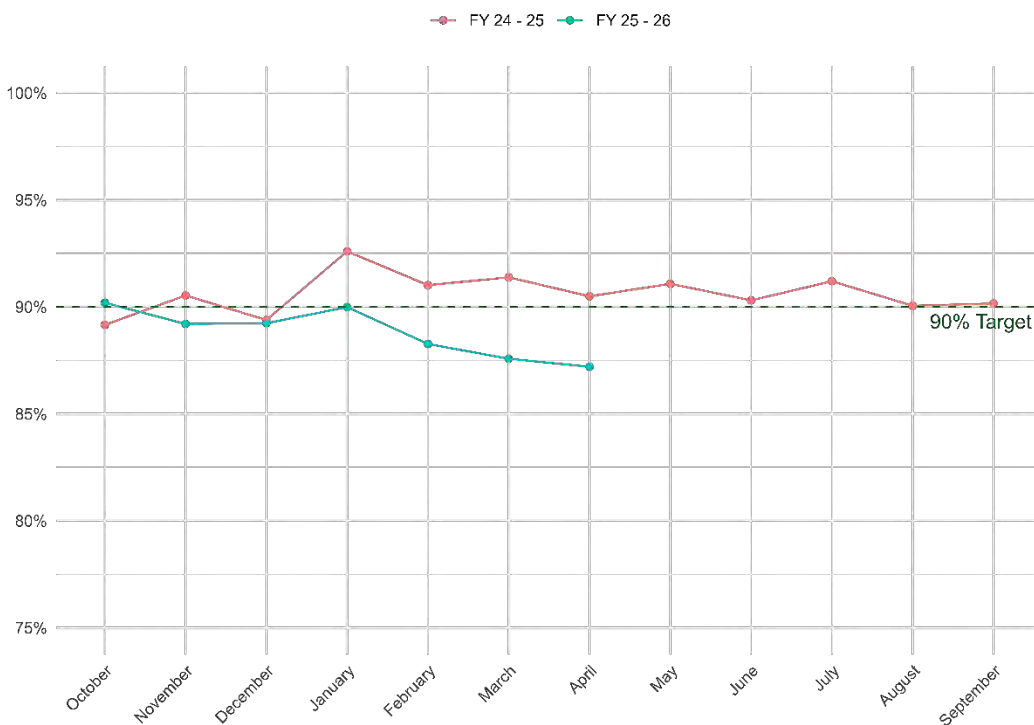
April 2026- Mobility Services – Access LYNX

Monthly Trips by Fiscal Year



- April 2026 recorded 60,935 trips, a -0.6 % decrease compared to April 2025.
 - Despite the dip in February 2026, overall FY 2026 trip volume is up by approximately 3.18%.

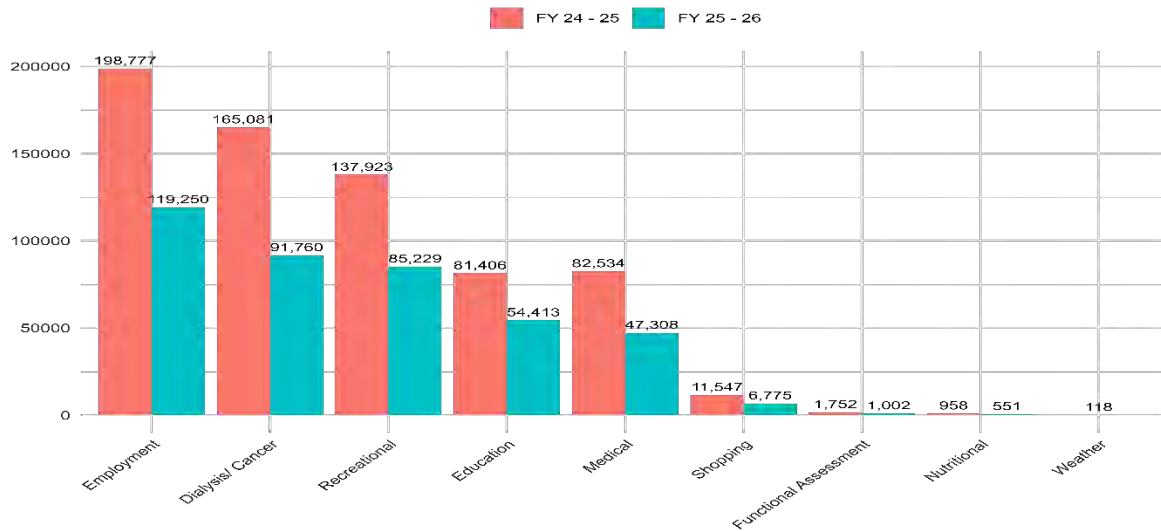
Monthly OTP by Fiscal Year



- April 2026 OTP reached 86.9%, which is 3.3% percentage points lower than April 2025.
- The current fiscal year is averaging 88.5% OTP, compared to 90.3% in the previous fiscal year

*March 2026 data has not yet been fully reconciled as of 02/18/2026.

