ard Agenda

Board Date: 12/11/2008 Time: 10:30 A.M.

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

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

- Call to Order & Pledge of Allegiance 1.
- **Approval of Minutes** 2.



• . Minutes from the October 23, 2008 Board of Directors Meeting

Pg 5

Recognition 3.

- NTI Award
- FPTA Safety Award
- FPTA Marketing Award

4. Public Comments

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

5. Chief Executive Officer's Report

6. Consent Agenda

- A. Release Requests for Proposal (RFP)
- i. Authorization to Release Request For Proposal (RFP) for General Liability and Workers' Compensation Legal Services Pg 11
- ii. Authorization to Release a Request For Proposal (RFP)for Artistic Painting of LYNX Vehicles Pg 13
- B. Award Contracts
- j. 1313

Authorization to Award a Contract to Gillig, LLC for Heavy Duty Transit Buses Pg 14 - Attachment

- ii. Authorization to Award Contract(s) for the Consultant Team Program (CTP) General Consulting Services Contract(s) for; Transportation and Financial Planning, Technical Studies, Urban Design and Implementing Geographic Information Systems
- C. Extension of Contracts
- i. 🔤 🗅
 - Authorization to Exercise Second Year Option of Contract #06-001 with Akerman Senterfitt for Federal Lobbying Services Pg 23
- ii. Authorization to Exercise First Year Option of Contract ET-#05-002 with EarthTech for Architecture and Engineering General Services Pg 25
- D. Miscellaneous
- j. 1313 -

Pg 27

- ii. 🚥
 - Resolution Authorizing the Appointment of Edward L. Johnson as a Management Trustee to the Amalgamated Transit Union (ATU) Local 1596 Pension Plan Pg 29

Authorization to Purchase up to Twenty-five Replacement Buses



iii. 🚥

Authorization to File a Grant Application with the Florida Department of Transportation for FY 2010 Rural Transportation Services and JARC/NFP Projects Pg 32



iv. 🔤 🗅

Authorization to Transfer a Retired Vanpool Vehicle to the United States Veterans' Administration Pg 37

V.

- A

Authorization to Execute a One Year Joint Participation Agreement (JPA) with the Florida Department of Transportation (FDOT) under its Commuter Assistance Grant Program

Pg 38

vi. Authorization to Transfer Ten LYMMO Buses and Related Components to the State College of Pennsylvania (CATA) Pg 44

vii. Approval of the Chief Executive Officer's (CEO)Annual Performance Appraisal	Pg 47
viii. Authorization to Issue an IFB for Electrical & Mechanical Improvements to the I Operations Center (LOC)	LYNX Pg 48
ix. Authorization to Submit Department of Homeland Security (DHS) Transit Securi Grant Applications	ity Pg 50
x. FY2009 Amended Capital Budget	Pg 52
n Aranda	

7. Action Agenda

A. Authorization to Enter into the FY2008-2009 Service Funding Agreement with Orange County Pg 54



8. Work Session

A. Update on the City of Orlando Shelter Program
B. Report of the Funding Group Regarding Regional Model and Various Funding Issues Pg 79

9. Other Business

10. Monthly Reports

(For Review Purposes Only - No action required)

Α.	Preliminary Monthly Financial Reports - September 30, 2008	Pg 80
P	- Attachment	
Β.	Monthly Financial Reports - August 31, 2008	Pg 87
	- Attachment	
C.	Ridership Report	Pg 94
D.	Planning & Development Report	Pg 101
Ε.	Legislative Update	Pg 108
F.	Marketing Report	Pg 111

G. Monthly Employee Travel Report

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

In accordance with the Americans With Disabilities Act of 1990, persons needing a special accommodation at this meeting because of a disability or physical impairment should contact Sarah Tirado at 455 N. Garland Ave, Orlando, FL 32801 (407) 841-2279, extension 3012, not later than three business days prior to the meeting. If hearing impaired, contact LYNX at (407) 423-0787(TDD).

LYNX Central Florida Regional Transportation Authority Monthly Board Meeting Minutes

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

DATE: October 23, 2008

TIME: 10:40 a.m.

Members in Attendance:

Seminole County Commissioner, Carlton Henley, Chair Osceola County Commissioner, Bill Lane, Vice Chair FDOT District 5 Secretary, Noranne Downs, Secretary City of Orlando, Mayor Buddy Dyer Orange County, Mayor Richard Crotty

Members Absent:

1. Call to Order and Pledge of Allegiance

The Chairman, Commissioner Carlton Henley, called the meeting to order at 10:40 a.m. and asked Vice Chairman, Commissioner Bill Lane, to lead the Pledge of Allegiance.

2. Approval of Minutes

Motion was made and seconded to approve the Minutes of the September 25, 2008 Board of Directors meeting. The motion passed unanimously.

3. Recognitions

The Chairman announced that the NTI recognition was being pulled from the Agenda for presentation at a later date.

The Chairman recognized Lisa Darnall, Chief Operating Officer, for recognition and presentation.

The Florida Public Transit Association solicits nominations from transit properties for its Outstanding Operator of the Year Award. The award recognizes outstanding drivers whose service enriches and enhances public transportation in their community. LYNX nominated Operator, George Carrio. Mr. Cario has been an operator for over 16 years. He has

demonstrated a positive attitude, has had perfect attendance, has received LYNX' highest honor for safe driving, has an accident free driving record, and has been a volunteer mentor to other operators. The FPTA award ceremony was held in Sarasota on October 24th, and Mr. Carrio was awarded 3rd Place, Operator of the Year.

The Chairman recognized Chief of Staff, Edward Johnson, to recognize LYNX employees for their years of service and contributions to the success of LYNX and its operations.

20 Years:	
Transportation Supervisor:	Jamie Barreto
Bus Operator:	Susanne Bellner
Bus Operator:	Robert Grant
DBE/EEO Officer:	Jenny Iacovazzi
Bus Operator:	Migdalia Lopez
<u>30 Years:</u>	
Special Projects Supervisor of Facilities:	Ron Riccard
Bus Operator:	Andrew Scott

Chairman Henley recognized Commissioner Bill Lane and awarded him a plaque for his service and contribution to the LYNX Board of Directors, the agency, and its riders. The transitdependent people of Osceola County have appreciated the work Commissioner Lane has done to ensure that transportation was available throughout the County. His expertise in construction oversight was valuable in the Boards' discussions of the LYNX Operation Center project. On behalf of the Board of Directors, Chairman Henley thanked Commissioner Lane for his devotion and commitment to LYNX.

4. Public Comments

Eleven speakers voiced concern regarding the service change of Link 26 in Osceola County proposed for December 7, 2008.

Four speakers voiced concern regarding proposed service changes of Link 5, 14, 27, 38 and 53.

One speaker addressed the Board in support of LYNX' legislative priority to support the Commission for the Transportation Disadvantaged's efforts to increase the motor vehicle registration fee for the CTD's trust fund.

The Chairman thanked the speakers for their time and input.

5. Chief Executive Officer's Report

The Chairman recognized Linda Watson, Chief Executive Officer, to report on the following items:

1. Shortly before adjournment, the U.S. House passed an economic stimulus package H.R. 7110, that contained \$4.6 billion in new federal funding for public transportation. A similar bill was considered in the Senate but failed to pass. Congress is expected to convene after the election in November and it is expected the stimulus legislation will be considered.

LYNX has submitted requests for consideration under the "capital assistance grants" and "energy assistance grants".

2. LYNX will host the San Diego Regional Economic Development Commission on a "Best Practices Leadership" mission. The group is interested in LYNX' Lymmo and the possibilities for implementing a similar service.

6. Consent Agenda

The Chairman announced that Consent Agenda Item 6.D.ii was pulled from the Agenda to be presented at a later date.

Under discussion, Mayor Crotty asked Staff to provide additional information on Item 6.D.i. Chief Executive Officer, Linda Watson, provided clarification.

Mayor Crotty asked that Item 6.A.i be pulled from the Agenda for further discussion.

A. Release Requests for Proposal (RFP)

ii. Authorization to Release a Request for Proposal (RFP) for the Operation of Flex Services

B. Award Contracts

- i. Authorization to Contract with the Florida Commission for the Transportation Disadvantaged to Continue to Provide Medicaid Non-Emergency Transportation Services
- **ii.** Authorization to Award a Contract for the Design and Construction of a Bio-Diesel Blending Facility

C. Extension of Contracts

i. Authorization to Execute Second Option Year with Quest, Inc. to Provide ADA Functional Assessments

D. Miscellaneous

i. Authorization to Increase LYNX' Staffing Level for a Grant Funded Program for the Department of Homeland Security (DHS), Florida Department of Transportation (FDOT), and Federal Transit Administration (FTA) Programs

Motion was made and seconded to approve the Consent Agenda Items excluding 6.A.i and 6.D.ii. The motion passed unanimously.

The Chairman recognized Mayor Crotty for point of clarification on Item 6.A.i, Authorization to Increase the Contract Amount by \$200,000 for the Request for Proposal (RFP) for General Consulting Services; Transportation and Financial planning, Technical Studies, Urban Design and Implementing Geographic Information Systems. The Chief Executive Officer, Linda Watson, elaborated on the need for the availability of consulting firms in lieu of staff in areas such as transportation planning. Discussion ensued regarding the financial obligation and length of contract term. The Chairman noted Staff provided the Audit Committee justification for the request and the Committee recommended its approval.

Motion was made and seconded to approve the Consent Agenda Item 6.A.i. The motion passed unanimously.

7. Action Agenda

A. 2009 LYNX State Legislative Priorities

The Chairman recognized J Marsh McLawhorn, Chief Governmental Affairs Officer, for presentation.

Staff is requesting the Board of Directors' approval of LYNX' state legislative priorities for the 2009 session.

The regular session of the Florida Legislature is scheduled to begin on March 3, 2009 and the proposed priorities are:

- Advance Central Florida Commuter Rail Project
- Charter County parity
- Authorize a \$2 Local option Rental Car surcharge
- Increase Motor Vehicle Registrations \$1.50 to benefit the Transportation Disadvantaged Trust Fund
- Create a Florida Transportation Revenue Study Commission

Motion was made and seconded to approve the 2009 LYNX state legislative priorities. The Motion passed unanimously.

B. Authorization to Implement the Proposed Service Changes and Service Eliminations effective December 7, 2008

The Chairman recognized Darrell Smith, Runways Transportation Company, to make the presentation.

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to implement service changes and service eliminations effective December 7, 2008.

Since the adoption of the FY2009 budget, staff has been working to meet the funding requirements. In order to eliminate the funding deficit, Staff is recommending the following for implementation in two phases:

- December 7, 2008
 - > Discontinue Links 5, 12, 43, 52, 53, 414
 - > Reduce frequeny of Links 13, 19, 20, 22, 24, and 51
 - > Adjust routes of Links 3, 6, 11, 18, 19/22, 21, 26, 51, 442
 - > Add new Links 313, 111 and new Poinciana North PickUpLine
 - > Add service to Links 10, 50, 56, 125
- April, 2009
 - > Add new PickUpLine serving Bitho and Ocoee
 - > Discontinue Links 27, 32
 - > Potential for new Seminole County service dependent on timing of new Service Development Grant
 - Provides time for implement an expanded, privatized operation of PickUpLine/Flex Route services

The Chairman noted that the Audit Committee recommended approval of the proposed service changes and eliminations.

Motion was made and seconded to approve the Implementation of the Proposed Service Changes and Service Eliminations effective December 7, 2008. The Motion passed unanimously.

C. Authorization of the Proposed Fare Adjustments and Fare Structure, with an effective date of January 4, 2009

The Chairman recognized Bert Francis, Chief Financial Officer, for presentation.

Staff is requesting the Board of Directors' authorization of the Proposed Fare adjustments and Fare Structure with an effective date of January 4, 2009.

The services of Tindale-Oliver & Associates, Inc. were secured to perform a fare study to determine the appropriate fare structure for the proposed fare increase. Tindale-Oliver was requested to track and analyze the patronage and revenue shifts arising from the January 2008 fare adjustment in order to forecast the effects of the future modifications more accurately. In addition, Tindale-Oliver performed a Peer Review Analysis to compare LYNX to similar transit agencies to assess the comparability of LYNX' proposed fare structure. The peer group included four peer systems from Florida and six peer systems from outside of Florida.

The recommendations were for an increase the full fare from \$1.75 to \$2.00 with an increase in discount fares and all pass prices and for an increase in the ADA fare to \$4.00 for inside the three-quarter mile radius and to \$8.00 for outside the three-quarter mile radius; however, Staff is recommending that the fare for outside the three-quarter mile radius be \$7.00.

Motion was made and seconded to approve the Proposed Fare Adjustments and Fare Structure effective January 4, 2009. The Motion passed unanimously.

D. FY2009 Amended Operating & Capital Budgets

The Chairman recognized Bert Francis, Chief Financial Officer, for presentation.

Staff is requesting the Board of Directors' authorization for the Chief Executive Office (CEO) or designee to amend the FY2009 Operating Budget to reflect the final Board decisions pertaining to utilization of additional preventative maintenance funding, projected fuel savings, service reductions and operating reserves to balance the FY2009 budget.

The proposed Operating Budget for FY2009 presented by staff on September 25, included an operating shortfall in the amount of \$4,330,578. The Board made the decision not to endorse the current funding formula but to direct staff to utilize additional preventative maintenance funding, projected fuel savings, service reductions and operating reserves to balance the budget.

Staff will present an amended FY2009 capital budget in December to reflect the impact of the additional \$2,000,000 of preventative maintenance funding.

The Chairman noted that the Audit Committee recommended amending the FY2009 Operating & Capital Budgets.

Motion was made and seconded to approve the FY2009 amended Operating and Capital Budgets. The Motion passed unanimously.

8. Other Business

The Chairman asked if there was other business to bring before the members. Hearing none, the chairman moved the Agenda.

9. Monthly Reports

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

Meeting adjourned at 12:59 p.m.

Consent Agenda Item #6.A. i

То:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Linda Connell (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Release Requests for Proposal (RFP) Authorization to Release a Request for Proposal (RFP) for General Liability and Workers' Compensation Legal Services
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue a Request for Proposal (RFP) for General Liability and Workers' Compensation Legal Services. The contract term will be for an initial three (3) year period with two (2) one year options.

BACKGROUND:

LYNX has a need for legal counsel for direct support to the Board, Chief Executive Officer and staff in the area of General Liability and Workers' Compensation matters.

General Liability Legal Counsel Services:

Professional services for surveillance, accident re-creation and legal services to assist in the investigation, defense, or prosecution of litigating case claims as necessary in conjunction with the LYNX Risk Management Division.

Workers' Compensation Liability Legal Counsel Services:

Legal counsel to represent LYNX in Workers' Compensation Liability matters such as the defense or prosecution of litigating cases, pre-hearing and post-hearing procedures, and filing requirements of the Department of Workers' Compensation Administrative Hearing Board, and to engage the services of qualified persons and firms for rehabilitation, surveillance, and medical assistance as required.

On February 26, 2004 the Board authorized the CEO to execute four contracts. Two contracts were issued for Workers' Compensation Legal Services, one to Langston, Hess Bolton, Znosko & Helm, P.A. and the other to Zimmerman, Kiser & Sutcliffe, P.A. Two contracts were issued for General Liability Legal Services, one to Fisher, Rushmer, Werrentrath, Dickson, Talley &

LYNX B ard Agenda

Dunlap, P.A. and the other to Hilyard, Brogan Palmer, P.A. However, these four contracts are expiring March, 2009 and do not have any renewal options remaining. Staff is requesting authorization to select up to two firms in each area.

FISCAL IMPACT:

The cost of legal services for general liability is estimated at \$154,000 and for workers' compensation is estimated at \$70,000. Funding for both is included in the FY2009 budget.

Consent Agenda Item #6.A. ii

То:	LYNX Board of Directors
From:	Peggy Gies CHIEF MARKETING OFFICER Jeffrey Kaley (Technical Contact)
Phone:	407.841.2279 ext: 6020
	Release Requests for Proposal (RFP) Authorization to Release a Request For Proposal (RFP) for Artistic Painting of LYNX Vehicles
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to issue a Request for Proposal (RFP) for artistic painting of LYNX vehicles to assist the Advertising Sales division in raising additional revenue to support operations.

BACKGROUND:

LYNX is able to bring in additional revenue by selling the space on the bus to outside advertisers. One factor that makes our buses unique is the buses are painted instead of applying vinyl artwork. The result is a higher quality and longer lasting product that is also less expensive. It is necessary to have an artist capable of reproducing designs in a large format, in a timely and effective manner. This contractor must also be capable of applying ContraVision Brand window film to the bus. It is necessary that this contractor be able to realistically reproduce artwork on all LYNX vehicles (LYNX buses which are12' high x 40', 35' or 29' long and other LYNX vehicles such as cars, carts, trucks and vans). The artwork must be completed in a timely manner - one-sided bus within 3 calendar days and two-sided bus within 5 calendar days.

LYNX also paints vehicles within the fleet for self promotion as this is one of the best methods to reach our customers. This is a highly effective way to advertise our services in a cost efficient manner.

FISCAL IMPACT:

The fiscal impact of this contract is estimated at \$600,000 over the life of the contract (two years with two additional one year terms and is funded at \$125,000 from the Advertising Sale budget and \$25,000 from the Marketing budget.

Consent Agenda Item #6.B. i

То:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Lisa Darnall (Technical Contact) Joe Cheney (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Award Contracts Authorization to Award a Contract to Gillig, LLC for Heavy Duty Transit Buses
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a five (5) year supplier contract to Gillig, LLC for heavy duty transit buses for the State of Florida.

BACKGROUND:

In 1996, the transit property members of the Florida Public Transportation Association (FPTA) created a consortium with the intended purpose of purchasing heavy duty transit buses under a single contract in order to leverage the purchasing power of the members throughout the State. The Hillsborough Transit Authority (HART) was the lead agency for the contracts awarded in 1997 and 2003.

In 2007, the Hillsborough Transit Authority (HART) opted not to be the lead procurement agency for the new contract. Subsequently, LYNX volunteered to take over this effort. There are twenty-seven (27) transit properties participating in the consortium. Each property submitted a five-year forecast identifying the number of diesel and hybrid electric buses anticipated for years one though five. Under this contract, participating transit agencies must pay a transaction fee of \$500 per bus, not to exceed \$10,000 per contract year. As the lead agency, LYNX is exempt from paying the transaction fee. Additionally, the FPTA will reimburse LYNX for the amount of time spent by staff to develop, issue, and award this contract.

At the April 24, 2008 LYNX Board of Directors meeting, staff received authorization to release a Request for Proposal (RFP) for the acquisition of heavy duty transit buses as the lead procuring agency on behalf of the members of the Florida Public Transportation Association (FPTA).

The RFP was released on June 30, 2008 and proposals were due to LYNX by 2:00 p.m. EST on Wednesday, September 24, 2008.

Five responses were received from the following firms:

- North American Bus Industries
- Daimler Buses North America
- New Flyer of America Inc.
- Designline USA, LLC
- Gillig, LLC

The Source Evaluation Committee (SEC) consisted of the following personnel:

- Lois Bollenback, General Manager, Volusia County (VOTRAN)
- Joe Cheney, Deputy Chief of Operations, Maintenance, LYNX
- Chad Engle, Transit Maintenance Manager, Sarasota County Area Transit (SCAT)
- Glen Goddard, Maintenance Manager, Lakeland Area Mass Transit (Citrus Connection)
- Jon Kavaliunas, Maintenance Manager, Palm Beach County (Palm Tran)
- Rick Kazawitch, Director of Maintenance, Volusia County (VOTRAN)
- Steven Neal, General Manager, City of Ocala and Marion County (SunTran)
- Fred Shields, Miami-Dade Transit, Acting Chief, Materials Management. (MDT)
- Paul Starling, Transit Maintenance Manager, City of Gainesville (RTS)*
- * Paul Starling was unable to attend the SEC meeting.

The proposals were evaluated on the following criteria in descending order of importance:

- I. Product (50%)
 - 1. Meets or Exceeds Performance Criteria.
 - 2. Structural Integrity (side impact protection)
 - 3. Safety Features
 - 4. Comfort Features
 - 5. Fuel Efficiency
 - 6. Corrosion Protection
 - 7. Quality of Training Program
- II. Performance (30%)
 - 1. Quality Control/Quality Assurance
 - 2. Qualifications and Experience
 - 3. Warranty Service
 - 4. Delivery History
 - 5. Organization Structure

III Price (20%)

- 1. Bus
- 2. Delivery
- 3. Training
- 4. Progress Payments
- 5. Prompt Payment Terms

The SEC met on Tuesday, October 14, 2008 to discuss the five responses. The meeting was publicly noticed and several of the proposers attended the meeting.

The scoring of the proposals submitted is as follows based on a total possible score of 800:

Vendor	Score
Gillig, LLC	750.60
New Flyer of America, Inc.	603.85
North American Bus Industries	583.50
Daimler Buses North America	570.44
Designline USA, LLC	539.24

Following the discussion on October 14, the SEC unanimously recommended the award be made to Gillig, LLC. A price comparison sheet showing the required base item pricing submitted by the manufacturers is attached.

The base pricing of the buses for year one is as follows:

Bus, Diesel, 30 Foot Low Floor, 102" Wide	\$306,373
Bus, Diesel, 35 Foot Low Floor, 102" Wide	\$316,188
Bus, Diesel, 40 Foot Low Floor, 102" Wide	\$320,983
Weighted Delivery Charge for Florida Agencies	\$6,400

In addition to the base price of the vehicle, Gillig provided a list of optional equipment items, whereas each ordering agency will be allowed to customize the bus to their particular needs. There are two (2) hybrid drive systems available as an option, the Allison EP40 Electric Drive System is \$209,500 and the Voith Electric Drive System is \$154,500. The cost of the hybrid drive will be added to the base price of the vehicle.

Each year Gillig, LLC is allowed a price increase which is based upon the U.S. Department of Labor/Bureau of Labor Statistics Producer Price Index ("PPI") Category 1413, "Trucks and Bus Bodies". The escalation in this index will be used to adjust the Base Order Prices. However, in no event will the prices for any purchase order exceed more than 5%.

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

The DBE requirement for the purchasing of rolling stock is monitored by the Federal Transit Administration (FTA).

LYNX B ard Agenda

As such, each transit vehicle manufacturer, as a condition of being authorized to bid or propose on FTA-assisted transit vehicle requirements, must certify that it has complied with the requirements of 49 CFR Part 26. The transit vehicle manufacturer must establish and submit for FTA's approval, an annual overall percentage goal guided, to the extent applicable, by the principles underlying 49 CFR Part 26.45 and CFR 26.49(b).

FISCAL IMPACT:

The minimum number of buses to be purchased by the consortium during the five (5) year period is twenty-five (25). This requirement can be met by any combination of orders placed under the contract. The maximum number of buses including hybrids which can be purchased during the contract is one thousand eight hundred forty-four (1,844). LYNX is currently scheduled to place its first order for buses under this contract (Board Agenda Item D,i) for twenty-five (25) buses. Delivery of these vehicles will start in July 2009. This order will fulfill the minimum requirements for the five year period.

ATTACHMENT H – TRANSIT VEHICLE MANUFACTURER CERTIFICATION (Bus or Rail Car Purchases Only)

CERTIFICATION OF DISADVANTAGED BUSINESS ENTERPRISES (DBE) COMPLIANCE

The responder, a Primary Transit Vehicle Manufacturer, hereby certifies that it has complied with the requirements of 49 CFR Section 26.49, as amended, by submitting an annual DBE goal, as amended, to the Federal Transit Administration (FTA). The goal has either been approved or not disapproved by the FTA.

SIGNATURE: Danalid
PRINT NAME:
SENIOR VICE PRESIDENT TITLE:
COMPANY:

SEPTEMBER 19, 2008
DATE: _____

NOTE: REFERENCE OUR ATTACHED CERTIFICAITON.

RETURN THIS PAGE WITH YOUR PROPOSAL

LYNX RFP 08-R01 Page 123 of 136

CLIN	Description	Gillig	NABI	Orion	New Flyer	Designline
0001	Bus, Diesel, 30 Foot Low Floor, 102" Wide	306,373	354,919	336,049	298,875	357,177
0002	Bus, Diesel, 35 Foot Low Floor, 102" Wide	316,188	361,869	340,049	303,750	365,995
0003	Bus, Diesel, 40 Foot Low Floor, 102" Wide	320,983	369,683	344,049	308,990	374,080
0004	Weighted Delivery Charge for Florida Agencies	6,400	1,700	1,495	3,759	5,000
				1.15/mile + Fuel		
0005	Delivery Charge for Non Florida Agencies	2.10/Mile	TBD	Surcharge	3,759	5,000
0006	Maintenace Orientation	* 625	2,700	83	*640	5,988
0007	Operator Orientation	**1,250	2,700	83	**1280	9,072
0008	Technical Training	***14,000	29,700	1,666	***22,080	108,400
0009	OEM Training – Engine	2,100	15,525	2,975	2,000	5,450
0010	OEM Training – Transmission	2,100	15,525	2,975	1,500	5,450
0011	OEM Training – Data Communications System	5,000	2,430	666	2,500	8,450
0012	OEM Training – Hybrid	5,300	7,560	19,000	2,500	8,165
0013	OEM Training – Fare Box Collections	3,500	2,430	1,726	2,900	N/C

LYNX RFP 08-R01 PRICE COMPARISON SHEET

* 4 Hours ** 8 Hours

*** 96 Hours

Consent Agenda Item #6.B. ii

То:	LYNX Board of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER Rik Smith (Technical Contact) William Hearndon (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Award Contracts Authorization to Award Contract(s) for the Consultant Team Program (CTP) – General Consulting Services Contract(s) for; Transportation and Financial Planning, Technical Studies, Urban Design and Implementing Geographic Information Systems
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to award a contract to Data Transfer Solutions and Reynolds, Smith & Hills for General Consulting Services. The scope of work covers the areas of transportation and financial planning, technical studies, urban design and implementing geographic information systems as outlined in the LYNX Request for Proposal (RFP). The initial contract term shall be for three (3) years with two (2), one year options subject to annual funding availability. The contract will have task work orders issued as the need arises for services as described in the scope of services. The subject contracts are at an annual "Not to Exceed" cost of \$300,000 in the aggregate per contract year.

BACKGROUND:

At the September 25, 2008 LYNX Board of Directors meeting, staff received authorization to release a Request for Proposal (RFP) for general consulting services. The RFP was released on October 20, 2008 and proposals were due to LYNX by 2:00 PM EST on Wednesday, November 5, 2008.

Six responses were received from the following firms:

- PB Americas, Inc.
- Reynolds, Smith & Hills
- Wilbur Smith & Associates
- Jacobs Engineering
- Glatting, Jackson, Kelcher, & Anglin
- Data Transfer Solutions

The Source Evaluation Committee (SEC) consisted of the following personnel:

- Lisa Darnall, Chief Operating Officer
- Blanche Sherman, Finance Manager
- Bill Heardon, Manager of Paratransit
- Eric Smith, Manager Service Design

The proposals were evaluated on the following criteria in descending order of importance:

- Experience of respondent, references, experience of key project personnel in transit related field (35)
- Past performance in transit projects (30)
- Methodology & technical approach (20)
- Fee schedule (15)

The SEC met on Tuesday, November 25, 2008 to discuss the six (6) responses.

The scoring of the proposals submitted is as follows based on a total possible score of 400:

Vendor	Score
Data Transfer Solutions	362*
Reynolds, Smith & Hills	348*
Glatting, Jackson, Kelcher, & Anglin	334
Wilbur Smith & Associates	328
PB Americas, Inc.	318
Jacobs Engineering	305

* At the September 25, 2008 Board meeting, LYNX staff was authorized to issue an RFP for general consulting services in the amount of \$100,000. Subsequently at the October 23, 2008 Board meeting, that amount was increased to a total of \$300,000 per fiscal year to a minimum of three (3) consulting firms as detailed in the RFP process. During the SEC meeting it was determined that based on the amount of the total yearly contract for all firms of \$300,000 and the quality of the top two firms, it would be in LYNX' best interest to award two contracts instead of three. The total value of the two contracts will not exceed \$300,000 in total per year.

The following are examples of planned projects included in the FY2009 budget:

LYNX B ard Agenda

- Service design staff support for reviewing and implementing updates in LYNX routing including flexible deviation of fixed-routes
- Map update of the Trapeze FX scheduling software to ensure accuracy when calculating miles and hours data as required for reporting to the National Transit Database
- Evaluation of the current Geographic Information Services (GIS) network for optimal configuration of access for the LYNX Intranet and LYNX ArcIMS applications, including installation of new software, design and implementation of the database structure, and migrating current geo-databases to the new SDE format
- Transit system monitoring evaluation to determine the effectiveness of and the customer satisfaction with LYNX services
- Bus stop inventory update to include more detailed information related to stop level accessibility to individuals with disabilities for use in fixed route and paratransit service planning and eligibility determinations
- Financial assistance in the areas of financial planning, budgeting, etc.
- Various planning projects that may be required throughout the year

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX procurement policies require prime contractors to use their best efforts to subcontract a portion of the work to DBE firms. LYNX has an established goal of 10.5% participation.

FISCAL IMPACT

There is a total of \$300,000 available in the FY09 operating budget through a combination of operating and grant funding.

Consent Agenda Item #6.C. i

То:	LYNX Board of Directors
From:	James McLawhorn CHIEF GOVERNMENT AFFAIRS OFFICER Brian Stutts (Technical Contact)
Phone:	407.841.2279 ext: 6064
Item Name:	Extension of Contracts Authorization to Exercise Second Year Option of Contract #06-001 with Akerman Senterfitt for Federal Lobbying Services
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to exercise the second of three one-year renewal options of Contract #06-001 with Akerman Senterfitt to perform LYNX federal lobbying services.

BACKGROUND:

In accordance with LYNX Board approval, an RFP was issued for federal lobbying services on October 3, 2005 and the contract was awarded to Akerman Senterfitt, effective December 9, 2005. The contract was for an initial term of two years with three one-year renewal options, subject to Board approval and annual funding availability.

Akerman Senterfitt has been successfully representing LYNX for the last three years and has been instrumental in the procurement of discretionary Congressional appropriations, the inclusion of LYNX items in the stimulus package and proactive in positioning LYNX in the next round of SAFETEA-LU reauthorization next year.

Earmarks total: \$16,667,050 (includes FY2007 dollars that went through the FTA when earmarks were removed).

FY2005 -- \$9,096,000 for LYNX buses in SAFETEA-LU Transportation bill

FY2006 -- \$1,350,000 for LYNX buses

FY2007 -- The Senate THUD bill included \$3 million for LYNX buses. The House bill included \$700,000.

FY2008 -- 2 earmarks totaling \$2,521,050

LYNX did very well in Bus and Bus Facilities earmarks compared to other transit systems in the State of Florida. LYNX received more than twice as much funding as any other system and significantly more than most. The average of the other 22 Florida bus and bus facilities earmarks was \$402,000, and the closest earmark to LYNX was \$750,000 for Palm Beach County.



FY2009 --

The Senate Transportation-HUD Appropriations bill includes an earmark of \$3 million for LYNX for bus purchases out of the Federal Transit Administration (FTA). The bill also includes \$8 million for the expansion of the LYMMO system in downtown Orlando. The House Appropriations Committee has not completed its version of the bill. The THUD bill will be completed early next year.

FISCAL IMPACT:

The contract is included in the fiscal year 2009 operating budget and is budgeted for a not to exceed cap of \$126,000.

Consent Agenda Item #6.C. ii

То:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Lisa Darnall (Technical Contact) Jeff Reine (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Extension of Contracts Authorization to Exercise First Year Option for Contract ET-#05-002 with EarthTech for Architecture and Engineering General Services
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to exercise the first year option to renew Contract ET-#05-002 with EarthTech to provide "Architect and Engineering Services" (A&E) as outlined in the LYNX Request for Proposal (RFP #05-002R). As the need arises for work to be performed, contract work orders will be released based upon the adopted fiscal year budgets up to, and "not to exceed" an aggregrate annual contract total of \$500,000.

BACKGROUND:

The scope of services under the Architectural and Engineering contract comprises A&E projects under the following categories.

- 1. Passenger Amenities Program
- 2. Operations and Maintenance Facilities
- 3. Landscape Architecture

The current Contract ET-#05-002 was approved by the Board of Directors on October 27, 2005 for an initial term of three years with two-(2) one (1)-year options with a not to exceed aggregate annual total of \$500,000. The current contract with EarthTech will expire on January 22, 2009.

LYNX B ard Agenda

Based upon the contract limit of \$500,000 and the adopted FY 2009 capital budget, the following projects may require architectural and/or engineering oversight and are programmed for completion within the first one-year contract extension:

• Shelters, Kissimmee/Osceola Square/Florida Mall Transfer	Centers approx. \$275,000
• Security Enhancements: Shelter/Bus Stops-Solar Lighting	approx. \$ 50,000
• LOC electrical and mechanical, including parking improver	nents approx. \$125,000
Bio-Diesel Tank	approx. \$ 30,000
 Miscellaneous on-call A&E services 	approx. \$ 20,000
Total Annual	l Contract \$500,000

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PARTICIPATION:

LYNX has established an overall goal of 10.5% participation be certified Disadvantaged Business Enterprises (DBE) in procurements of goods and services.

FISCAL IMPACT:

The first year renewal option of Contract ET-#05-002 with EarthTech will utilize capital funding programmed in the FY 2009 amended capital budget.

Consent Agenda Item #6.D. i

LYNX Board of Directors
Lisa Darnall CHIEF OPERATING OFFICER Joe Cheney (Technical Contact)
407.841.2279 ext: 6036
Miscellaneous Authorization to Purchase up to Twenty-five Replacement Buses
12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to purchase up to twenty-five (25) replacement transit buses at a not-to-exceed price of \$9,145,300 from Gillig, LLC. The bus purchase will include a combination of 40-foot and 35-foot buses, which are scheduled to be delivered beginning in July 2009.

BACKGROUND:

LYNX will have an active fleet of 272 revenue buses effective with the December 7, 2008 service change. Forty-eight of the vehicles meet the Federal Transit Administration's (FTA) requirements for retirement.

During the December Board meeting, staff will be requesting authorization to award a five (5) year supplier contract for heavy-duty buses for the State of Florida to Gillig, LLC. The current contract with Gillig expires in February 2009 and Hillsborough Transit Authority (HART) has been the lead agency for the last five years. LYNX will be the lead agency for the new contract.

LYNX B ard Agenda

The breakdown of the current cost is as follows:

FY 2009 Bus Procurement Cost Estimates for Twenty-five Replacement Buses

Cost of five 40-foot buses, with all options (\$ 367,728)	\$1,838,640
Cost of twenty 35-foot buses, with all options (\$362,933)	\$7,258,660
Spare Parts Package	\$30,000
Florida Consortium Fee (waived as lead agency)	\$0
Factory and Pre-production Inspections	\$18,000
Total cost for twenty-five buses	\$9,145,300

The base price for the 40-foot bus is \$320,983 and \$316,188 for the 35-foot bus. The delivery cost for each vehicle is \$6,400. LYNX is adding optional equipment and features such as the BRT Styling Package, Voice Annunciator with GPS, and Powder Coated Bike Racks.

The spare parts are desired for the efficient operations of the new buses to ensure minimum equipment downtime during its infancy and during its normal service life.

FISCAL IMPACT:

LYNX federal funding for transit buses has been made available within LYNX' FY2009 capital budget for the purchase of replacement transit buses.

Consent Agenda Item #6.D. ii

То:	LYNX Board of Directors
From:	Linda Watson CHIEF EXECUTIVE OFFICER Edward Johnson (Technical Contact)
Phone:	407.841.2279 ext: 6017
Item Name:	Miscellaneous Resolution Authorizing the Appointment of Edward L. Johnson as a Management Trustee to the Amalgamated Transit Union (ATU) Local 1596 Pension Plan
Date:	12/11/2008

ACTION REQUESTED:

Staff is seeking the Board of Directors' adoption of Resolution No. 09-001 authorizing the appointment of Edward L. Johnson as management's representative on the Amalgamated Transit Union (ATU) Local 1596 Pension Plan.

BACKGROUND:

Employees who are members of ATU Local 1596 participate in a defined benefit retirement plan. The plan has an oversight trustee board consisting of three union and three management employees. LYNX' Chief Executive Officer selects three management employees to serve as trustees with confirmation from the LYNX Board of Directors and the Union's Executive Board appoints its representatives. Each member serves a three-year term.

Mr. Johnson will replace Ms. Blanche Sherman providing a more diverse representation of management on the Trustee Board. Further, Mr. Johnson has previously served as a management trustee and is knowledgeable of the program.

FISCAL IMPACT:

There is no fiscal impact to this action.

CFRTA RESOLUTION 08-005

RESOLUTION APPROVING THE APPOINTMENT OF A MANAGEMENT APPOINTEE TO THE BOARD OF TRUSTEES FOR THE AMALGAMATED TRANSIT UNION LOCAL 1596 PENSION PLAN

WHEREAS, Central Florida Regional Transportation Authority (the "Employer") heretofore established a pension plan effective as of October 1, 1984 known as the Amalgamated Transit Union Local 1596 Pension Plan (the "Plan"); and

WHEREAS, Article II of the Plan authorizes the Employer to appoint three members to the Plan's Board of Trustees; and

WHEREAS, Edward L. Johnson will replace Blanche Sherman to complete the balance of her term as a trustee that shall expire September 30, 2009; and

WHEREAS, the Employer wishes to appoint Edward L. Johnson to the Board of Trustees of the Plan, effective January 1, 2009.

NOW, THEREFORE, IT IS

RESOLVED, by the Governing Board that the Employer is authorized to appoint Edward L. Johnson to the Board of Trustees of the Plan effective as of January 1, 2009; and it is

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

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CERTIFICATION OF THE ADOPTION OF THE PROPOSED RESOLUTION APPROVING THE

APPOINTMENT OF A MANAGEMENT APPOINTEE

TO THE BOARD OF TRUSTEES FOR THE

AMALGAMATED TRANSIT UNION LOCAL 1596 PENSION PLAN

APPROVED AND ADOPTED this _____ day of _____, 2008, by the

Governing Board of Directors of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

By: Governing Board

Chairman

ATTEST:

Assistant Secretary

Consent Agenda Item #6.D. iii

То:	LYNX Board of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER Belinda Balleras (Technical Contact) Sue Masselink (Technical Contact) Doug Jamison (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Miscellaneous Authorization to File Grant Applications with the Florida Department of Transportation (FDOT) for FY 2010 Rural Transportation Services and JARC/NFP Projects
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to submit three grant applications to the Florida Department of Transportation (FDOT) for Federal Transit Administration (FTA) funds attributable to rural and small urbanized areas.

Three separate grant applications will be submitted to FDOT: 1) for approximately \$500,000 of Section 5311 Non-urbanized Area Formula Program funds, 2) approximately \$800,000 of Section 5316 Job Access and Reverse Commute (JARC) Program funds, and 3) approximately \$500,000 of Section 5317 New Freedom Program (NFP) funds. Since projects to be funded under the JARC and NFP programs must be competitively selected by FDOT, any amounts to be awarded to LYNX may vary from the initial funding requests submitted by LYNX.