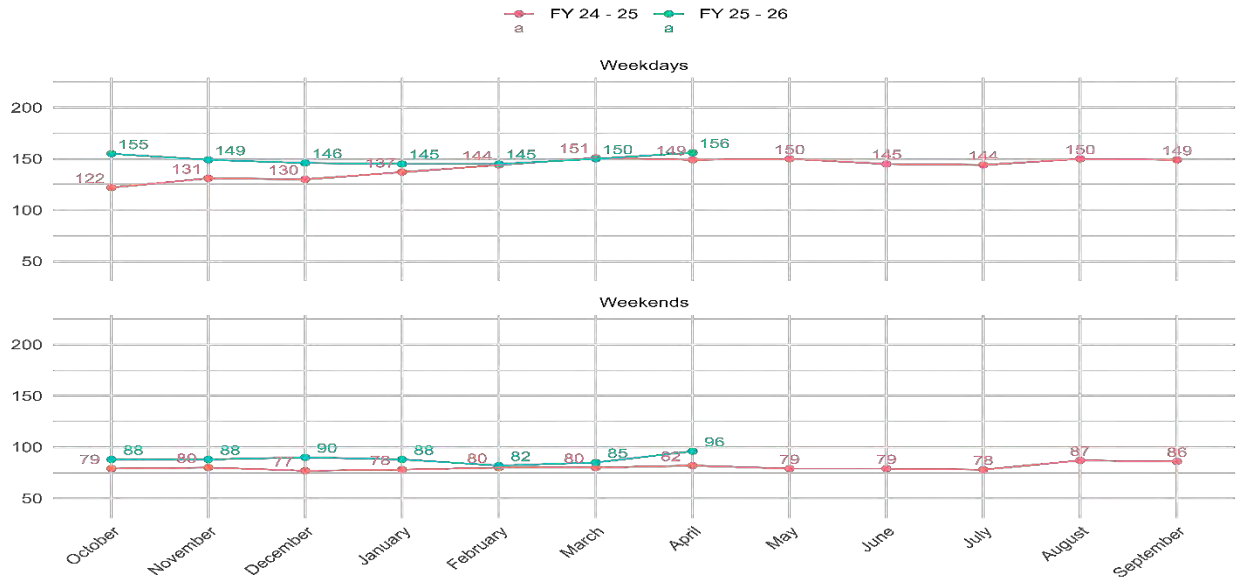
Trips by Purpose and Fiscal Year



- FY 25-26 is tracking the same distribution of trip purposes as FY 24-25, with Employment, Dialysis/Cancer, and Recreational trips remaining the top categories.
- Early FY 25-26 counts align with last year’s proportional trends, even though the fiscal year has only just begun and total volumes are still low

Average Daily Vehicles by Month

Weekdays vs Weekends



- FY 25-26 weekday and weekend vehicle averages are beginning to mirror last year’s monthly trends, with higher weekday volumes and relatively stable weekend usage.
- February shows a continuation of seasonal patterns, aligning with FY 24-25’s.
- The overall uptick in average daily vehicle usage may also reflect the impact of fleet renewal, as newer vehicles replace older ones and support more consistent service delivery.

*March 2026 data has not yet been fully reconciled as of 02/18/2026.

LYNX Board Agenda

Monthly Report D

To: LYNX Board of Directors

From: Carl Weckenmann
DIRECTOR OF PLANNING and DEVELOPMENT
Bruce Detweiler
Technical Contact
Jake Russell
Technical Contact

Phone: 407.841.2279 ext: 6075

Item Name: Ridership Report - March 2026

Date: 05/28/2026

The attached monthly Performance Report includes March 2026 Year-To-Date figures for ridership and other performance indicators. Total ridership for March 2026 was 1,837,687. This is a 5.3% decrease from March 2025. On-Time Performance for Fiscal Year-To-Date 2026 is 65%.