BACKGROUND:

As the designated recipient of FTA funds for rural and small urbanized areas, FDOT is soliciting applications under each of the following funding programs described below:

✓ Non-urbanized Area Program - Section 5311

The Federal government allocates non-urbanized area funds to the State of Florida as provided under Section 5311 of the Federal Transit Act. These funds are appropriated annually and allocated on a population-based formula. Such funds are to be used for public transportation in non-urbanized areas.

LYNX currently provides fixed route services between Orlando and the rural communities of Bithlo, Zellwood, Sanford, Oviedo, Kissimmee, St. Cloud, and other rural portions of Orange, Osceola, and Seminole counties. Currently, it is estimated that forty Links will service the rural areas in FY 2009/2010. These links will generate approximately 165,733 revenue hours annually.

The Federal rural operating assistance of approximately \$500,000 will offset some of the fixed route operating costs in FY 2010 and the balance of the rural services transportation will be funded through farebox revenues, local funding contributions and other directly generated revenues. Once authorized, the funds programmed by FDOT in July 2009 will be incorporated into the Regional Funding Model and included in the FY 2010 operating budget.

✓ Job Access Reverse Commute Program (JARC) -Section 5316

The JARC program provides funding for projects that assist welfare recipients and eligible lowincome individuals in accessing jobs and other employment-related activities, as well as reverse commute projects transporting those in urban and rural areas to suburban employment opportunities.

The Section 5316 JARC rural and small urbanized area funds are apportioned annually by FTA to FDOT as the designated recipient. FDOT in turn sub-allocated the JARC funds from the statewide Federal apportionments to the Districts for competitive selection of projects. FDOT guidance states that Section 5316 JARC funds can be used for capital or operating expenses.

On September 30, 2008, LYNX held a half-day Coordinated Transportation Planning Meeting for human services agencies and the public to plan for transportation projects to meet the needs of the elderly, individuals with disabilities, and individuals with lower incomes. LYNX, in collaboration with partner agencies, will prioritize projects and leverage existing resources as funding match for the operating or capital projects. LYNX will be submitting projects, approximately \$800,000 based on the available FDOT district-wide funding and potential JARC projects.

✓ New Freedom Program (NFP) - Section 5317

The NFP, a new program, provides funding for new public transportation services and service alternatives beyond those required by the Americans with Disabilities Act of 1991 (ADA) which assist individuals with disabilities to and from employment and full participation in community life.

The Section 5317 NFP rural and small urbanized area funds are apportioned annually by FTA to FDOT, as the designated recipient. FDOT in turn sub-allocated the NFP funds from the statewide Federal apportionments to the Districts for competitive selection of projects. FDOT guidance states that Section 5317 NFP funds can be used for capital or operating expenses.

LYNX B Sard Agenda

As previously mentioned, LYNX held a half-day Coordinated Transportation Planning Meeting for human services agencies and the public. LYNX, in collaboration with partner agencies, will prioritize projects and leverage existing resources as funding match for the operating or capital projects. LYNX will be submitting projects, approximately \$500,000 based on available FDOT district-wide funding and potential NFP projects.

The Sections 5311 (non-urbanized area operating assistance), 5316 (JARC) and 5317 (NFP) grant applications are due January 9, 2009, and will be considered in the development of the State Work Program prior to July 1, 2009. All funded projects need to be in the State Work Program by the adoption of the State budget each July.

The FY 2010 Section 5311 funds will be programmed by FDOT and the JPA will be executed before the beginning of the next fiscal year, October 2009.

The FY 2010 JARC and NFP projects will be competitively selected by FDOT in early 2009 and will be included in the State Work Program by the adoption of the State budget each July.

Attached is the Authorizing Resolution #08-006 for the FDOT grant applications.

FISCAL IMPACT:

Under Section 5311 (Non-urbanized area program), it is estimated that approximately \$500,000 of Federal funds for rural operating assistance may be available in FY 2010. Grant funds will be obligated after July 2009 under a Joint Participation Agreement with FDOT.

Under Sections 5316 (JARC) and 5317 (NFP), FDOT's final award announcement is anticipated sometime in early 2009 and funding will be included in the FY 2010 State Work Program. LYNX will apply for \$800,000 in JARC funds and \$500,000 in NFP funds but actual funding will be determined based on FDOT's final project selections and award notification. The FDOT selected JARC and NFP projects will be included in the LYNX FY 2010/2011 capital and operating budgets.

CFRTA RESOLUTION 08-006

A RESOLUTION OF THE CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY; AUTHORIZATION FOR THE CHIEF EXECUTIVE OFFICER (CEO) TO SUBMIT GRANT APPLICATIONS WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FOR FY 2010 RURAL OPERATING ASSISTANCE AND JOB ACCESS REVERSE COMMUTE (JARC) AND NEW FREEDOM PROGRAM (NFP) PROJECTS

WHEREAS, LYNX has completed a Transportation Development Plan (TDP) for FY 2009-2018, which has been adopted by the Board and submitted to FDOT in June 2008, and the projects identified in the TDP are consistent with METROPLAN Orlando's Year 2025 Long Range Plan and five-year Transportation Improvement Program (TIP).

WHEREAS, this is a resolution of the GOVERNING BOARD of the Central Florida Regional Transportation Authority (hereinafter BOARD), which hereby authorizes the signing and submission of the FY 2010 grant applications and supporting documents and assurances to the Florida Department of Transportation.

WHEREAS, this BOARD has the authority to authorize the execution of a Joint Participation Agreements and any supplements thereof, pursuant to grant awards made by the Florida Department of Transportation as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act, as amended

NOW THEREFORE, BE IT RESOLVED THAT:

- 1. The BOARD has the authority to authorize the execution of the Joint Participation Agreements to be issued by FDOT in FY 2010.
- 2. The BOARD authorizes the Chief Executive Officer (CEO) to execute the Joint Participation Agreements with the Florida Department of Transportation for operating assistance for rural transportation services and JARC/NFP projects in the amount of approximately \$1,800,000.
- 3. That the above authorizations shall be continuing in nature until revoked by the Chairman of the Governing Board.

APPROVED AND ADOPTED this 11th day of December 2008, by the Governing Board of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

By<u>:</u>_____

Chairman

Attest:

Assistant Secretary

Consent Agenda Item #6.D. iv

То:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Blanche Sherman (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Miscellaneous Authorization to Transfer a Retired Vanpool Vehicle to the United States Veterans' Administration
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to transfer or sell at public auction one (1) vanpool vehicle and components.

BACKGROUND:

LYNX staff has identified a 1998 Dodge Ram Van for retirement. The United States Veterans' Administration has expressed an interest in receiving the LYNX retired vanpool vehicle to their agency to shuttle veterans to medical facilities located outside of LYNX' service area.

The transfer of the vanpool vehicle will require FTA approval in order to waive or transfer any outstanding obligation associated with the vehicle and the related components which is currently valued at \$0. LYNX staff will continue to work with the United States Veterans' Administration to facilitate the transfer of the vehicle. If the transfer of the vehicle is not successful, LYNX staff will then include it in public auction.

FISCAL IMPACT:

The net book value of the one (1) vanpool vehicle and components is \$0.

Consent Agenda Item #6.D. v

То:	LYNX Board of Directors
From:	Peggy Gies CHIEF MARKETING OFFICER Jo Santiago (Technical Contact) Raul Balda (Technical Contact) Belinda Balleras (Technical Contact)
Phone:	407-254-6020
Item Name:	Miscellaneous Authorization to Execute a One Year Joint Participation Agreement (JPA) with the Florida Department of Transportation (FDOT) under its Commuter Assistance Grant Program
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to execute a one (1) year Joint Participation Agreement (JPA) with the Florida Department of Transportation (FDOT) under its Commuter Assistance Grant Program.

BACKGROUND:

In 2002, the Florida Department of Transportation (FDOT) published guidelines for the implementation of a Commuter Assistance Program. Funds were made available for eligible grant recipients to implement low cost alternatives for alleviating urban highway congestion and improving air quality.

The program focuses on reducing the single occupant commuter trip that is the greatest cause of peak hour highway congestion. FDOT assigned four goals to promote Commuter Assistance within our region including the following:

- > Increase the number of employers in the Commuter Assistance Program (CAP).
- > Increase the level of participation by individuals in the CAP.
- Promote program innovations and marketing.
- > Participate in regional meetings and/or discussions regarding District 5 CAP efforts.

LYNX B ard Agenda

Eligible expenses under this program include salaries, marketing, advertising, computerized matching, software, purchase of promotional items, etc.

Annually, LYNX submits to the Florida Department of Transportation (FDOT) a budget and Commuter Assistance Program work plan to identify strategies used to meet the goals assigned by FDOT. Commuter Assistance Programs such as vanpool, carpool, Guaranteed Ride Home, and commuter tax breaks are marketed to Central Florida businesses and citizens to increase utilization. The work plan outlines goals, marketing and communication strategies, performance measures criteria and a budget to fund 50% of personnel, operational and marketing expenditures related to implementing and promoting Commuter Assistance in the Central Florida region.

Upon FDOT approval of the LYNX budget, a new Joint Participation Agreement is executed and FDOT reimburses LYNX 50% of expenditures used to promote or implement commuter assistance programs quarterly.

LYNX has experienced considerable success with the rideshare programs. LYNX currently has 61 vanpools that travel within the seven county region. The demand for vanpools has shown a steady increase fueled by program awareness, federal tax incentives and rising fuel prices. Within the last year staff has worked with employers such as Duke Realty, FCC Coleman, the Orlando VA Hospital and the Transportation Security Administration to implement employee vanpool programs. The carpool program also has increased to 3,868 potential matching partners. Recent employers that joined the carpool revolution are Disney and Westgate Resorts. The bus pass programs have grown tremendously within the year adding three new employer programs and 10 new retail consignors selling bus passes. There are more than 100 retail locations in the tri-county area that sell bus passes to the general public.

FISCAL IMPACT:

All expenses outlined in the 2009 project budget correlates with LYNX' Commuter Services FY 08-09 budget. Commuter Assistance eligible expenditures outlined in the CAP budget will be reimbursed to LYNX by FDOT quarterly. This JPA provides \$200,000 for the Commuter Services program budget for 2009.

CFRTA RESOLUTION #08-007

A RESOLUTION OF THE CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY (d.b.a. LYNX); AUTHORIZATION FOR THE CHIEF EXECUTIVE OFFICER TO EXECUTE THE JOINT PARTICIPATION AGREEMENT #4179681 WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FOR THE COMMUTER ASSISTANCE PROGRAM

WHEREAS, there is a Commuter Assistance Program Grant which shall be administered by the Florida Department of Transportation (FDOT) and the grant will provide funding to implement low cost commuting alternatives to alleviate urban highway congestion and improving air quality and associated expenses of salaries, marketing, computerized matching software, promotional items, etc.

WHEREAS, this is a Resolution of the GOVERNING BOARD of the Central Florida Regional Transportation Authority (hereinafter BOARD), which hereby authorizes the execution of the Joint Participation Agreement #4179681 with the Florida Department of Transportation for the Commuter Assistance Program; and

WHEREAS, this BOARD has the authority to authorize the execution of the Joint Participation Agreement.

NOW THEREFORE, BE IT RESOLVED THAT:

- 1. The BOARD has the authority to authorize the execution of the Joint Participation Agreement #4179861.
- 2. The BOARD authorizes the Chief Executive Officer or designee to execute the Joint Participation Agreement #4179681 with the Florida Department of Transportation for the Commuter Assistance Program in the amount of \$200,000.
- 3. That the above authorization shall be continuing in nature until revoked by the Chairman of the Governing Board.

APPROVED AND ADOPTED this _____ day of December 2008, by the governing Board of the Central Florida Regional Transportation Authority.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

By:_____Chairman

Attest:

Assistant Secretary

Commuter Services CAP Budget	LYNX Budget	CAP 2009
	FY 09	request match
SALARY		
Personnel Expenses	\$217,604.00	\$108,802.00
Temporary Help	\$2,000.00	\$1,000.00
Total Salary Expenses	\$219,604.00	\$109,802.00
	-	
SOFTWARE	-	
Web-Base Software Maintenance for Rideshare	\$12,500.00	\$6,250.00
Matching		_
OPERATING	-	_
Office Supplies	\$2,000.00	\$1,000.00
Telephone	\$1,000.00	\$500.00
Cellular Communications	\$1,000.00	\$500.00
Vehicle License & Tags for new vans purchased for		_
vanpool	\$750.00	\$375.00
Purchase Trans Service, Guaranteed Ride Home	\$4,000.00	\$2,000.00
Total Operating Expenses	\$8,750.00	\$4,375.00
MARKETING	-	
Marketing Promotion	\$34,500.00	\$17,250.00
Sustainanbility forums	_	_
Business Sponsorships/Presentations	_	_
Business Expos	_	_
Media Expenses	\$40,000.00	\$20,000.00
Web Advertising		_
Print Ads		_
Professional Services	\$26,000.00	\$13,000.00
Mailing Services		
Bus Painting		
Printing	\$19,000.00	\$9,500.00
Bus Interior Cards (Commuter Programs)		
Printing of CAP Direct Mail pieces		
Park and Ride Promotion Printing	\$10,000.00	\$5,000.00
Vanpool & Carpool Promotional priniting for employers		
Employer Survey Printing		
Dues & Subscriptions	\$8,000.00	\$4,000.00
Memberships		

Commuter Services CAP Budget	LYNX Budget	CAP 2009
	FY 09	request match
Travel Expenses	\$1,400.00	\$700.00
CUTR/CAP certificate	_	
Training	\$2,500.00	\$1,250.00
Presentation skills	_	
Advertising/Promotion Media	\$20,200.00	\$10,100.00
Vanpool Monthly Incentive promotion/Seat Subsidy	_	
LYNX Vanpool Referral Incentive Program	_	
Club LYNX Incentive Cards	_	
LYNX Employee Commuter Choice Incentives		
Postage, Express Mail	\$2,000.00	\$1,000.00
Postage, Park and Ride	\$8,000.00	\$4,000.00
	_	
Total Marketing Expenses	\$171,600.00	\$85,800.00
TOTAL BUDGET	\$399,954.00	\$199,977.00

Consent Agenda Item #6.D. vi

То:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Blanche Sherman (Technical Contact) Joe Cheney (Technical Contact) Ed Velez (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Miscellaneous Authorization to Transfer Ten (10) LYMMO Buses and Related Components to the State College of Pennsylvania (CATA)
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to transfer ten (10) LYMMO revenue vehicles and components to the State College of Pennsylvania (CATA).

BACKGROUND:

LYNX maintenance staff has identified 10 revenue vehicles for retirement. State College of Pennsylvania or CATA has expressed an interest in receiving 10 of the LYNX retired vehicles to their agency.

Staff is recommending the removal of the ten 1997 New Flyer Compressed Natural Gas (CNG) buses from service as part of the fleet reduction to comply with the 20% spare ratio requirements on December 7, 2008. The selection of the 10-CNG units was based on the high operating costs, frequency of maintenance and poor performance of these buses. Additionally, the specialized skill set required to maintain the CNG units and the specialized parts incur additional costs to LYNX.

Cost and Performance Comparison

The following summary report provides a comparison of the New Flyer CNG Buses with Gillig diesel buses based on FY 08 data. The cost per mile for parts, labor and fuel are compared as well as the annual miles and the life to date miles.

Item	Gillig Diesel Bus	1997 New Flyer CNG Bus (10 Buses)	Increase in CNG
Parts Cost per Mile	\$0.15	\$1.07	613%
Labor Cost per Mile	\$0.13	\$0.90	592%
Total Average Maintenance Cost	\$0.28	\$1.97	604%
Total Average Vehicle Life To Date Mileage	742,119	154,818	
Average Annual Vehicle Mileage	51,086	6,486	
Average Fuel Cost per Mile	\$1.19	\$2.76	132%

Source: LYNX Maintenance Reporting Software System – average miles based on 1997 diesel fleet, all other data based on entire diesel fleet.

The average cost of maintaining the CNG buses is much higher than the diesel buses due to the cost of parts and the specialized equipment needed. Furthermore, the tools and technology is old and there are very few technicians who are trained and qualified to work on the CNG buses because there are so few in the total fleet. Also, even with fluctuating fuel prices, the CNG bus fuel cost is much higher than the cost for diesel fuel.

The average life-to-date (LTD) miles of the 10 bus CNG fleet is 154,818 miles and is reflective of the short low speed route and frequency of being out of service due to poor performance.

Average LTD miles for the CNG units:	154,818 miles
Average LTD miles for the Diesel powered:	742,119 miles

The decision to remove these units from service is a business decision based on economics and performance. The Central Area Transportation Authority in State College, PA is fully committed to CNG buses. The duty cycle for the CATA bus fleet is not a low speed service and therefore do not have the associated maintenance issues as experienced by LYNX.

The transfer of the 10 CNG buses will require FTA approval in order to waive or transfer any outstanding obligation associated with the vehicles and the related components which is currently valued at \$51,763. LYNX staff will continue to work with CATA and/ or with other agencies to facilitate the transfer of the revenue vehicles.

LYNX B ard Agenda

LYNX plans to run ultra low sulfur diesel buses to operate the LYMMO services until the CNG buses are actually replaced. LYNX and the City of Orlando staff have had preliminary discussions regarding replacing the CNG buses with Hybrid buses. LYNX is working with the City of Orlando to determine their matching portion.

FISCAL IMPACT:

The net book value of the ten (10) CNG vehicles and components is \$99,665. The potential FTA obligation is \$51,673, approximately 50% of the book-value. FTA funded 50% of the original purchase of the CNG buses. Any liability associated with the remaining net book value of the vehicles and components will be transferred to CATA upon approval of the FTA.

Consent Agenda Item #6.D. vii

To:	LYNX Board of Directors
From:	Edward Johnson CHIEF OF STAFF
Phone:	407.841.2279 ext: 6058
Item Name:	Approval of the Chief Executive Officer's (CEO)Annual Performance Appraisal
Date:	12/11/2008
Date:	12/11/2008

ACTION REQUESTED:

Board Chair, Commissioner Carlton Henley is seeking approval of the Chief Executive Officer's (CEO) annual performance appraisal by the LYNX Board of Directors.

BACKGROUND:

At the June 2004 Board of Directors meeting, the LYNX governing board selected Ms. Linda Watson as the agency's Chief Executive Officer (CEO). At the time of appointment the CEO was awarded a three year contract that included certain negotiated benefits and requirements for an annual performance and compensation review. Consistent with the employment agreement, earlier this summer the Chairman of the Board authorized General Counsel to coordinate with each Board member to initiate the Fiscal Year 2008 performance and compensation appraisal.

Based upon the favorable review by the Board of Directors it is being recommended that the CEO receive an adjustment in her base salary compensation of 2%, an increase in car allowance of \$50 per pay period to total \$600/month, as well as maintain similar benefits that are comparable to other LYNX employees.

FISCAL IMPACT:

Board Chair is recommending a 2% increase in base salary for the year-beginning October 2008, which is consistent with all LYNX employees.

Consent Agenda Item #6.D. viii

То:	LYNX Board of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER Joe Cheney (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Miscellaneous Authorization to Issue an IFB for Electrical & Mechanical Improvements to the LYNX Operations Center (LOC)
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to release an IFB for electrical and mechanical improvements to the LYNX Operations Center (LOC).

BACKGROUND:

LYNX received a certificate of occupancy for Building "A" at the LYNX Operations Center (LOC) in August of 2007. Although the building was substantially complete at that time, there were several outstanding construction and design issues that needed to be corrected. Because of the degree of difficulty in resolving construction issues under the original construction contract, LYNX avoided issuing change orders to the construction contractor, Collage to correct design problems. Grant funds to support the required design changes were allocated and the work delayed until the construction contract was closed out.

The electrical design problems are highlighted by the method in which LYNX maintenance staff has to complete their daily activities. The automotive lifts used to repair support vehicles and the air conditioning recovery machines used to service buses can only be operated by connecting them to small portable electric generators for power. In the original design there were no provisions made for electrical power to operate the automotive lifts and there are no electric panels located in this area. Although the air conditioning recovery machines will plug into a normal 120 volt outlet, there is a 35% drop in voltage due to the distance from the power panel

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(over 300 feet). The supervisor's office is presently being used as the Electronics Shop, because the requirements to support the Electronics Shop activity were not included in the original design.

In the original building design, all electric panels were located in the center of the building and the individual branch circuits were run from this point. Any sizable electrical load located beyond the mid-point of the building suffers a drop in voltage and will cause damage to the equipment.

The compressed air is supplied from a single air compressor located in the center of the building. The line pressure drops by over 30% if there is a high usage in certain sections of the shop.

The tire shop equipment, brake lathe, fabrication shop equipment, battery charging room equipment, electronics shop equipment, training equipment and portable bus post lifts can not be installed until the required electrical power and compressed air supplies are available.

The building's carbon monoxide ventilation system and the vehicle exhaust ventilation system were installed as designed by the construction contractor. However, the systems' designs were incomplete and these systems are presently non-functional.

The CoRayVac radiant heat system is not effective in producing heat and is not efficient. Portions of the system also interfere with raising a bus on a lift to a normal height to complete work. LYNX staff has asked for an engineering review and the feasibility of converting this system to a forced hot air system.

The Material Control Division computers are connected by means of extension cords that are run across the floor in high traffic areas. Additionally, this group does not have the ability to recharge the electric forklift truck in this area.

The work resulting from this IFB will correct the following problem areas:

- Voltage and power distribution
- Ability to connect shop equipment in various parts of the building
- Air pressure
- Vehicle exhaust system
- Building carbon monoxide ventilation system
- Radiant heat
- Set up the electronics shop

FISCAL IMPACT:

The rough estimate of the construction costs for all electrical and mechanical improvements is between \$750,000 and \$1,000,000, and is included in the FY09 capital budget. These are 100% Federally Transit Administration (FTA) grant funds approved specifically for the LOC project.

Staff will return to the Board for approval prior to the award of a contract to complete this work.

Consent Agenda Item #6.D. ix

To:	LYNX Board of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER William Zielonka (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Authorization to Submit Department of Homeland Security (DHS) Transit Security Grant Applications
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization to submit Department of Homeland Security (DHS) Transit Security Grant applications.

BACKGROUND:

LYNX has had success over the past two years in obtaining funding for identified projects. The Department of Homeland Security Transit Security Grant Program is part of a comprehensive set of measures authorized by Congress and implemented to help strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks. The program provides funds to transit systems to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters and other emergencies by elevating security on a system-wide level. The program is authorized by Section 1406 of *Implementing Recommendation of the 9/11 Commission Act of 2007* and the *Consolidated Security, Disaster Assistance, and Continuing Appropriations Act of 2009*. LYNX received \$959,290 in 2007 to conduct agency-wide Basic Mass Transit Security Training, including Security Awareness and Behavior Recognition and is nearing completion of the project. LYNX received an additional \$2.1M in 2008 for system-wide security upgrades including upgrading the CCTV Center, public awareness campaigns and activities, and continued transit security training. These projects are currently in the development phase.

In FY 2009, Congress appropriated \$388.6M for the DHS Transit Security Grant Program. For TIER II agencies, \$36.6M is earmarked. There are 51 eligible TIER II transit agencies

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throughout the United States, including LYNX. The application process is a competitive process. The awards are based on project effectiveness and priorities set by DHS, Transportation Security Administration (TSA) and Federal Emergency Management Administration (FEMA). All awards will be made directly to the transit agencies. As such, transit agencies will be responsible for submitting their application by the mandated application deadline of January 13, 2009. LYNX is in the process of developing the investment justification for the categories listed below. If successful, LYNX believes the value of the grant funding would be approximately \$3M.

Potential Categories are:

- Operational Deterrence, Drills, Awareness Activities
 - Transit Security education for employees performing key responsibilities
 - Homeland Security Equipment User instruction
 - Crowd Assessment
 - Public Awareness Campaign and Education Activities
- Single-User High Density Key Infrastructure Protection
 - Live Monitoring of LYMMO system linked directly with Law Enforcement
 - Visitor Tracking System
 - Recognition Software
- Key Operating Asset Protection
 - Upgrade of the Hardening of Stations and Bus Yards
- Other Mitigation Activities
 - Upgrade to Direct Wireless Communication to Video surveillance System
 - Secure, Direct Interoperability Communications System between Transportation Units

FISCAL IMPACT:

There will be no impact on the operating budget or required matching funds; any successful application will be funded 100% by the grant.

Consent Agenda Item #6.D. x

То:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Blanche Sherman (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	FY2009 Amended Capital Budget
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to amend the FY2009 Capital Budget to reflect the impact of the additional Preventive Maintenance funding to support the operating budget and final Board decision regarding local capital contributions.

BACKGROUND:

On October 23, LYNX staff presented the amended Capital Budget for FY2009 in the amount of \$29,427,445. At the time, LYNX staff indicated that the impact of the additional \$2,000,000 of preventative maintenance funding would be reviewed and submitted to the Board in December for consideration. The actual amount of the adjustment is \$2,253,573.

The following schedules reflect the impact of the preventative maintenance funding adjustments and carryover items actually received in FY2008 and originally included in the FY2009 budget.

FY2009 Amended Capital Budget

Capital Contributions Federal Revenue State Revenue Local Revenue Total Capital Contributions	Amended <u>Budget</u> \$ 27,866,128 - <u>1,561,317</u> <u>\$ 29,427,445</u>	<u>Revisions</u> \$ (2,839,674) 929,200 (343,099) <u>\$ (2,253,573)</u>	Final <u>Budget</u> \$ 25,026,454 929,200 <u>1,218,218</u> <u>\$ 27,173,872</u>
Capital Expenditures	Amended		Final
	<u>Budget</u>	Revisions	Budget
Transit Buses	\$ 13,289,230	\$ (1,000,000)	\$ 12,289,230
Capital Bus Lease	1,005,094	- (407 615)	1,005,094
Passenger Amenities (Bus Shelters, etc.) Support Equipment/Engines &	4,749,192	(407,615)	4,341,577
Transmissions	3,059,243	(311,834)	2,747,409
Commuter Vans	1,047,028	(534,124)	512,904
Paratransit Vans	900,000	(334,124)	900,000
Fixed-Route IVR & Trip	200,000		200,000
Planner/Paratransit Trip Planner	320,955	_	320,955
Facility Improvements	1,852,893	_	1,852,893
Fixed-Route Next Bus/AVL/Real Time	, ,		, ,
Signage	250,000	-	250,000
Safety/Security Enhancements	1,974,610	-	1,974,610
Bio-Diesel Project	979,200	_	979,200
Total Capital Expenditures	<u>\$ 29,427,445</u>	<u>\$ (2,253,573)</u>	<u>\$ 27,173,872</u>

The effect of all the above adjustments does not change the local funding requirement nor the amount required to be funded from reserves. Staff recommends approval.

Action Agenda Item #7.A

То:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Blanche Sherman (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Authorization to Enter into the FY2008-2009 Service Funding Agreement with Orange County
Date:	12/11/2008

ACTION REQUESTED:

Staff is requesting the Board of Directors' authorization for the Chief Executive Officer (CEO) or designee to enter into the FY2009 funding agreement with Orange County, a regional Funding Partner, in the amount of \$39,761,235 for local financial assistance and also includes \$250,000 for support of the "CLUB" program and language outlining the requirements for LYNX' bus shelter program.

BACKGROUND:

On September 25, 2008 the Board authorized LYNX staff to enter in an agreement with Orange County that included : 1) Orange County's financial contribution to LYNX in the amount of \$39,761, 235; 2) financial assistance of \$250,000 for support of the "CLUB" program; and 3) language outlining the requirements for LYNX' bus shelter program. This is the first year the County has requested combining all three of these services into one contract. Subsequent to this approval, it was agreed that it would be in the best interest of both parties to establish three separate agreements as was previously the case.

Attached is a new draft agreement between LYNX and Orange County that includes all three agreements. It will take time for the LYNX and County attorneys to establish the attached agreement as three separate agreements and LYNX is facing a financial emergency. LYNX is unable to receive its monthly payments from the County until a financial agreement is approved by both Boards. It is our understanding that this agreement has been placed on the Orange County Board agenda December 16

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The attached agreement is the final language as opposed to the one the Board approved in September.

The only material change to any of the three agreements is adding language in the shelter agreement that would provide penalties to LYNX for shelters that are considered to be in non-compliance with Orange County regulations.

AGREEMENT by and between ORANGE COUNTY, FLORIDA and LYNX

THIS AGREEMENT is made and entered into by and between Orange County, Florida, a charter county and political subdivision of the State of Florida (hereinafter the "COUNTY"), whose principal address is Post Office Box 1393, Orlando, Florida 32802-1393, and the Central Florida Regional Transportation Authority, a body politic and corporate created pursuant to Part II, Chapter 343, Florida Statutes (hereinafter "LYNX"), whose principal address if 455 North Garland Avenue, Orlando, Florida 32801.

WITNESSETH

WHEREAS, Part II, Chapter 163, Florida Statutes (the "Local Government Comprehensive Planning and Land Development Regulation Act"), provides, *inter alia*, that specific public facilities and services must be available concurrently with the impacts of development; and

WHEREAS, the COUNTY, on July 1, 1991, adopted a Comprehensive Policy Plan (the "CPP"), which calls for specific level of service improvements in public transportation; and

WHEREAS, the COUNTY recognizes the need to provide public transportation services in an efficient manner and acknowledges the benefits of increased ridership on the regional transportation system; and

WHEREAS, increasing traffic congestion and continued population growth require mass transit service improvements; and

WHEREAS, reliable and convenient mass transit service offers a viable alternative to private automobile travel; and

WHEREAS, LYNX provides mass transit services within the limits of the COUNTY and contributes to the support of CPP policies; and

WHEREAS, the COUNTY recognizes the need to maintain and improve transit services; and

WHEREAS, the COUNTY, through public-private partnerships, has established *the Club*, a program that provides positive year-round and expanded recreational opportunities for youth throughout the COUNTY; and

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WHEREAS, LYNX has been a transportation partner with the COUNTY in providing transportation services for *the Club*; and

WHEREAS, the COUNTY desires that LYNX continue as a transportation partner for *the Club*; and

WHEREAS, pursuant to Section 337.408, Florida Statutes, the COUNTY has the authority to regulate the installation of transit shelters and benches within the right-of-way limits of any COUNTY road or non-limited-access state road within unincorporated Orange County and Section 336.02 vests the COUNTY with the general superintendence and control of the county roads within the COUNTY; and

WHEREAS, pursuant to Section 343.64, Florida Statutes, LYNX has the authority to own, operate, maintain, and manage a public transportation system in the area of Orange, Seminole and Osceola Counties, and in the exercise of that authority has the right to contract for the operation or management of any part of a public transportation system or facility, including transit shelters, transit stops and benches; and

WHEREAS, pursuant to Section 343.64, Florida Statutes, LYNX has the right to contract with other governmental entities, including the COUNTY, and has the right to accept funds from other governmental sources; and

WHEREAS, the COUNTY finds that a need for customer amenities exists throughout the unincorporated area of Orange County and that providing such amenities is in the best interest of the public; and

WHEREAS, the COUNTY lawfully possesses certain rights-of-way and desires to grant a license to LYNX for the specific purpose of entering into and onto the county rights-of-way for various purposes including public transit operations and providing customer amenities; and

WHEREAS, LYNX and the COUNTY entered into that certain ORANGE COUNTY/LYNX CUSTOMER AMENITY AGREEMENT (the "Customer Amenity Agreement") on May 14, 2002, granting LYNX the license to construct, maintain, and operate transit shelters, benches, parking, and other associated amenities for the use, convenience, and comfort of customers using LYNX transit services; and

WHEREAS, this Agreement provides for the development, funding, and implementation of public transportation services; and

WHEREAS, the COUNTY has budgeted funds for fiscal year 2008-2009 to support LYNX public transportation services and to support *the Club*; and

WHEREAS, at present, LYNX and the COUNTY acknowledge that the funds provided by the COUNTY to LYNX are used as the COUNTY's support of the regional public transportation system within Orange County only.

NOW, THEREFORE, in and for consideration of the mutual covenants and agreements hereinafter contained and other good and valuable consideration, the COUNTY and LYNX agree as follows:

Section 1. Recitals. The COUNTY and LYNX hereby declare that the recitals set forth above are true and correct and are incorporated herein and made a part of this Agreement.

Section 2. Definitions. The following capitalized terms shall have the following meetings:

"Access LYNX" means LYNX's van transit service for medically-qualified, physically challenged transit customers.

"Agreement" means this agreement and its exhibits.

"Bus Shelter" means a permanent structure located at a Bus Stop (the location of which must be approved by the Orange County Public Works Department) that provides seating for passengers with shelter from weather over the seating.

"Bus Stop" means an area within or adjacent to a right-of-way on a COUNTY road or on a non-limited-access state road within unincorporated Orange County designated by LYNX in coordination with the COUNTY, considering existing and planning future development, as the location where a bus or other transit vehicle may stop to pick up or discharge passengers.

"Contract" means any agreement between LYNX and a Contractor relating to the construction, operation, installation, maintenance of any Customer Amenity at one or more places within unincorporated Orange County.

"Contractor" means any person (non-LYNX employee) or entity retained by LYNX to construct, install, operate, or maintain Customer Amenities within unincorporated Orange County.

"Customer Amenity" means any transit shelter, transit sign, specialty paving, system map/fare information structure, transit vehicle waiting bench (i.e., bus benches) (except those bus benches put in place pursuant to that certain agreement among the COUNTY and Altrusa International of Orlando-Winter Park, Inc. and various other organizations, dated July 27, 1999), leaning rail, trash receptacle, newspaper stand, landscaping, public telephone, courtesy telephone, lighting, bicycle storage, information kiosk, bus bay, reader board, computer bulletin, drinking fountain, bathroom, auto parking, informational signage, or any other item provided for

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the use, convenience, and comfort of customers using the transit services of LYNX as described in the Customer Amenities Manual, published by LYNX from time to time.

"Deadhead" means the vehicle miles and hours of operation incurred in non-revenue service in support of revenue service (i.e. miles and hours from the garage to the beginning of a route).

"Fixed-Route" means service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip services the same origins and destinations, unlike demand response. Include route deviation service, where revenue vehicles deviate from fixed route on a discretionary basis.

"Operating Expense (Cost)" means the expenses associated with the operation of the transit agency, and classified by function or activity and the goods and services purchased. It is the sum of "Vehicle Operations," "Vehicle Maintenance," "Non-Vehicle Maintenance," and "General Administration."

"Passenger Fares" means the revenue earned from carrying passengers in regularly scheduled service. Passenger fares include the base fare, zone premiums, express service premiums, extra cost transfers and quantity purchased discounts (weekly, monthly, student, senior, etc. passes) applicable to the passenger's ride.

"Passenger Trips" (Unlinked Passenger Trips) means the number of fare-paying transit passengers with each person counted once per boarding.

"Public Transportation" means transportation by bus, van or other conveyance providing to the general public or special service including ADA services on a regular and continuing basis. Also known as "Mass Transit" and "Transit." "Public Transportation" for the purposes of this Agreement shall not include light rail.

"Revenue Hours" means the hours a vehicle travels while in revenue service excluding Deadhead hours.

"Revenue Miles" means the miles a vehicle travels while in revenue service, excluding Deadhead miles.

"Revenue Service" means the portion of the trip and/or period of time when a vehicle is available to board and alight fare-paying transit passengers.

"The Club" means the Orange County program that provides recreational opportunities for the COUNTY's youth throughout the COUNTY.

"Transit Shelter" has the same meaning as Bus Shelter.

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"Transit Stop" has the same meaning as Bus Stop.

"Transit Transfer Station" has the same meaning as Bus Stop.

Section 3. Funding.

A. General Public Transportation Services Funding

1. The COUNTY and LYNX agree that this Section 3 shall only apply to the services for the 2008-2009 budgets and that any future service and budget proposals for service in the COUNTY shall be developed by LYNX and COUNTY.

2. The COUNTY agrees to appropriate up to a maximum of thirty nine million, seven hundred sixty one thousand, two hundred thirty-five dollars (\$39,761,235) to LYNX for fiscal year 2008-2009 for the provision of public transportation services within Orange County in accordance with this Agreement and to be allocated as follows:

a) The base operating expenditures funding of \$38,761,235 shall be for fixed route bus service, Access LYNX, and other existing services. Moreover, the base items such as unfunded Medicaid trips, fuel, health insurance and union contract increases will be accounted for and reported separately to determine if there are surpluses at the end of each fiscal year. If surpluses exist, LYNX shall submit a written notification to the COUNTY of such surpluses and schedule a meeting with COUNTY staff to discuss the treatment of such surpluses

b) The \$38,761,235 shall be paid by the COUNTY to LYNX in twelve (12) equal monthly installments by COUNTY's designated representative and shall be due on the first of each month beginning in October 2008, and payable no later than thirty (30) days after the due date. The first such payment under this Agreement shall be made no sooner than October 1, 2008 or the execution date of this Agreement. The last payment, due September 1, 2009, may be reduced by the amount reserved for uncontrollable expenses identified in the subsection above. Notwithstanding the foregoing, in the event LYNX fails to submit the required quarterly reports or fails to comply with any material terms of this Agreement, to include timely payment of health insurance premiums now payable to Orange County under new self-insurance plan, the COUNTY reserves the right to withhold the monthly payment pursuant to Section 4, of this Agreement. In no event shall payments hereunder be required of the COUNTY after the termination of this section as set forth in Section 14 or after the expiration of this Agreement as set forth in Section 26.

c) Up to the remaining \$1,000,000 of the \$39,761,235 shall be paid by the COUNTY to LYNX for Fixed Route bus service, Access LYNX, and other existing services if upon the January 2009 reconciliation of the COUNTY's FY 07-08 budgets and expenditures, the COUNTY identifies more unspent and unobligated cash than was budgeted for

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in its General Fund fiscal year 2009 adopted budget. The difference between the budgeted amount and the actual amount, up to \$1,000,000, shall be paid to LYNX by the COUNTY. In order to be eligible for this funding, LYNX must take action to raise bus fares by an amount that will generate at least \$1,000,000 in additional revenue to LYNX each fiscal year. The fare increase must be permanent and must take effect no later than January 4, 2009. No funds contingent upon this fare increase will be distributed until the fare increase takes effect. Upon approving and implementing the fare increase, LYNX shall submit written notification to the COUNTY that shall include the amount of the fare increase and a financial analysis indicating that the increase will generate at least \$1,000,000 in additional revenue to LYNX each fiscal year. Upon receipt of this notification and the COUNTY's approval of the accompanying analysis, the payment of up to \$1,000,000 shall be due from the COUNTY to LYNX within thirty (30) days.

B. *"the Club"* Funding

1) The COUNTY agrees to appropriate two hundred fifty-thousand dollars (\$250,000) to LYNX for fiscal year 2008-2009 for the provision of regularly scheduled fixed route transit service to participants of *the Club*, with valid identification, between the hours of 1 p.m. – 8 p.m. on weekdays. The total amount appropriated may be adjusted pursuant to Section 3(B)(4) of this Agreement. This service shall not be available on weekends or summer break of the Orange County Public Schools.

2) LYNX shall invoice the COUNTY on a monthly basis for its costs in performing the services described in this Section 3(B). All invoices shall be paid by the COUNTY within thirty (30) days.

3) LYNX shall create, purchase, operate, and maintain a software package that will allow for new passes to be added. Such passes may be *the Club* passes issued by the COUNTY to participants, or may be passes issued to participants by LYNX upon presentation of participants' *the Club* passes. LYNX will take reasonable steps to ensure that only eligible participants utilize the transit services described in Section 3(B)(1). The COUNTY shall not be responsible for costs associated with use by ineligible participants.