- LYNX overall ridership decreased by 103.7K, or 5.3%, compared to March 2025. Year-to-date ridership for FY-26 (10,845,608) increased 4.4% compared to FY-25 (10,392,840).
- LYMMO ridership decreased by 5.7K, or 13.5%, compared to March 2025. Year-to-date ridership for FY-26 (239,492) decreased 14.3% compared to FY-25 (279,378).
- Fixed Route ridership decreased by 102.4K, or 5.7%, compared to March 2025. Year-to-date ridership for FY-26 (9,996,489) increased by 4.8% compared to FY-25 (9,541,436).
- NeighborLink ridership decreased by 1.6K, or 15.5%, compared to March 2025. Year-to-date ridership for FY-26 (57,757) decreased 1.9% compared to FY-25 (58,897).
- ACCESS LYNX ridership increased by 1.8K, or 2.8%, compared to March 2025. Year-to-date ridership for FY-26 (386,031) increased 3.9% compared to FY-25 (371,410).
- Vanpool ridership increased by 4.0K, or 16.5%, compared to March 2025. Year-to-date ridership for FY-26 (165,839) increased by 17.0% compared to FY-25 (141,719).



March 2026 Service Performance Report

RIDERSHIP

Total Ridership by Mode						
	Mar-25	Mar-26	% Δ	YTD-25	YTD-26	% Δ
LYMMO	41,956	36,273	-13.5%	279,378	239,492	-14.3%
Fixed Route	1,799,402	1,697,017	-5.7%	9,541,436	9,996,489	4.8%
NeighborLink	10,040	8,485	-15.5%	58,897	57,757	-1.9%
ACCESS LYNX	65,581	67,420	2.8%	371,410	386,031	3.9%
Vanpool	24,455	28,492	16.5%	141,719	165,839	17.0%
SYSTEM TOTAL	1,941,434	1,837,687	-5.3%	10,392,840	10,845,608	4.4%

March-25	21 Weekdays	5 Saturdays	5 Sundays
March-26	22 Weekdays	4 Saturdays	5 Sundays

Average Daily Ridership by Mode									
Mode	Weekday			Saturday			Sunday		
	Mar-25	Mar-26	% Δ	Mar-25	Mar-26	% Δ	Mar-25	Mar-26	% Δ
LYMMO	1,613	1,331	-17.5%	753	945	25.5%	862	643	-25.4%
Fixed Route	66,633	61,280	-8.0%	47,515	45,841	-3.5%	32,507	33,096	1.8%
NeighborLink	426	346	-18.8%	218	219	0.5%	-	-	-
ACCESS LYNX	2,574	2,580	0.2%	1,353	1,399	3.4%	951	1,013	6.5%
Vanpool	970	1,174	21.0%	345	406	17.7%	193	209	8.3%
SYSTEM TOTAL	72,216	66,711	-7.6%	50,184	48,810	-2.7%	34,513	34,961	1.3%

LYNX ridership decreased by about 103.7K, or 5.3%, compared to March 2025.

LYMMO ridership decreased by about 5.7K, or 13.5%, compared to March 2025. Compared to March 2025, average weekday ridership decreased by 17.5% and average Sunday decreased by 25.4%. Average Saturday increased by 25.5%. With the January 2026 service change, LYMMO Lime routing was changed significantly and the LYMMO Orange and Grapefruit had a reduction in service span and Sunday frequency.

Fixed Route ridership decreased by about 102.4K, or 5.7%, compared to March 2025. Average weekday and average Saturday ridership decreased by 8.0% and 3.5% respectively. Average Sunday ridership increased by 1.8%. Significant service reductions were made in Seminole County with the January 2026 service change.

NeighborLink ridership decreased by about 1.6K, or 15.5%, compared to March 2025. NeighborLink ridership saw an 18.8% decrease in average weekday ridership and a 0.5% increase in average Saturday ridership. With the January 2026 service change, two NeighborLink routes in Seminole County were discontinued.

ACCESS LYNX ridership increased by about 1.8K, or 2.8%, compared to March 2025. Ridership showed a 0.2% increase to average weekday ridership, a 3.4% increase to average Saturday ridership, and a 6.5% increase to average Sunday ridership.

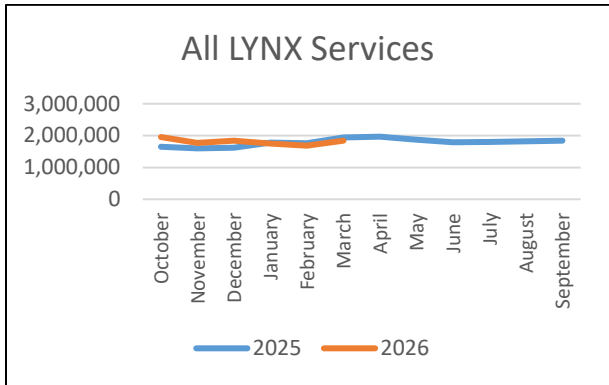
Vanpool ridership increased by about 4.0K, or 16.5%, compared to March 2025. Vanpool ridership saw an increase of 21.0% to average weekday, an increase of 17.7% to average Saturday, and an increase of 8.3% to average Sunday ridership.