4) The COUNTY and LYNX will review the ridership levels and amounts invoiced to the COUNTY for the four month period, beginning October 1, 2008 and ending January 31, 2009, no later than February 27, 2009. At such time the COUNTY and LYNX shall determine whether or not to adjust the amount appropriated to LYNX for fiscal year 2008-2009 to account for projected cost increases, if any, to reduce service levels to prevent the cost of the services from exceeding the amount appropriated, or to make any other adjustments.

Section 4. LYNX Reporting Requirements.

A. General Public Transportation Services Funding Report. As information for the purposes of operations and management analysis, LYNX agrees to provide the Orange County Office of Management and Budget on a quarterly basis a written performance report reflecting the operations of the prior quarter (collectively referred to as "Performance Measures").

1) Each quarterly report shall include the following items:

a) Route map, and schedules for each route operating in Orange

County.

b) Actual aggregate ridership by mode (Fixed-Route bus, Lymmo, Access LYNX, Van Plan and special shuttles) in the form of the official LYNX Monthly Ridership Reports.

c) Operational Service Characteristics Report for current services provided.

d) Comparison of actual revenue and expenditures to budgeted revenues and expenditures with explanations for variances that exceed fifty-thousand dollars (\$50,000).

e) LYNX Route Performance Report which reports and ranks each route monthly based on the following:

- i) Subsidy per passenger trip
- ii) Passengers per trip
- iii) Passengers per revenue hour
- iv) Passengers per revenue mile
- v) Percent farebox return (percent of operating cost recovered through farebox).

f) Current contemporaneous versions of the LYNX Regional Model. This model is used by LYNX to apportion cost based on fixed route hours and ADA client trips.

- g) Scheduled and actual Revenue Miles.
- h) Scheduled and actual Revenue Hours.
- i) Schedule of unanticipated extraordinary expenses for the prior

quarter.

j) Changes to authorized staffing.

k) Total training and travel expenditures for each LYNX board member and employee for the preceding three (3) month period. Information should include training event name, attendee name(s), and date(s) of travel and or training, event location, and total expenses of each trip.

2) Any other information the COUNTY reasonably requests.

3) Quarterly reporting periods shall end on December 31, March 31, June 30 and September 30 and said reports shall be submitted to the COUNTY's Office of Management

and Budget and Growth Management Departments within forty-five (45) days after the end of each quarter.

4) On an annual basis, within thirty (30) days of receipt, LYNX shall provide the Orange County Office of Management and Budget with a copy of all external audits, a copy of the Comprehensive Annual Financial Report, which shall include the Report on Internal Controls, Report on Compliance with Laws and Regulations, and a copy of the management letter.

B. *"the Club"* **Funding Report.** LYNX shall provide to the Orange County Parks and Recreation Division a monthly ridership report to be entitled "Special County Summary by Route" (the "Report"). The Report shall be provided by using the Genfare software and shall accurately reflect the total number of trips taken by *the Club* participants between the hours of 1 p.m. – 8 p.m. during the applicable month.

Section 5. Construction, Placement and Maintenance of LYNX Bus Shelters and other Customer Amenities.

A. Use of Right-of-Way

License. The COUNTY hereby grants LYNX and its Contractor the 1) license to construct, install, maintain and operate Customer Amenities at Transit Stop sites located on rights-of-way for COUNTY roads and non-limited-access state roads, which locations must be approved by the Orange County Public Works Department and located within unincorporated Orange County provided all required permits are obtained prior to the placement of such Customer Amenities in the rights-of-way. The COUNTY acknowledges and agrees that such Customer Amenities may be constructed, installed, operated, and maintained pursuant to a Contract, but that such Contract shall not act to relieve LYNX of any of its obligations under this Agreement. LYNX shall not place any Customer Amenity on any part of any public right-ofway in a manner that would adversely affect the rights or interest of any other public or private person or entity authorized to use such right-of-way, or in a manner that would create a safety and/or traffic hazard as determined by the COUNTY Engineer or his or her designee. LYNX and COUNTY both acknowledge that, subject to appropriate agreements with the property owners, LYNX has the right to place Customer Amenities on private property within unincorporated Orange County, provided all required permits are obtained prior to placement of such Customer Amenities.

2) **Construction of Customer Amenities.** LYNX shall be responsible for the construction or installation of Customer Amenities at Transit Stop sites. LYNX shall not hinder or impede the free flow of vehicular and pedestrian traffic in the right-of-way along the Transit Stop site, and shall construct or install or shall cause its Contractor to construct or install Customer Amenities in such a manner to preserve the public safety and welfare and to cause the minimum possible disruption to traffic. LYNX shall comply or cause its Contractor to comply

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with all applicable statutes, ordinances, rules, and regulations governing the construction, installation, maintenance, and operation of any Customer Amenity.

Specifications and Permits. LYNX shall timely apply to any applicable 3) jurisdiction, including the COUNTY and the Florida Department of Transportation, for any permits required for the construction, installation and location of any Customer Amenity (other than bus stops signs, trash receptacles, and bus benches) including, but not limited to, sign permits, building permits and electrical permits. A description of the specific permitting process is set forth on Exhibit A, attached hereto. Subject to the permit application satisfying applicable requirements of the COUNTY, LYNX shall pay the applicable permit fees as established by resolution of the Orange County Board of County Commissioners. Permitting fees as a part of LYNX's annual operating cost will be incorporated into the annual Orange County funding request. The Board of County Commissioners will ultimately determine the level of funding pursuant to Section 3(A)(2). Customer Amenities, regardless of value, shall be exempt from impact fees. LYNX shall apply for waivers or variances from setback requirements, advertising requirements and any other requirements of the Orange County Land Development Code to the extent such waivers or variances are necessary for LYNX, in its opinion, to best locate the Customer Amenity on the Transit Stop Site. Appeal of a denial of a waiver request or a request for a variance shall be processed in accordance with Orange County Code Section 30-43(1) and 30-43(3), respectively.

4) **Compliance with the Land Development Code.** To the extent not expressly waived, varied or excepted, LYNX shall comply with all provisions of the COUNTY's Land Development Code.

5) **Compliance with Construction Specifications.** Except as varied, excepted or waived, LYNX agrees that the Customer Amenities will be designed, constructed, installed and located on the Transit Stop Site in accordance with applicable governmental laws, ordinances, regulations and codes, including the Florida Building Codes, as adopted and amended by the COUNTY, the FDOT Manual of Uniform Standards of Design Construction and Maintenance of Streets and Highways, the American with Disabilities Act (ADA), and any other nationally recognized standards (e.g., specification created by the Urban Land Institute). The parties agree that notwithstanding any special design standards or criteria of any particular area in the COUNTY, the Customer Amenities may be designed so as to conform to the visual identification of LYNX.

6) **Compliance with Applicable Zoning Requirements.** A Customer Amenity shall not encroach on any sidewalk or pedestrian way between ground level and an elevation of eight (8) feet above the sidewalk or pedestrian way. Any Customer Amenity which generates revenue through advertising or any other means shall: (i) unless located on an arterial or collector road, be no closer than one-hundred (100) feet from any existing single-family neighborhood, any low density residential zoning district, and any area designated as low density residential in the Orange County Comprehensive Policy Plan, (ii) maintain a minimum four-

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hundred (400) feet spacing between advertising panels facing in the same direction, and (iii) shall not contain any sign or advertising copy greater in size than six (6) feet by four (4) feet equal size, opposite facing sides, provided that the sign or advertising copy may be double sided.

7) **Limitation on Content of Advertising.** No Customer Amenity will contain advertising for any product that is not legally available for purchase by minors in the United States.

8) **Submission of Standard Designs.** LYNX shall submit (and shall cause its Contractors to submit as may be applicable) to Orange County Public Works Department and Orange County Division of Building Safety its Customer Amenities Manual and any additional designs and specifications for its standard Customer Amenities within sixty (60) days of the effective date of this Agreement, and from time to time thereafter as LYNX adopts new standard designs for its various Customer Amenities, Orange County Public Works Department shall notify LYNX in writing within forty-five (45) days of such submission whether it approves the design of the Customer Amenity or Amenities to be placed in the right-of-way.

9) **Maintenance.** Unless otherwise agreed in writing between LYNX and the COUNTY, LYNX shall be solely responsible for the maintenance of all Customer Amenities.

10) **Right-of-Way Construction and Relocation or Removal of Customer Amenities.**

a) Should relocation of any Customer Amenities be required due to construction, repair, or maintenance of COUNTY or state facilities within the right-of-way in unincorporated Orange County (including, but not limited to roads, sidewalks, and county utilities), upon reasonable notification by the COUNTY, LYNX shall be responsible for the removal and/or relocation of such Customer Amenities.

b) In accordance with the requirements of this Agreement, LYNX shall have sole discretion to remove any Customer Amenity located in or adjacent to a public right-of-way, if LYNX determines such removal is necessary and appropriate in LYNX's sole discretion. LYNX shall be responsible for the removal of such, and, notwithstanding such removal, thereafter the Customer Amenity remains the property of LYNX. Upon the mutual agreement of both parties, the COUNTY may purchase such Customer Amenities from LYNX at their unamortized value.

c) Upon expiration of this Agreement without renewal or upon termination of this Section 5 of this Agreement, and within thirty (30) days after receipt of written notice by the COUNTY, LYNX shall begin removing and shall complete such removal within one-hundred and eighty (180) days of all or a portion of the Customer Amenities from the Transit Stop Sites. LYNX shall also restore the Transit Stop Sites to substantially their original condition. LYNX shall retain ownership of the Customer Amenities. In the event that Section 5

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of this Agreement is terminated, the cost of such removal and restoration shall be paid for in accordance with Section 14(C) of this Agreement. In the event this Agreement expires without renewal, the cost of such removal and restoration shall be paid for by LYNX.

11) **Right to Withhold LYNX Funding**. If LYNX fails to fulfill any covenant, term or condition under this Section 5, the COUNTY shall give LYNX written notice of such failure. If LYNX has not (i) taken action to cure the failure within thirty (30) days from the date on which LYNX receives such notice and (ii) cured the failure within sixty (60) days from the date on which LYNX receives such notice, the COUNTY may withhold an amount, not to exceed two hundred thousand dollars (\$200,000), which would otherwise be due and payable to LYNX pursuant to Section 3(A) of this Agreement until such time as LYNX has cured such failure. If an amount is withheld, the COUNTY may elect after providing written notice to LYNX to apply all or a portion of the withheld amount to curing the failure itself and thereafter paying to LYNX the remaining portion, if any.

12) **Termination of Existing Customer Amenities Agreement**. This Agreement terminates and supersedes the existing Orange County/LYNX Customer Amenity Agreement by and between LYNX and the COUNTY, approved by the Orange County Board of County Commissioners on May 14, 2002.

B. Selection of Contractor: Contract Revenues

1) LYNX shall be responsible for the selection of the Contractor to construct, install and maintain each Customer Amenity in accordance with this Agreement.

2) All revenue derived by LYNX from any and all Contracts described herein (the "Contract Revenue") shall be separately accounted for from all other revenues and funds of LYNX. All earnings on investments made with Contract Revenue shall likewise be accounted for separately. All Contract Revenue and earnings on investments thereof may be used by LYNX only to pay the cost of fixed route public transit services provided by LYNX in areas of unincorporated Orange County. The COUNTY may audit LYNX's accounts from time to time to determine whether LYNX is complying with this section.

Section 6. Selection of Customer Amenities Sites.

A. **Non-COUNTY Funded Customer Amenities**. LYNX shall select each Transit Stop site and shall be responsible for ensuring compliance with all applicable local, state, or federal laws or regulations, including, but not limited to, the requirements of Chapter 14-20, Florida Administrative Code. The location of any Transit Shelter must be approved by the COUNTY prior to construction or installation of such Transit Shelter within right-of-way on a COUNTY road or on a non-limited-access state road within unincorporated Orange County. B. Selection of Transit Stop Sites. LYNX shall select each Transit Stop site, including determining whether said locations are adjacent of county, state, federal, or city roads, or any portion thereof, and shall be responsible for ensuring compliance with all applicable local, state, or federal laws or regulations, subject to such waivers, variances and exceptions as have and may be approved in the future. If such Transit Stop site contains a passenger shelter (as opposed to a transit sign only), such passenger shelter site shall be determined by the mutual agreement of the parties.

Section 7. Obligations.

A. **LYNX Obligations**.

1) Provide its regularly scheduled fixed route transit service to *the Club* participants with valid identification between the hours of 1 p.m. - 8 p.m. weekdays (excluding weekends and Orange County Public School summer breaks), subject to adjustment as provided in Section 3(B)(4) of this Agreement.

2) Provide the COUNTY all required ridership reports in accordance with Section 4 of this Agreement.

3) LYNX shall request written permission from the County Administrator (or his designee) prior to implementing any of the following changes which may result in an increase or reduction of Fixed-Route bus service hours, as defined in Section 2 of this Agreement, or more of less than two (2%) percent of said annual service hours operated in Orange County. Such approval shall not be unreasonably withheld or delays.

- a) Addition of route(s)
- b) Elimination of route(s)
- c) Combination of routes
- d) Changes to service span
- e) Change to service frequency
- f) Changes in days of operation

In making a request for any of these changes, LYNX shall provide an explanation for the reason the changes are deemed necessary.

4) LYNX shall submit an annual travel budget for all board members and senior management personnel with each annual funding request.

5) LYNX will maintain a code of ethics and a fraud policy.

6) LYNX shall provide training to new board members regarding the travel policy and procedures of the agency.

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B. **COUNTY's Obligations.** Upon receipt, review and approval of the monthly invoices from LYNX, the COUNTY shall pay LYNX in accordance with the Florida Prompt Payment Act, codified at Sections 218.70 to 218.80, Florida Statutes.

Section 8. Contractor Indemnification and Insurance.

A. Independent Contractor and Indemnification. LYNX expressly acknowledges that it is acting as an independent contractor, and nothing in this Agreement is intended or shall be construed to establish an agency, partnership or joint venture relationship between the parties. In addition, nothing in this Agreement shall be interpreted to establish any relationship other than that of an independent contractor, between the parties, their employees, agents, subcontractors, or assigns, during or after performance of this Agreement. Each party hereto agrees that it shall be solely responsible for the wrongful acts of its employees, contractors and agents. Nothing contained herein shall constitute a waiver of sovereign immunity or the provisions of Section 768.28, Florida Statutes. The foregoing shall not constitute an agreement by either party to assume any liability for the acts, omissions and/or negligence of the other party.

B. Insurance. Without waving its right to sovereign immunity as provided in Section 768.28, Florida Statutes, LYNX agrees to be self-insured for General Liability and Automobile Liability with coverage limits of \$100,000 per person and \$200,000 per occurrence, or such limited sovereign immunity limits as set forth by the Florida Legislature.

1) LYNX agrees to maintain commercial insurance or to be self-insured for Workers' Compensation & Employers' Liability in accordance with Chapter 440 of the Florida Statutes. Upon request by the COUNTY, LYNX shall provide an affidavit or Certificate of Insurance evidencing self-insurance or commercial insurance up to the sovereign immunity limits, which the COUNTY agrees to find acceptable for the coverage mentioned above. The COUNTY's failure to request proof of insurance or to identify any deficiency in coverage or compliance with the foregoing requirements shall not relieve LYNX of its liability and obligations under this Agreement.

2) LYNX shall require all contractors performing work within the COUNTY right-of-way or easement areas to procure and maintain workers' compensation, commercial general liability, business auto liability and contractor's pollution liability coverage. The COUNTY and LYNX shall be listed as an additional insured on all general liability policies.

Section 9. Amendments. This Agreement may be amended only through a written document approved by the COUNTY's Board of County Commissioners and executed by all parties.

Section 10. Record Keeping Procedures. LYNX shall keep and maintain accurate records of all services rendered in the performance of this Agreement and shall keep such records open to inspection by the COUNTY at reasonable hours during the entire term of this Agreement, plus three (3) years after expiration or termination of this Agreement. If any litigation, claim or audit is commenced prior to the expiration of the three (3) year period and extends beyond such period, the records shall be maintained until all litigation, including appeals, claims or audits have been concluded or resolved. Any person authorized by the COUNTY shall have access to and the right to examine any of the records.

Section 11. Audit. The Orange County Comptroller, or her successor (or their designee), shall have the right to audit LYNX's books and records on an annual basis to determine compliance with the terms, conditions and obligations imposed by this Agreement. The COUNTY's auditors or the Comptroller, as the case may be, shall have full access to all records, documents and information, whether on paper or electronic or other media as is necessary or convenient to perform the audit.

Section 12. Public Records Act. In accordance with Chapter 119 of the Florida Statutes (Public Records Law), any "public record" created or received by the COUNTY, including reports, specifications, drawings, maps, and tables, must be made for inspection, and upon request and payment, copying, unless such public record falls within an exception or exemption to the Public Records Act and each page is clearly and conspicuously marked as such.

Section 13. Insurance. Each party shall acquire and maintain, in accordance with Section 8 and throughout the term of this Agreement, such general liability insurance, automobile insurance, and workers' compensation insurance as required by their current rules and regulations.

Section 14. Termination of Agreement.

A. Termination of General Public Transportation Funding Obligations.

1) **For Cause.** If LYNX fails to fulfill any material covenant, term or condition under Sections 3(A), 4(A), 7, 8, 10, 11, 12, or 13 of this Agreement, the COUNTY shall give LYNX written notice of such failure or violation. If such failure or violation is not cured within thirty (30) days from the date on which LYNX receives such notice, the COUNTY may withhold the funding described in Section 3(A) and of this Agreement and/or terminate its obligations in Section 3(A) of this Agreement, which shall be effective upon LYNX receiving a written notice from the COUNTY to that effect or other such date as specified in the notice.

2) **For Convenience.** The COUNTY may terminate its obligations in Section 3(A) of this Agreement at any time upon giving notice to that effect. Such termination shall be effective upon LYNX receiving a written notice of termination from the COUNTY or such other date specified in the notice.

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B. Termination of *the Club* Funding Obligations.

1) For Cause. If LYNX fails to fulfill any material covenant, term or condition under Sections 3(B), 4(B), 7, 8, 10, 11, 12 or 13 of this Agreement, the COUNTY shall give LYNX written notice of such failure or violation. If such failure or violation is not cured within thirty (30) days from the date on which LYNX receives such notice, the COUNTY may withhold the funding described in Section 3(B) of this Agreement and/or terminate its obligations in Section 3(B) of this Agreement, which shall be effective upon LYNX receiving a written notice from the COUNTY to that effect or other such date as specified in the notice.

2) **For Convenience.** The COUNTY may terminate its obligations in Section 3(B) of this Agreement at any time upon giving notice to that effect. Such termination shall be effective upon LYNX receiving a written notice of termination from the COUNTY or such other date specified in the notice.

C. Termination of Bus Shelter and other Customer Amenities Obligations.

1) For Cause. If LYNX fails to fulfill any material covenant, term or condition under Sections 5, 6, 8, 10, 11, 12, 13 of this Agreement, the COUNTY shall give LYNX written notice of such failure or violation. If such failure or violation is not cured within sixty (60) days from the date on which LYNX receives such notice, the COUNTY may terminate its obligations under Section 5 as well as all or part of the license granted to LYNX under such Section, which shall be effective upon LYNX receiving a written notice from the COUNTY to that effect or other such date as specified in the notice. If the COUNTY terminates all or part of the license granted to LYNX under Section 5, then LYNX shall, at its expense and in accordance with Section 5 of this Agreement, remove the applicable Customer Amenities and substantially return the applicable sites to their original condition.

2) For Convenience. The COUNTY may terminate its obligations under Section 5 of this Agreement and revoke all or any part of the license granted to LYNX under such Section at any time upon giving notice to that effect. Such termination and revocation shall be effective upon LYNX receiving a written notice of termination and revocation from the COUNTY or such other date specified in the notice. If the COUNTY terminates the license granted to LYNX under Section 5 of this Agreement, then LYNX shall, if requested by the COUNTY in writing, at the expense of the COUNTY and in accordance with Section 5 of this Agreement, remove all Customer Amenities and substantially return the sites to their original condition. If the COUNTY terminates the license granted to LYNX under Section 5 of this Agreement, pursuant to this Section 14(C)(2), then the COUNTY shall pay LYNX the unamortized value of all of the Customer Amenities that it has caused to be removed. **Section 15.** Litigation and Venue. In the event any party deems it necessary to take legal action to enforce any provision of this Agreement, the venue shall be in the Circuit Court of the Ninth Judicial Circuit, in Orange County, Florida.

Section 16. Remedies. No remedy herein conferred upon any part is intended to be exclusive of any other remedy, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise. No single or partial exercise by any party of any rights, power, or remedy hereunder shall preclude any other or further exercise thereof.

Section 17. Severability. In the event that any section, paragraph, sentence, clause or provision hereof be held by a court of competent jurisdiction to be invalid, such shall not affect the remaining portions of this Agreement and shall remain in full force and effect.

Section 18. Waiver. Performance of this Agreement by any party, after notice of default of any of the terms, covenants or conditions, shall not be deemed a waiver of any right to terminate this Agreement for any subsequent default, and no waiver of such default shall be construed or act as a waiver of any subsequent default.

Section 19. Governing Law. This Agreement shall be governed by and construed in accordance with the law of the State of Florida. The parties to this Agreement agree to comply with all applicable federal, state, and local laws, ordinances, rules and regulations pertaining to the actions contemplated by this Agreement.

Section 20. Construction. Captions and section headings in this Agreement are for convenience and reference only, and shall in no way be held to explain, modify, amplify or aid in the interpretation, construction or meaning of the provisions of this Agreement.

Section 21. Signatory. Each signatory below represents and warrants that he or she has the full power and is duly authorized by their respective party to enter into and perform this Agreement. Such signatory also represents that he or she has fully reviewed and understands the above conditions and intends to fully abide by the terms and conditions of this Agreement as stated.

Section 22. Notices. All notices, consents, approvals, waivers, and deletions which any party shall be required or shall desire to make or give under and in accordance with this Agreement shall be in writing and must be sent by certified United States mail with return receipt required, or by personal delivery with receipt required to the following addresses:

As to COUNTY:	Orange County
	Office of Management & Budget
	201 South Rosalind Avenue, 3 rd Floor
	P.O. Box 1393

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	Orlando, Florida 32802-1393 Attn: Division Manager
With copy to:	Orange County Public Works Department 4200 S. John Young Parkway Orlando, Florida 32839 Attn: Director
With copy to:	Orange County Growth Management Department 201 South Rosalind Avenue, 3 rd Floor P.O. Box 1393 Orlando, Florida 32802-1393 Attn: Department Director
With copy to:	Orange County Attorney's Office 201 South Rosalind Avenue, 3 rd Floor P.O. Box 1393 Orlando, Florida 32802-1393 Attn: County Attorney
As to LYNX:	Central Florida Regional Transportation Authority 455 North Garland Avenue Orlando, Florida 32801-1518 Attn:
With a copy to:	Central Florida Regional Transportation Authority 455 North Garland Avenue Orlando, Florida 32801-1518 Attn:
With a copy to:	Akerman Senterfitt 420 South Orange Avenue, suite 1200 Orlando, Florida 32801 Attn: Patrick T. Christiansen, Esq.

Section 23. Assignability. LYNX shall not assign, sublet, convey, or transfer its interests in this Agreement without the prior written consent of the COUNTY, which the COUNTY may grant or withhold at its discretion. However, any merger by LYNX into a different governmental agency or any substitution of LYNX by a different governmental agency shall not require the COUNTY's prior written consent.

Section 24. Entirety of the Agreement. This Agreement constitutes the entire Agreement between the parties with respect to the specific matters contained herein and shall supersede all previous discussions, understandings, and agreements. This Agreement specifically terminates the Customer Amenities Agreement, dated May 14, 2002. No material term, provision or condition in this Agreement may be waived, modified, or amended; and no assignment of LYNX's interests under this Agreement may occur without the express approval of the COUNTY's Board of County Commissioners.

Section 25. Binding Agreement. This Agreement is binding upon the parties and shall inure to their successors or assigns.

Section 26. Effective Date. The effective date of this Agreement is the date of its execution by the last party to execute this Agreement. The terms of this Agreement shall commence on the effective date. Unless terminated earlier in accordance with Section 14 of this Agreement, this Agreement will expire on May 30, 2012, except for the provisions of this Agreement contained in Sections 3, 4, and 7 which shall expire on the date which is one (1) year following the effective date.

Section 27. Negotiations. The parties to this Agreement acknowledge that all terms of this Agreement were negotiated at arms-length and that this Agreement and all documents executed in connection herewith were prepared and executed without undue influence exerted by any party or on any party. Further, all parties drafted this Agreement jointly, and no parties are entitled to the benefit of any rules of construction with respect to the interpretation of any terms, conditions, or provisions of this Agreement in favor of or against any person or party who drafted this Agreement.

Section 28. No Third-Party Beneficiaries. This Agreement does not create, and shall not be construed as creating, any rights enforceable by any person or entity other than the parties in this Agreement.

[Signatures appear on following page]

IN WITNESS WHEREOF, the parties hereunto executed this Agreement in manner and form sufficient to bind them on the dates set forth below.

ORANGE COUNTY, FLORIDA

By: Board of County Commissioners

By: _____

Richard T. Crotty Orange County Mayor

Date: _____

ATTEST: Martha O. Haynie, County Comptroller As Clerk to the Board of County Commissioners

By: _____

Deputy Clerk

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY (seal)

By: _____

Linda S. Watson Chief Executive Officer

STATE OF FLORIDA COUNTY OF ORANGE

The foregoing instrument was acknowledge before me this ______ day of ______, 2008, by ______, and s/he acknowledged before me that s/he executed the foregoing instrument on behalf of CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY as its true act and deed, and that s/he was authorized to do so.

Name: Notary Public Serial Number: Commission Expires: STATE OF FLORIDA COUNTY OF ORANGE

Approved by General Counsel Akerman Senterfitt

By: _____ Patrick T. Christiansen, Esq.

Exhibit A Permitting

[See attached]

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Work Session Item #8.A

То:	LYNX Board of Directors
From:	Linda Watson CHIEF EXECUTIVE OFFICER Edward Johnson (Technical Contact)
Phone:	407.841.2279 ext: 6017
Item Name:	Update on the City of Orlando Shelter Program
Date:	12/11/2008

Edward L. Johnson, LYNX Chief of Staff, will update the Board of Directors on the negotiations with the City of Orlando for the administration of a bus shelter program within the City of Orlando's jurisdiction.

Staff has been working with the City of Orlando for more than two years to develop a bus shelter program. Since presenting the draft interlocal agreement to the Audit Committee and subsequent adoption by the Board of Directors in July 2007, the interlocal agreement has gone through several revisions. Following the Board's adoption, the agreement was submitted for the City's concurrence. Upon submission, additional concerns were raised by the City that furthered the discussion on certain aspects of the agreement. In particular, some of the topics included the number of shelters to be constructed, location of shelters, exclusivity to this agreement, use of revenue generated from shelter advertising, indemnification, cost to remove shelters, and term of the agreement.

In February of this year, Mr. Christiansen updated the Board of Director's Audit Committee on the status of that submission. At that time, he informed the Committee that the City and LYNX staffs' were very close to finalizing the negotiations and executing the agreement. At the Board of Directors' August 2008 meeting staff presented an update on the Interlocal Agreement and the issuance of the Request for Proposals to secure a contractor to administer the shelter program. At that time a couple of matters remained open, but it was believed that the remaining matters were not so significant that they would impact the project. In fact, City staff placed an agenda item before the City Council in September for the adoption of the ordinance and interlocal agreement.

Subsequently, a local developer approached the City's staff about exempting large Community Development Districts from having paid advertising shelters in their outlined Districts. They offered to cover the cost for design, build and maintenance of shelters along fixed route alignments in lieu of advertising shelters. After weeks of negotiating with the developer, City staff reached an agreement allowing Community Development Districts of greater than 750 acres, or the person responsible for the ongoing management of such District, the first right to purchase all advertising opportunities on Transit Shelters within the District or the opportunity to enter into a separate agreement with the City and the Authority for the purpose of the construction, installation, operation, and maintenance of Transit Shelters that meet or exceed the standards set forth in this Agreement by the District or the person responsible for the ongoing management of such District.

The amended ordinance and interlocal agreement will be presented to the City Council on December 8th for final approval. Upon approving the documents, LYNX staff can issue the RFP for a contractor.

Work Session Item #8.B

То:	LYNX Board of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Blanche Sherman (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Report of the Funding Group Regarding Regional Model and Various Funding Issues
Date:	12/11/2008

Update on the efforts of the Funding Group regarding review of the Regional Funding Model and other financing issues

BACKGROUND:

In the September 25, 2008 Board meeting, staff was directed to create a group consisting of finance professionals from the various funding partners to assess the effectiveness of the LYNX Regional Funding Model and to address other key financial issues such as a proposed level of reserves. The efforts of the group would result in identifying potential solutions to funding issues that arose during preparation of the FY2009 Operating and Capital Budgets. These potential solutions or issues would be developed in anticipation of a Board workshop to discuss potential solutions. LYNX CFO Bert Francis will give the Board an update on the efforts of the group thus far.

Monthly Report A: Financial Reports

То:	LYNX Board Of Directors
From:	Bert Francis CHIEF FINANCIAL OFFICER Blanche Sherman (Technical Contact)
Phone:	407.841.2279 ext: 6047
Item Name:	Preliminary Monthly Financial Reports - September 30, 2008
Date:	12/11/2008

Please find attached the monthly financial report for the twelve months ending September 30, 2008. LYNX' Preliminary Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the twelve months ending September 30, 2008 reflect total revenue earned in the amount of \$105,329,660 and total expenses incurred in the amount of \$109,600,272 resulting in a net operating loss of \$(4,270,612) of which \$2,564,383 was anticipated from reserves.

- Fixed route and Van Pool services resulted in an operating loss of \$(2,936,472) for the twelve months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(1,334,140) for the twelve months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are slightly lower than the budget at 99%. Customer fares are at 103% of the budgeted amount year-to-date and were 5% above budget for the month of September.

Due to the significant increases in fuel prices, the cost of fuel has continued to run over budget by approximately 29% for the twelve months of the fiscal year. On the positive side, fixed route operating expenses for salaries and wages continue to be slightly under budget due to various vacancies and recent service changes. In addition, expenses related to utilities, taxes, and licenses are less than budgeted. Casualty and liability insurance expenses are 29% over budget due to the settlement of several outstanding claims over the past few months.

Paratransit Operations:

The operating loss from Paratransit operations is a result of higher than anticipated purchased transportation costs year-to-date. This is directly related to the increase in paratransit trip levels.

An analysis follows:

FY2008	Trips (Year-to-Date)	Trip Rate	Costs
Actual (with est.)	559,788	\$30.61	\$17,137,107
Budget (rounding)	500,588	\$30.89	\$15,464,940
Excess Trips/Costs	59,200	\$ (.28)	\$ 1,672,167

We will continue to monitor the trip levels in order to ensure consistency with planned operating expenses and make appropriate adjustments, as needed. In addition, staff continues to oversee the operations of this program daily to ensure that the provider is in compliance with the required service performance standards and other contractual obligations.

Overall, we anticipate negative results this year due to the related overruns referred to above. However, we still need to make the final year-end adjustments and accruals to complete the year end close out process. These adjustments will reflect amounts actually "incurred" during the year versus the estimated amounts and amounts paid to date for various services and materials and supplies.

Specifically, fuel and purchased transportation costs are projected to be \$3,528,954 and \$1,669,802 over budget this year, respectively. These two key components contributed significantly towards the projected loss. Over the next few weeks, we will continue to finalize the year end amounts. As such, the projected net loss is "preliminary" and un-audited at this time and is anticipated to be more or less than the year-to-date amount reported in the Preliminary September Monthly Report.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY PRELIMINARY BALANCE SHEETS SEPTEMBER 30, 2008 AND 2007 (UNAUDITED)

	 2008		2007
ASSETS			
CURRENT ASSETS:			
Cash and cash equivalents Receivables:	\$ 19,222,398		15,721,380
Local, trade and operating assistance	3,162,904		2,618,496
Federal grants	7,107,828		7,311,391
State grants	2,186,026		2,407,940
Inventory	2,476,391		2,267,486
Prepaid expenses and other assets	381,036		814,469
Restricted cash and cash equivalents	 2,605,869		5,139,499
Total current assets	 37,142,452		36,280,661
NONCURRENT ASSETS:			
Restricted cash and cash equivalents	 4,312,128		4,582,058
Property and equipment:			
Land	8,571,465		8,571,465
Buildings and shelters	63,955,372		39,867,549
Revenue vehicles	106,201,056		91,474,793
Furniture, Fixtures & Equipment	16,901,959		16,463,614
Leasehold improvements Total property and equipment	 <u>155,794</u> 195,785,646		<u>1,767,888</u> 158,145,309
Less: accumulated depreciation	(81,707,081)		(77,767,943)
Construction in progress	19,392,927		43,139,135
Concertablich in progress	 10,002,021		10,100,100
Net property and equipment	 133,471,492	. <u> </u>	123,516,501
Other assets	 1,172,240		926,468
Total noncurrent assets	 138,955,860		129,025,027
TOTAL ASSETS	\$ 176,098,312	\$	165,305,688

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY PRELIMINARY BALANCE SHEETS SEPTEMBER 30, 2008 AND 2007 (UNAUDITED)

	_	2008	 2007
LIABILITIES AND NET ASSETS			
CURRENT LIABILITIES:			
Accounts payable Accrued salaries and related taxes Accrued compensated absences Accrued self-insurance liability, current Leases payable, current SIB loans payable, current Deferred operating revenue Deferred capital	\$	6,072,756 1,489,490 3,198,711 1,082,683 1,005,094 3,081,717 5,385,925 1,344,140	\$ 4,494,209 2,173,257 2,958,426 1,209,079 966,449 1,702,635 2,024,558 2,601,691
Total current liabilities		22,660,516	 18,130,304
NONCURRENT LIABILITIES:			
Leases payable, long-term		5,661,433	6,666,527
Loans payable		12,914,638	15,996,356
Accrued self-insurance liability, long-term		2,106,897	 1,754,567
Total noncurrent liabilities		20,682,968	 24,417,450
Total liabilities		43,343,484	 42,547,754
NET ASSETS:			
Invested in capital assets, net of related debt		114,866,710	102,751,733
Restricted		1,261,729	1,032,788
Unrestricted		16,626,389	 18,973,413
Total net assets		132,754,828	 122,757,934
TOTAL LIABILITIES AND NET ASSETS	\$	176,098,312	\$ 165,305,688

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY PRELIMINARY STATEMENT OF REVENUES AND EXPENSES FOR THE MONTH OF SEPTEMBER 2008 AND THE TWELVE MONTHS ENDED SEPTEMBER 30, 2008 (UNAUDITED)

	Y Budget	ear to Date Actual	%	Month Budget	of September Actual	%
OPERATING REVENUES						
Customer Fares Contract Services:	\$ 20,997,590	\$ 21,550,041	103%	\$ 1,749,801	\$ 1,771,108	101%
Local Financial Assistance	8,939,212	9,142,030	102%	744,938	675,198	91%
Other Contractual Services	7,901,863	8,042,044	102%	658,484	734,985	112%
Advertising	2,450,000	1,932,805	79%	204,163	124,309	61%
Other Operating Income	697,320	596,508	<u>86</u> %	58,110	28,946	<u>50</u> %
Total Operating Revenues	40,985,985	41,263,428	<u>101</u> %	3,415,496	3,334,546	<u>98</u> %
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	750,000	715,000	95%	62,500	55,500	89%
State of Florida	8,471,963	8,024,438	95%	743,290	668,703	90%
Local	43,936,169	41,131,297	94%	3,661,352	3,427,608	94%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	13,102,302	10,801,684	82%	1,625,571	909,249	56%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	3,005,254	2,516,004	84%	380,874	151,836	40%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	191,650	-	N/A	15,969	-	N/A
Interest Income	800,000	644,159	81%	66,663	40,878	61%
Gain / (Loss) on Sale of Assets	-	233,650	N/A	-	40,428	N/A
Total Nonoperating Revenues	70,257,338	64,066,232	<u>91</u> %	6,556,219	5,294,202	<u>81</u> %
Total Revenues	111,243,323	105,329,660	<u>95</u> %	9,971,715	8,628,748	<u>87</u> %
OPERATING EXPENSES						
Salaries and Wages	40,736,308	39,855,990	98%	3,394,696	3,289,507	97%
Fringe Benefits	21,922,302	19,977,642	91%	1,826,853	1,887,889	103%
Purchased Transportation Services	15,468,942	17,138,744	111%	1,289,073	1,418,180	110%
Fuel	13,043,215	16,572,169	127%	1,086,930	1,454,752	134%
Other Materials and Supplies	5,915,391	5,029,736	85%	492,952	339,098	69%
Professional Services	4,259,418	1,843,740	43%	964,614	212,653	22%
Other Services	5,721,112	4,079,971	71%	1,020,281	372,466	37%
Lease and Miscellaneous Expenses	2,830,661	1,187,872	42%	492,669	44,348	9%
Casualty and Liability Insurance	1,413,750	1,826,818	129%	193,433	95,688	49%
Utilities	1,488,731	1,163,271	78%	140,121	94,899	68%
Taxes and Licenses	741,924	402,799	54%	73,654	38,652	52%
Interest Expense	265,952	521,520	<u>196</u> %	22,159	41,864	<u>189</u> %
Total Operating Expenses	113,807,706	109,600,272	<u>96</u> %	10,997,435	9,289,996	<u>84</u> %
OPERATING GAIN / (LOSS)	<u>\$ (2,564,383)</u>	<u>\$ (4,270,612)</u>	<u>167</u> %	<u>\$ (1,025,720)</u>	<u>\$ (661,248)</u>	<u>64</u> %