*According to the U.S. Energy Information Administration, the average price of gasoline in the U.S. was \$3.22/gallon in March 2025 and \$3.77/gallon in March 2026. Historically, high gas prices can result in increased public transit ridership.

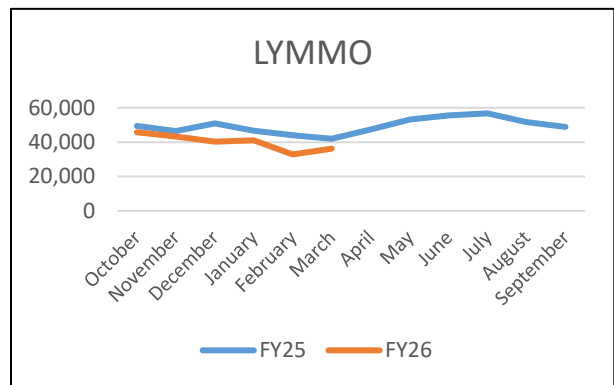


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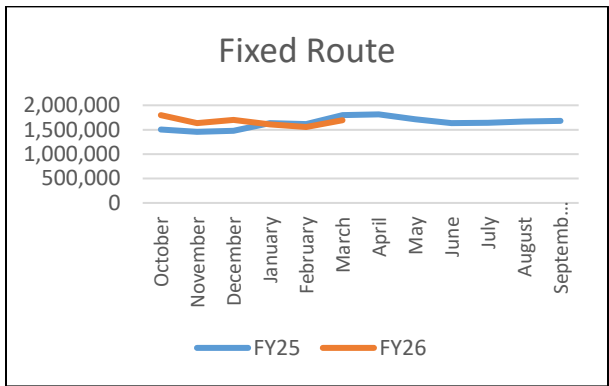
MONTHLY RIDERSHIP TRENDS BY MODE



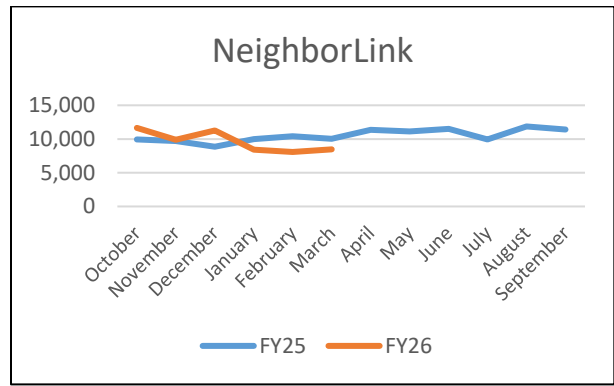
Year-to-Date Fiscal Year 2026 LYNX system-wide ridership has increased by 4.4% compared to Fiscal Year 2025.



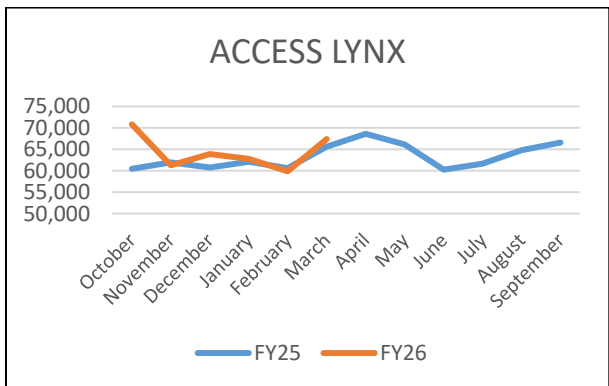
Year-to-Date Fiscal Year 2026 LYMMO ridership has decreased by 14.3% compared to Fiscal Year 2025.



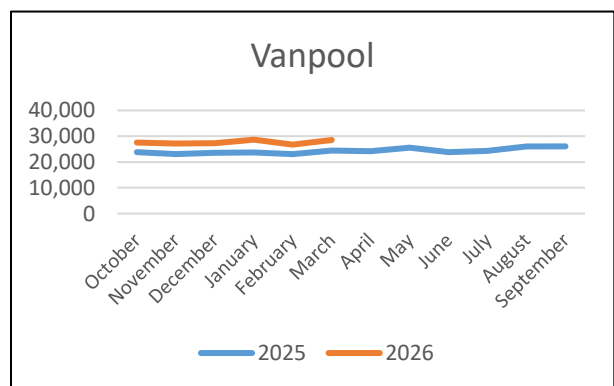
Year-to-Date Fiscal Year 2026 Fixed Route ridership has increased by 4.8% compared to Fiscal Year 2025.



Year-to-Date Fiscal Year 2026 NeighborLink ridership has decreased by 1.9% compared to Fiscal Year 2025.



Year-to-Date Fiscal Year 2026 ACCESS LYNX ridership has increased by 3.9% compared to Fiscal Year 2025.



Year-to-Date Fiscal Year 2026 Vanpool ridership has increased by 17.0% compared to Fiscal Year 2025.



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FIXED ROUTE AND LYMMO MONTHLY PERFORMANCE DATA

Fixed Route - Modal Performance Data - Fiscal Year 2026								
Month	Ridership	Passengers per Trip	On-Time Performance	NTD Reportable Accidents	Total Trips Scheduled	% of Trips Operated	Fleet Availability	On-Time Preventative Maintenance
Oct	1,798,377	19	66%	11	94,441	99%	217	96%
Nov	1,632,126	19	67%	1	87,865	99%	220	96%
Dec	1,702,058	19	66%	10	93,086	98%	213	96%
Jan	1,611,359	19	66%	3	87,136	99%	205	98%
Feb	1,555,552	20	62%	8	77,384	98%	207	100%
Mar	1,697,017	20	63%	9	85,233	99%	218	100%
Apr								
May								
Jun								
Jul								
Aug								
Sep								
YTD	9,996,489	19	65%	42	525,145	99%	213	98%

LYMMO - Modal Performance Data - Fiscal Year 2026								
Month	Ridership	Passengers per Trip	On-Time Performance	NTD Reportable Accidents	Total Trips Scheduled	% of Trips Operated	Fleet Availability	On-Time Preventative Maintenance
Oct	45,729	9	73%	1	4,919	98%	5	100%
Nov	43,230	10	70%	0	4,529	95%	3	100%
Dec	40,350	9	73%	0	4,848	96%	3	100%
Jan	41,066	10	69%	0	4,300	96%	3	100%
Feb	32,844	9	69%	1	3,752	93%	2	100%
Mar	36,273	9	69%	0	4,118	97%	0	100%
Apr								
May								
Jun								
Jul								
Aug								
Sep								
YTD	239,492	9	71%	2	26,466	96%	3	100%



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NEIGHBORLINK AND ACCESS LYNX MONTHLY PERFORMANCE DATA

NeighborLink - Modal Performance Data - Fiscal Year 2026						
Month	Ridership	On-Time Performance	Collected Fares	NTD Reportable Accidents	Fleet Availability	On-Time Preventative Maintenance
Oct	11,652	98%	100%	0	15	100%
Nov	9,872	97%	100%	0	14	88%
Dec	11,244	98%	100%	0	13	100%
Jan	8,424	97%	100%	0	14	100%
Feb	8,080	97%	100%	0	17	100%
Mar	8,485	94%	100%	0	16	100%
Apr						
May						
Jun						
Jul						
Aug						
Sep						
YTD	57,757	97%	100%	0	15	98%

ACCESS LYNX - Modal Performance Data - Fiscal Year 2026						
Month	Ridership	On-Time Performance	Collected Fares	NTD Reportable Accidents	Fleet Availability	On-Time Preventative Maintenance
Oct	70,828	90%	100%	0	165	62%
Nov	61,249	89%	100%	0	152	47%
Dec	63,911	89%	100%	0	152	99%
Jan	62,739	90%	100%	0	151	129%
Feb	59,871	88%	100%	1	148	120%
Mar	67,420	88%	100%	0	154	141%
Apr						
May						
Jun						
Jul						
Aug						
Sep						
YTD	386,018	89%	100%	1	154	100%



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GLOSSARY

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 –

Fixed Route and LYMMO: LYNX defines a bus as on-time if it falls within 0 minutes early to six (6) minutes late of the published schedule.

NeighborLink: LYNX defines a NeighborLink as on-time if the trip is capable of being operated in full and a vehicle is available for scheduled pick-ups.

ACCESS LYNX: LYNX defines an ACCESS LYNX trip as on-time if the customer is picked up no earlier than their scheduled pickup time and no later than 30 minutes after their scheduled pickup time.

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

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 amount of vehicles in the bus vehicle fleet that are 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.