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY PRELIMINARY FIXED-ROUTE AND VANPOOL SEGMENT STATEMENT OF REVENUE AND EXPENSES FOR THE MONTH OF SEPTEMBER 2008 AND THE TWELVE MONTHS ENDED SEPTEMBER 30, 2008 (UNAUDITED)

		ear to Date	0/		of September	0/
OPERATING REVENUES	Budget	Actual	%	Budget	Actual	%
Customer Fares	\$ 19,885,486	\$ 20,404,687	103%	\$ 1,599,142	\$ 1,672,720	105%
Contract Services:	φ 13,000,400	φ 20,404,007	10070	φ 1,000,142	φ 1,072,720	10070
Local Financial Assistance	8,939,212	9,142,030	102%	744,938	675,198	91%
Other Contractual Services	627,465	167,808	27%	52,286	14,006	27%
Advertising	2,450,000	1,932,805	79%	204,163	124,309	61%
Other Income	697,320	596,508	86%	58,110	28,946	50%
			<u></u> /-			<u></u> /-
Total Operating Revenues	32,599,483	32,243,838	<u>99</u> %	2,658,639	2,515,179	<u>95</u> %
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	750,000	715,000	95%	62,500	55,500	89%
State of Florida	8,471,963	8,024,438	95%	743,290	668,703	90%
Local	35,991,603	33,186,731	92%	2,999,303	2,765,561	92%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	11,102,302	8,925,858	80%	1,458,908	773,626	53%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	3,005,254	2,516,004	84%	380,874	151,836	40%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	191,650	-	N/A	15,969	-	N/A
Interest Income	800,000	644,159	81%	66,663	40,878	61%
Gain / (Loss) on the Sale of Assets		233,650	N/A		40,428	N/A
Total Nonoperating Revenues	60,312,772	54,245,840	<u>90</u> %	5,727,507	4,496,532	<u>79</u> %
Total Revenues	92,912,255	86,489,678	<u>93</u> %	8,386,146	7,011,711	<u>84</u> %
OPERATING EXPENSES						
	40.070.704	00 544 070	000/	0.004.007	0.000.040	070/
Salaries and Wages	40,370,734	39,514,676	98%	3,364,237	3,260,643	97%
Fringe Benefits Purchased Transportation Services	21,717,142 4,000	19,813,147 1,637	91% 41%	1,809,760 326	1,872,347	103% -1%
Fuel	11,133,834	14,384,836	129%	927,814	(2) 1,229,579	133%
Other Materials and Supplies	5,885,191	5,016,469	85%	490,439	339,098	69%
Professional Services	3,320,151	1,622,473	49%	729,795	198,075	27%
Other Services	5,720,012	4,073,380	71%	1,020,193	372,466	37%
Lease and Miscellaneous Expenses	2,812,696	1,176,740	42%	491,171	42,449	9%
Casualty and Liability Insurance	1,413,750	1,826,818	129%	193,433	95,688	49%
Utilities	1,425,831	1,111,019	78%	134,883	90,046	67%
Taxes and Licenses	668,041	363,435	54%	67,498	34,542	51%
Interest Expense	265,952	521,520	<u>196</u> %	22,159	41,864	<u>189</u> %
Total Operating Expenses	94,737,334	89,426,150	<u>94</u> %	9,251,708	7,576,795	<u>82</u> %
OPERATING GAIN / (LOSS)	<u>\$ (1,825,079</u>)	<u>\$ (2,936,472)</u>	<u>161</u> %	<u>\$ (865,562)</u>	<u>\$ (565,084</u>)	<u>65</u> %

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY PRELIMINARY PARATRANSIT SEGMENT STATEMENT OF REVENUE AND EXPENSES FOR THE MONTH OF SEPTEMBER 2008 AND THE TWELVE MONTHS ENDED SEPTEMBER 30, 2008 (UNAUDITED)

	v	ear to Date		Mont	h of September	
	Budget	Actual	%	Budget	Actual	%
OPERATING REVENUES	Budget	Actual	70	Budget	Actual	70
Customer Fares	1,112,104	1,145,354	103%	\$ 150,659	\$ 98,388	65%
Contract Services:	, , -	, -,		+,	÷,	
Local Financial Assistance	-	-	0%	-	-	0%
Other Contractual Services	7,274,398	7,874,236	108%	606,198	720,979	119%
Advertising	-	-	0%	-	-	0%
Other Operating Income		-	<u>0</u> %	-	-	<u>0</u> %
Total Operating Revenues	8,386,502	9,019,590	<u>108</u> %	756,857	819,367	<u>108</u> %
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	-	-	0%	-	-	0%
State of Florida	-	-	0%	-	-	0%
Local	7,944,566	7,944,566	100%	662,049	662,047	100%
Planning and other assistance grants:				-	-	
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	2,000,000	1,875,826	94%	166,663	135,623	81%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	-	-	0%	-	-	0%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	-	-	0%	-	-	0%
Interest Income	_	_	0%	-	-	0%
Gain / (Loss) on the Sale of Assets			<u>0</u> %		-	<u>0</u> %
Total Nonoperating Revenues	9,944,566	9,820,392	<u>99</u> %	828,712	797,670	<u>96</u> %
Total Revenues	18,331,068	18,839,982	<u>103</u> %	1,585,569	1,617,037	<u>102</u> %
OPERATING EXPENSES						
Salaries and Wages	365,574	341,314	93%	30,459	28,864	95%
Fringe Benefits	205,160	164,495	80%	17,093	15,542	91%
Purchased Transportation Services	15,464,942	17,137,107	111%	1,288,747	1,418,182	110%
Fuel	1,909,381	2,187,333	115%	159,116	225,173	142%
Other Materials and Supplies	30,200	13,267	44%	2,513	-	N/A
Professional Services	939,267	221,267	24%	234,819	14,578	6%
Other Services	1,100	6,591	599%	88	-	N/A
Lease and Miscellaneous Expenses	17,965	11,132	62%	1,498	1,899	127%
Casualty and Liability Insurance	-	-	0%	-	-	0%
Utilities	62,900	52,252	83%	5,238	4,853	93%
Taxes and Licenses	73,883	39,364	53%	6,156	4,110	67%
Interest Expense			<u>0</u> %		-	<u>0</u> %
Total Operating Expenses	19,070,372	20,174,122	<u>106</u> %	1,745,727	1,713,201	<u>98</u> %
OPERATING GAIN / (LOSS)	<u>\$ (739,304</u>)	<u>\$ (1,334,140)</u>	<u>180</u> %	<u>\$ (160,158)</u>	<u>\$ (96,164</u>)	<u>60</u> %

Monthly Report B: Financial Reports

LYNX Board Of Directors
Bert Francis CHIEF FINANCIAL OFFICER Blanche Sherman (Technical Contact)
407.841.2279 ext: 6047
Monthly Financial Reports - August 31, 2008
12/11/2008

Please find attached the monthly financial report for the eleven months ending August 31, 2008. LYNX' Statement of Revenues, Expenses, and Changes in Net Assets (Operating Statement) for the eleven months ending August 31, 2008 reflect total revenue earned in the amount of \$96,700,912 and total expenses incurred in the amount of \$100,310,276 resulting in a net operating loss of \$(3,609,364) of which \$2,564,383 was anticipated from reserves.

- Fixed route and Van Pool services resulted in an operating loss of \$(2,371,388) for the eleven months of the fiscal year.
- Paratransit services resulted in an operating loss of \$(1,237,976) for the eleven months of the fiscal year.

Fixed Route Operations:

The year-to-date Operating Revenues are slightly lower than the budget at 99%. Customer fares are at 102% of the budgeted amount year-to-date and were 3% above budget for the month of August.

Due to the significant increases in fuel prices, the cost of fuel continues to run over budget by approximately 29% for the eleven months of the fiscal year. We continue to closely monitor the cost of fuel. In the past few weeks, prices for diesel fuel have declined. If this trend continues, it will likely give us some budgetary relief by the end of the fiscal year.

On the positive side, fixed route operating expenses for salaries and wages continue to be slightly under budget due to various vacancies. In addition, expenses related to utilities, taxes, and licenses are less than budgeted. Casualty and liability insurance expenses are 42% over budget

due to the settlement of several outstanding claims over the past few months. We are not anticipating that this trend will continue throughout the end of the fiscal year.

Paratransit Operations:

The operating loss from Paratransit operations is a result of higher than anticipated purchased transportation costs year-to-date. This is directly related to the increase in paratransit trip levels.

An analysis follows:

FY2008	Trips (Year-to-Date)	Trip Rate	Costs
Actual (with est.)	508,325	\$30.92	\$15,718,925
Budget (rounding)	458,872	\$30.89	\$14,176,195
Excess Trips/Costs	49,453	\$.03	\$ 1,542,730

We will continue to monitor the trip levels in order to ensure consistency with planned operating expenses and make appropriate adjustments, as needed. In addition, staff continues to oversee the operations of this program daily to ensure that the provider is in compliance with the required service performance standards and other contractual obligations.

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY BALANCE SHEETS AUGUST 31, 2008 AND 2007 (UNAUDITED)

	 2008	2007
ASSETS		
CURRENT ASSETS:		
Cash and cash equivalents Receivables:	\$ 22,524,600	14,998,606
Local, trade and operating assistance	4,315,961	8,668,583
Federal grants	6,679,776	6,544,200
State grants	2,118,547	1,786,245
Inventory	2,469,786	2,259,251
Prepaid expenses and other assets	475,182	865,221
Restricted cash and cash equivalents	 2,529,463	5,036,379
Total current assets	 41,113,315	40,158,485
NONCURRENT ASSETS:		
Restricted cash and cash equivalents	 4,312,128	5,714,032
Property and equipment:		
Land	8,571,465	8,571,465
Buildings and shelters	63,955,372	39,867,549
Revenue vehicles	101,887,188	83,532,949
Furniture, Fixtures & Equipment	21,186,598	16,054,996
Leasehold improvements	 <u>155,794</u> 195,756,417	1,767,888
Total property and equipment Less: accumulated depreciation	(84,744,706)	149,794,847 (76,920,064)
Construction in progress	19,278,521	42,787,094
Construction in progress	 19,270,321	42,707,094
Net property and equipment	 130,290,232	115,661,877
Other assets	 1,172,240	926,468
Total noncurrent assets	 135,774,600	122,302,377
TOTAL ASSETS	\$ 176,887,915	\$ 162,460,862

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY BALANCE SHEETS AUGUST 31, 2008 AND 2007 (UNAUDITED)

	2008	2007
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES:		
Accounts payable Accrued salaries and related taxes Accrued compensated absences Accrued self-insurance liability, current Leases payable, current SIB loans payable, current Deferred operating revenue Deferred capital	\$ 4,540,533 1,544,808 3,198,711 1,082,683 1,005,094 3,081,717 10,217,849 1,267,734	\$ 4,385,679 2,098,336 2,958,426 1,209,079 - 1,801,635 7,216,277 2,434,832
Total current liabilities	25,939,129	22,104,264
NONCURRENT LIABILITIES:		
Leases payable, long-term	5,661,433	-
Loans payable	12,914,638	15,897,356
Accrued self-insurance liability, long-term	2,106,897	1,754,567
Total noncurrent liabilities	20,682,968	17,651,923
Total liabilities	46,622,097	39,756,187
NET ASSETS:		
Invested in capital assets, net of related debt	111,716,452	102,784,669
Restricted	1,261,729	1,032,788
Unrestricted	17,287,637	18,887,218
Total net assets	130,265,818	122,704,675
TOTAL LIABILITIES AND NET ASSETS	\$ 176,887,915	\$ 162,460,862

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY STATEMENT OF REVENUES AND EXPENSES FOR THE MONTH OF AUGUST 2008 AND THE ELEVEN MONTHS ENDED AUGUST 31, 2008 (UNAUDITED)

	Y Budget	ear to Date Actual	Mon Budget	%		
OPERATING REVENUES	Ŭ		%	U	Actual	
Customer Fares Contract Services:	\$ 19,247,789	\$ 19,778,933	103%	\$ 1,749,799	\$ 1,813,953	104%
Local Financial Assistance	8,194,274	8,466,832	103%	744,934	776,764	104%
Other Contractual Services	7,243,379	7,307,059	101%	658,489	805,721	122%
Advertising	2,245,837	1,808,496	81%	204,167	59,896	29%
Other Operating Income	639,210	567,562	<u>89</u> %	58,110	19,336	<u>33</u> %
Total Operating Revenues	37,570,489	37,928,882	<u>101</u> %	3,415,499	3,475,670	<u>102</u> %
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	687,500	659,500	96%	62,500	55,500	89%
State of Florida	7,728,673	7,355,735	95%	705,997	668,703	95%
Local	40,274,817	37,703,689	94%	3,661,347	3,427,608	94%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	11,476,731	9,892,435	86%	1,091,859	984,384	90%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	2,624,380	2,364,168	90%	250,438	227,337	91%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	175,681	-	N/A	15,971	-	N/A
Interest Income	733,337	603,281	82%	66,667	46,996	70%
Gain / (Loss) on Sale of Assets		193,222	N/A		6,901	<u>N/A</u>
Total Nonoperating Revenues	63,701,119	58,772,030	<u>92</u> %	5,854,779	5,417,429	<u>93</u> %
Total Revenues	101,271,608	96,700,912	<u>95</u> %	9,270,278	8,893,099	<u>96</u> %
OPERATING EXPENSES						
Salaries and Wages	37,341,612	36,566,483	98%	3,394,692	3,243,411	96%
Fringe Benefits	20,095,449	18,089,753	90%	1,826,859	1,695,611	93%
Purchased Transportation Services	14,179,869	15,720,564	111%	1,289,079	1,545,499	120%
Fuel	11,956,285	15,117,417	126%	1,086,935	1,511,539	139%
Other Materials and Supplies	5,422,439	4,690,638	87%	492,949	426,587	87%
Professional Services	3,294,804	1,631,087	50%	354,952	134,189	38%
Other Services	4,700,831	3,707,505	79%	476,759	316,214	66%
Lease and Miscellaneous Expenses	2,337,992	1,143,524	49%	235,888	82,717	35%
Casualty and Liability Insurance	1,220,317	1,731,130	142%	117,813	145,963	124%
Utilities	1,348,610	1,068,372	79%	124,061	96,400	78%
Taxes and Licenses	668,270	364,147	54%	61,827	21,182	34%
Interest Expense	243,793	479,656	<u>197</u> %	22,163	42,266	<u>191</u> %
Total Operating Expenses	102,810,271	100,310,276	<u>98</u> %	9,483,977	9,261,578	<u>98</u> %
OPERATING GAIN / (LOSS)	<u>\$ (1,538,663</u>)	<u>\$ (3,609,364)</u>	<u>235</u> %	<u>\$ (213,699</u>)	<u>\$ (368,479</u>)	<u>172</u> %

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY FIXED-ROUTE AND VANPOOL SEGMENT STATEMENT OF REVENUE AND EXPENSES FOR THE MONTH OF AUGUST 2008 AND THE ELEVEN MONTHS ENDED AUGUST 31, 2008 (UNAUDITED)

	Y Budget	ear to Date Actual	%	Mor Budget	%	
OPERATING REVENUES				U		
Customer Fares	\$ 18,286,344	\$ 18,731,967	102%	\$ 1,662,842	\$ 1,717,398	103%
Contract Services:						
Local Financial Assistance	8,194,274	8,466,832	103%	744,934	776,764	104%
Other Contractual Services	575,179	153,802	27%	52,289	8,364	16%
Advertising	2,245,837	1,808,496	81%	204,167	59,896	29%
Other Income	639,210	567,562	<u>89</u> %	58,110	19,336	<u>33</u> %
Total Operating Revenues	29,940,844	29,728,659	<u>99</u> %	2,722,342	2,581,758	<u>95</u> %
NONOPERATING REVENUES						
Operating assistance grants:						
Federal	687,500	659,500	96%	62,500	55,500	89%
State of Florida	7,728,673	7,355,735	95%	705,997	668,703	95%
Local	32,992,300	30,421,170	92%	2,999,300	2,765,561	92%
Planning and other assistance grants:						
Federal - Commuter Rail Project	-	-	0%	-	-	0%
Federal - Other	9,643,394	8,152,232	85%	925,192	848,761	92%
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%
State of Florida - Other	2,624,380	2,364,168	90%	250,438	227,337	91%
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%
Local Matching - Other	175,681	-	N/A	15,971	-	N/A
Interest Income	733,337	603,281	82%	66,667	46,996	70%
Gain / (Loss) on the Sale of Assets		193,222	N/A		6,901	N/A
Total Nonoperating Revenues	54,585,265	49,749,308	<u>91</u> %	5,026,065	4,619,759	<u>92</u> %
Total Revenues	84,526,109	79,477,967	<u>94</u> %	7,748,407	7,201,517	<u>93</u> %
OPERATING EXPENSES						
Salaries and Wages	37,006,497	36,254,033	98%	3,364,227	3,214,317	96%
Fringe Benefits	19,907,382	17,940,800	90%	1,809,762	1,681,603	93%
Purchased Transportation Services	3,674	1,639	45%	334	769	230%
Fuel	10,206,020	13,155,257	129%	927,820	1,300,383	140%
Other Materials and Supplies	5,394,752	4,677,371	87%	490,432	426,587	87%
Professional Services	2,590,356	1,424,398	55%	276,680	119,585	43%
Other Services	4,699,819	3,700,914	79%	476,667	316,214	66%
Lease and Miscellaneous Expenses	2,321,525	1,134,291	49%	234,391	81,961	35%
Casualty and Liability Insurance	1,220,317	1,731,130	142%	117,813	145,963	124%
Utilities	1,290,948	1,020,973	79%	118,819	91,933	77%
Taxes and Licenses	600,543	328,893	55%	55,670	15,748	28%
Interest Expense	243,793	479,656	<u>197</u> %	22,163	42,266	<u>191</u> %
Total Operating Expenses	85,485,626	81,849,355	<u>96</u> %	7,894,778	7,437,329	<u>94</u> %
OPERATING GAIN / (LOSS)	<u>\$ (959,517</u>)	<u>\$ (2,371,388)</u>	<u>247</u> %	<u>\$ (146,371</u>)	<u>\$ (235,812)</u>	<u>161</u> %

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY PARATRANSIT SEGMENT STATEMENT OF REVENUE AND EXPENSES FOR THE MONTH OF AUGUST 2008 AND THE ELEVEN MONTHS ENDED AUGUST 31, 2008 (UNAUDITED)

	v	Month of August						
	Budget	ear to Date Actual	%		Budget Actual			
OPERATING REVENUES	Budget	Actual	70	Dudget	Actual	%		
Customer Fares	961,445	1,046,966	109%	\$ 86,957	\$ 96,555	111%		
Contract Services:	, -	,,		¥,	• ,			
Local Financial Assistance	-	-	0%	-	-	0%		
Other Contractual Services	6,668,200	7,153,257	107%	606,200	797,357	132%		
Advertising	-	-	0%	-	-	0%		
Other Operating Income	-	-	<u>0</u> %	-	-	0%		
						—		
Total Operating Revenues	7,629,645	8,200,223	<u>107</u> %	693,157	893,912	<u>129</u> %		
NONOPERATING REVENUES								
Operating assistance grants:								
Federal	-	-	0%	-	-	0%		
State of Florida	-	-	0%	-	-	0%		
Local	7,282,517	7,282,519	100%	662,047	662,047	100%		
Planning and other assistance grants:	,,_,	.,,_,		-	-			
Federal - Commuter Rail Project	-	-	0%	-	-	0%		
Federal - Other	1,833,337	1,740,203	95%	166,667	135,623	81%		
State of Florida - Commuter Rail Project	-	-	0%	-	-	0%		
State of Florida - BRT Circulator Project	-	-	0%	-	-	0%		
State of Florida - Other	-	-	0%	-	-	0%		
Local Matching - BRT Circulator Project	-	-	0%	-	-	0%		
Local Matching - Other	-	-	0%	-	-	0%		
C C				-	-			
Interest Income	-	-	0%	-	-	0%		
Gain / (Loss) on the Sale of Assets		-	<u>0</u> %			<u>0</u> %		
Total Nonoperating Revenues	9,115,854	9,022,722	<u>99</u> %	828,714	797,670	<u>96</u> %		
Total Revenues	16,745,499	17,222,945	<u>103</u> %	1,521,871	1,691,582	<u>111</u> %		
OPERATING EXPENSES								
Salaries and Wages	335,115	312,450	93%	30,465	29,094	95%		
Fringe Benefits	188,067	148,953	79%	17,097	14,008	82%		
Purchased Transportation Services	14,176,195	15,718,925	111%	1,288,745	1,544,730	120%		
Fuel	1,750,265	1,962,160	112%	159,115	211,156	133%		
Other Materials and Supplies	27,687	13,267	48%	2,517	-	0%		
Professional Services	704,448	206,689	29%	78,272	14,604	19%		
Other Services	1,012	6,591	651%	92	-	N/A		
Lease and Miscellaneous Expenses	16,467	9,233	56%	1,497	756	51%		
Casualty and Liability Insurance	-	-	0%	-	-	0%		
Utilities	57,662	47,399	82%	5,242	4,467	85%		
Taxes and Licenses	67,727	35,254	52%	6,157	5,434	88%		
Interest Expense			<u>0</u> %			<u>0</u> %		
Total Operating Expenses	17,324,645	18,460,921	<u>107</u> %	1,589,199	1,824,249	<u>115</u> %		
OPERATING GAIN / (LOSS)	<u>\$ (579,146</u>)	<u>\$ (1,237,976)</u>	<u>214</u> %	<u>\$ (67,328</u>)	<u>\$ (132,667</u>)	<u>197</u> %		

Monthly Report C: Ridership Report

То:	LYNX Board Of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER Rik Smith (Technical Contact) William Hearndon (Technical Contact) Gerardo Ocasio Reyes (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Ridership Report
Date:	12/11/2008

September 2008 Final (*Except ACCESS LYNX)

*(Paratransit figures reflected in this report are draft, final figures still being compiled)

All Services (Fixed Route, Special Shuttles, ACCESS LYNX and VanPlan) Comparison to Prior Year

	September 2007	September 2008	Percentage +/-
Total Monthly	2,189,953	2,290,717	4.6%
Average Weekday	89,828	87,536	-2.6%
Number of Weekdays	19	21	10.5%
Annual Ridership	26,078,255	27,199,330	4.3%

September 2008 experienced a system-wide ridership total of 2,290,717, showing an increase of 4.6% from the 2,189,953 boardings recorded in September 2007. Average weekday boardings are down by 2.6% (2,292 fewer riders) from the previous year. System-wide year to date ridership is 27,199,330, up by 4.3% from last year's 26,078,255.

Fixed Koule – Comparison to Frior Year										
	September 2007	September 2008	Percentage +/-							
Total Monthly	2,130,216	2,218,772	4.2%							
Average Weekday	87,188	84,536	-3.0%							
Number of Weekdays	19	21	10.5%							
Annual Ridership	25,289,964	26,380,052	4.3%							

Fixed Route – Comparison to Prior Year

Fixed route ridership for September 2008 totaled 2,218,772, reflecting an increase of 4.2% when compared to the 2,130,216 passengers carried in September 2007.

	August 2008	September 2008	Percentage +/-
Total Monthly	2,127,403	2,218,772	4.3%
Average Weekday	78,444	84,536	7.8%
Number of Weekdays	21	21	0.0%

Fixed Route – Comparison to Prior Month

Comparisons of September 2008 to the prior month's boardings (August 2008) reflect an increase of 4.3% (91,369 riders). September 2008 also saw an increase of 7.8% in the average number of passengers riding per weekday (a difference of 6,092 riders) when compared to the average weekday ridership for August 2008 of 78,444.

Individual Fixed Route Comparison to Prior Year

Comparisons of individual route ridership during August 2008 show 6 routes to have experienced a decline in ridership greater than 10% when compared to August 2007.

Route Decreases Greater Than 10%

+Link 25	- Silver Star Rd.	(-64.3%)
+Link 14	- Princeton Street/Plymouth Apts.	(-57.3%)
+Link 23	- Winter Park/Forest City	(-52.8%)
+Link 1	- N Orange Ave./Altamonte Mall	(-48.1%)
+Link 9	- N. Orange Ave./Rosemont	(-40.7%)
+Link 20	- Malibu/Pine Hills	(-34.0%)
	(+ Links revised in August 2008)	

Link 204 (Clermont Express) shows an increase of 218.0% over previous year. The unprecedented demand for this route has produced significant ridership increases since January 2008. This is thought to be primarily due to the increase in fuel costs.

Link 30 – Colonial Drive Crosstown had an increase of 27.3%; this is primarily due to the increase to 30-minute headway.

Link 200- Volusia Express shows a steady growth in ridership for the last year and is up 39.2% increase over the previous year. This is thought to be primarily due to the increase in fuel costs.

Route Increases Greater Than 10%

Link 204 - Clermont Express	(+218.0%)
Link 200 - Volusia Express	(+39.2%)
Link 301 - Pine Hills/Animal Kingdom	(+38.9%)
Link 34 - Sanford/Goldsboro	(+30.2%)
Link 47 - Oviedo	(+28.6%)
Link 414 - UCF Alafaya/Waterford Lakes	(+28.0%)
Link 30 - Colonial Dr. Crosstown	(+27.3%)
Link 26 - Pleasant Hill Rd./Poinciana	(+25.7%)
Link 300 - Downtown Orlando/Hotel Plaza	(+24.6%)
Link 10 - East U.S. 192/St. Cloud	(+20.1%)
Link 50 - Downtown Orlando/Magic Kingdom	(+19.9%)
Link 54 - Old Winter Garden Rd.	(+19.5%)
Link 57 - John Young Pkwy.	(+19.4%)
Link 18 - S. Orange Ave./Kissimmee	(+15.2%)
Link 37 - Park Promenade Plaza/Florida Mall	(+13.6%)
Link 44 - Clarcona/Zellwood	(+12.8%)
Link 48 - W. Colonial Dr./Park Promenade	(+12.1%)
Link 52 - Pine Castle/Tradeport	(+11.4%)

PickUpLine

For September 2008, PickUpLine ridership was 620 compared to 715 one-way passenger trips in August 2008.

Service Mode	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	TOTAL YEAR
LYMMO	114,798	94,685	91,875	99,272	98,266	103,967	102,589	98,204	90,840	98,374	83,201	94,166	1,170,237
All Other Links	2,219,929	2,089,631	2,065,900	2,093,056	2,034,393	2,099,775	2,068,088	2,157,643	2,060,183	2,152,409	2,044,202	2,124,606	25,209,815
Total Fixed Route	2,334,727	2,184,316	2,157,775	2,192,328	2,132,659	2,203,742	2,170,677	2,255,847	2,151,023	2,250,783	2,127,403	2,218,772	26,380,052
Special Shuttles	65	969	95	157	935	26,563	207	60	30	98	126	903	30,208
Access LYNX	51,949	46,138	44,669	47,581	46,407	51,653	52,809	53,413	52,450	54,844	50,994	56,098	609,005
VanPlan	18,772	15,378	13,584	15,808	16,330	16,145	17,890	3,352	16,601	16,916	14,345	14,944	180,065
TOTAL	2,405,513	2,246,801	2,216,123	2,255,874	2,196,331	2,298,103	2,241,583	2,312,672	2,220,104	2,322,641	2,192,868	2,290,717	27,199,330

Final (*except Access Lynx)

% Change From Fiscal Year 2007 To Fiscal Year 2008

Service Mode	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	TOTAL YEAR
LYMMO	9.8%	-7.9%	-8.3%	-3.2%	3.2%	5.0%	10.0%	4.2%	3.8%	11.3%	-24.0%	-5.0%	-0.5%
All Other Links	10.3%	11.3%	9.3%	2.0%	9.8%	1.7%	4.3%	3.9%	1.7%	6.4%	-7.7%	4.7%	4.6%
Total Fixed Route	10.3%	10.2%	8.3%	1.7%	9.4%	1.8%	4.5%	3.9%	1.7%	6.6%	-8.5%	4.2%	4.3%
Special Shuttles	-14.5%	48.2%	-98.6%	-99.2%	269.6%	1346.8%	36.2%	-97.1%	-45.5%	-82.1%	93.8%	212.5%	-6.6%
Access LYNX	12.1%	3.2%	3.2%	4.4%	8.9%	9.4%	17.2%	11.3%	12.0%	16.4%	1.4%	28.8%	10.6%
VanPlan	3.1%	-8.7%	-4.7%	-7.8%	-1.9%	-11.8%	1.1%	-81.4%	5.9%	-1.6%	-26.5%	-5.9%	-12.3%
TOTAL	10.2%	9.9%	7.8%	0.8%	9.3%	3.0%	4.8%	3.2%	2.0%	6.7%	-8.4%	4.6%	4.3%

Fiscal Year 2007

Service Mode	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	TOTAL YEAR
LYMMO	104,537	102,808	100,230	102,502	95,244	99,012	93,260	94,228	87,540	88,422	109,469	99,154	1,176,406
All Other Links	2,012,423	1,877,646	1,890,701	2,051,408	1,853,218	2,063,828	1,982,224	2,076,640	2,025,080	2,022,569	2,213,983	2,029,694	24,099,414
Total Fixed Route	2,117,655	1,981,639	1,991,847	2,155,035	1,949,425	2,163,897	2,076,637	2,172,185	2,114,199	2,112,235	2,324,994	2,130,216	25,289,964
Special Shuttles	76	654	6,656	19,711	253	1,836	152	2,054	55	547	65	289	32,348
Access LYNX	46,337	44,688	43,297	45,565	42,633	47,231	45,066	47,970	46,831	47,118	50,279	43,563	550,578
VanPlan	18,202	16,852	14,252	17,147	16,640	18,314	17,688	18,016	15,669	17,194	19,506	15,885	205,365
TOTAL	2,182,270	2,043,833	2,056,052	2,237,458	2,008,951	2,231,278	2,139,543	2,240,225	2,176,754	2,177,094	2,394,844	2,189,953	26,078,255

LYNX AVERAGE DAILY SEPTEMBER 2008

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEARLY AVG
LYMMO	Wkday	4,579	3,958	3,994	3,649	4,279	4,283	4,251	4,125	3,905	3,933	3,469	3,863	4,02
	Sat	1,391	1,686	1,349	1,871	1,144	1,791	1,267	1,495	1,148	1,059	1,097	1,264	1,38
	Sun	979	964	873	1,044	958	1,015	1,000	822	847	920	972	1,033	95
All Other Links	Wkday	81,900	81,804	79,436	65,454	80,109	79,755	79,049	82,126	79,966	78,073	74,975	80,673	78,61
	Sat	53,826	55,442	58,227	40,452	56,171	54,404	52,730	55,274	55,003	56,057	55,201	56,331	54,093
	Sun	30,230	29,919	30,640	29,816	31,819	30,580	29,398	31,324	32,102	33,102	38,744	30,850	31,544
Total Fixed Route	Wkday	86,479	85,762	83,430	69,103	84,388	84,038	83,300	86,251	83,871	82,006	78,444	84,536	82,634
	Sat	55,216	57,128	59,576	42,323	57,315	56,195	53,997	56,769	56,151	57,115	56,298	57,595	55,473
	Sun	31,209	30,883	31,513	30,860	32,777	31,595	30,398	32,146	32,949	34,022	39,716	31,882	32,490
Access LYNX	Wkday	2,047	1,869	1,780	1,854	1,964	2,143	2,161	2,144	2,221	2,158	2,117	2,305	2,064
	Sat	839	834	909	827	847	913	908	914	913	893	909	962	889
	Sun	380	419	549	406	443	415	410	420	431	412	400	384	422
VanPlan	Wkday	764	653	597	648	731	710	761	692	754	697	696	695	700
	Sat	151	116	114	114	124	131	643	592	129	104	111	103	203
	Sun	149	135	96	113	122	116	141	109	112	118	117	94	118
TOTAL	Wkday	89,290	88,285	85,807	71,605	87,083	86,891	86,222	89,087	86,846	84,861	81,256	87,536	85,397
LYNX	Sat	56,206	58,078	60,599	43,263	58,286	57,239	55,548	58,275	57,193	58,111	57,318	58,660	56,565
SERVICES	Sun	31,738	31,436	32,158	31,379	33,342	32,127	30,949	32,675	33,492	34,552	40,233	32,360	33,037

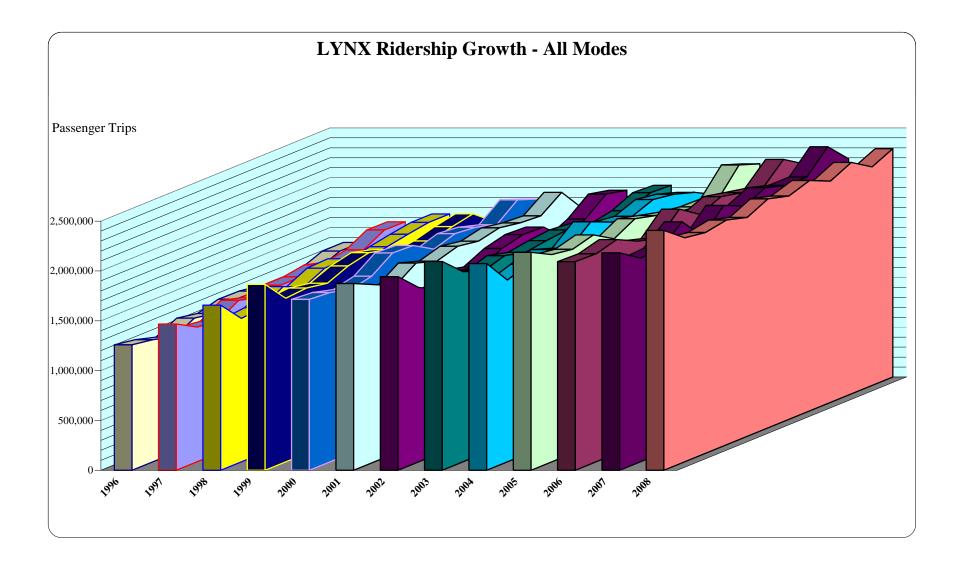
% Change From Fiscal Year 2007 TO Fiscal Year 2008

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YEAR
LYMMO	Wkday	19.8%	-8.8%	-8.1%	-12.2%	4.6%	5.7%	9.1%	4.9%	2.8%	4.7%	-20.9%	-15.2%	-1.7%
	Sat	25.0%	-8.7%	-26.0%	14.5%	-54.3%	35.1%	-28.8%	37.0%	16.7%	-8.6%	-3.7%	-5.7%	-6.6%
	Sun	30.0%	11.8%	26.4%	13.9%	11.3%	25.8%	16.0%	23.2%	20.3%	12.4%	-5.0%	4.4%	14.8%
All Other Links	Wkday	7.1%	10.6%	8.4%	-14.9%	4.6%	4.5%	1.8%	5.2%	2.3%	0.9%	-7.2%	-2.4%	1.6%
	Sat	7.4%	17.1%	11.8%	-24.5%	9.5%	3.7%	1.3%	5.0%	4.7%	6.5%	-2.9%	2.9%	3.3%
	Sun	6.4%	12.2%	13.7%	2.5%	8.7%	3.6%	1.6%	3.9%	5.1%	5.5%	19.3%	-1.1%	6.8%
Total Fixed Route	Wkday	7.7%	9.5%	7.4%	-14.8%	4.6%	4.6%	2.2%	5.2%	2.3%	1.1%	-7.9%	-3.0%	1.5%
	Sat	7.8%	16.1%	10.5%	-23.4%	6.5%	4.5%	0.3%	5.7%	4.9%	6.2%	-3.0%	2.7%	3.0%
	Sun	7.0%	12.1%	14.0%	2.8%	8.7%	4.2%	2.0%	4.3%	5.5%	5.7%	18.6%	-0.9%	7.0%
Access LYNX	Wkday	8.1%	2.4%	2.4%	4.2%	3.0%	12.9%	13.7%	14.2%	12.0%	13.2%	7.2%	21.9%	9.7%
	Sat	15.4%	8.3%	13.5%	6.3%	5.7%	14.0%	11.3%	15.5%	8.5%	7.8%	4.9%	12.5%	10.2%
	Sun	3.4%	15.3%	4.1%	19.7%	33.2%	21.0%	10.9%	13.0%	14.2%	1.7%	-1.4%	-1.8%	10.4%
VanPlan	Wkday	-0.4%	-9.7%	-4.8%	-9.6%	-6.0%	-9.5%	-2.3%	-6.7%	7.7%	-5.0%	-14.6%	-7.2%	-5.8%
	Sat	-9.9%	-16.2%	-5.3%	8.6%	-16.2%	3.2%	292.0%	332.0%	8.6%	-19.5%	-10.6%	-3.6%	53.4%
	Sun	13.2%	40.8%	0.0%	86.8%	-2.8%	12.5%	3.4%	7.1%	-3.5%	8.9%	65.5%	24.3%	16.4%
TOTAL	Wkday	7.6%	9.2%	7.2%	-14.3%	4.5%	4.7%	2.4%	5.3%	2.6%	1.3%	-7.6%	-2.6%	1.6%
LYNX	Sat	7.9%	15.9%	10.5%	-22.9%	6.5%	4.6%	1.4%	6.6%	4.9%	6.1%	-2.9%	2.8%	3.3%
SERVICES	Sun	7.0%	12.3%	13.8%	3.2%	9.0%	4.5%	2.1%	4.5%	5.5%	5.7%	18.4%	-0.9%	7.1%

Fiscal Year 2007

Service Mode	Day	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	AVG DAILY FOR YEAR
LYMMO	Wkday	3,822	4,339	4,348	4,154	4,089	4,053	3,897	3,933	3,800	3,756	4,384	4,554	4,094
	Sat	1,112	1,847	1,824	1,634	2,505	1,326	1,780	1,091	984	1,158	1,139	1,341	1,478
	Sun	753	862	691	917	861	807	862	667	704	818	1,023	989	829
All Other Links	Wkday	76,466	73,964	73,310	76,915	76,596	76,289	77,641	78,033	78,177	77,384	80,756	82,634	77,347
	Sat	50,102	47,340	52,073	53,614	51,287	52,459	52,047	52,636	52,559	52,646	56,873	54,739	52,365
	Sun	28,401	26,676	26,948	29,097	29,279	29,504	28,944	30,140	30,536	31,363	32,467	31,197	29,546
Total Fixed Route	Wkday	80,304	78,316	77,669	81,069	80,685	80,342	81,538	81,966	81,977	81,140	85,140	87,188	81,445
	Sat	51,214	49,187	53,897	55,248	53,792	53,785	53,827	53,727	53,543	53,804	58,012	56,080	53,843
	Sun	29,154	27,538	27,639	30,014	30,140	30,311	29,806	30,807	31,240	32,181	33,490	32,186	30,376
Access LYNX	Wkday	1,893	1,825	1,739	1,780	1,907	1,899	1,901	1,877	1,983	1,906	1,975	1,892	1,881
	Sat	727	770	801	778	801	801	816	791	842	828	867	855	806
	Sun	367	363	527	339	332	343	369	372	378	405	406	391	383
VanPlan	Wkday	767	723	627	717	777	785	779	742	700	734	814	749	743
	Sat	168	139	120	105	148	127	164	137	119	129	124	107	132
	Sun	132	96	96	61	126	104	136	102	116	108	71	76	102
TOTAL	Wkday	82,964	80,864	80,035	83,566	83,369	83,026	84,218	84,585	84,660	83,780	87,929	89,828	84,069
LYNX	Sat	52,108	50,096	54,818	56,131	54,741	54,713	54,807	54,655	54,503	54,761	59,002	57,042	54,781
SERVICES	Sun	29,653	27,997	28,262	30,414	30,598	30,758	30,312	31,281	31,734	32,694	33,967	32,653	30,860

Link No	Route	FY 2007 Average Monthly Ridership	Aug-2008	% Change from Aug 08 to Sep 08	Sep-2008	% Change From Previous Year	Change Sep 2008 From FY 2007 Average Monthly Ridership
1	N Orange Ave./Altamonte Mall	16,657	13,191	-39.1%	8,031	-48.1%	-51.8%
2	Colonialtown	3,905	1,704	-100.0%	N/A	-100.0%	-100.0%
3	Lake Margaret	18,703	15,727	9.4%	17,209	-6.6%	-8.0%
4	South U.S. 441/Kissimmee	152,966	150,614	-1.8%	147,837	-3.1%	-3.4%
5	Lake George/Fort Gatlin Dixie Belle	4,587	5,367	-11.2%	4,764	3.0%	3.9% 0.5%
<u>6</u> 7	S. Orange Ave./Florida Mall	16,280 25,526	15,812 26,136	2.9%	16,355 26,881	4.8%	5.3%
8	W. Oak Ridge Rd./Int'l Dr.	174,381	199,060	1.6%	20,381	4.8%	16.0%
9	N. Orange Ave./Rosemont	30,304	22,259	-17.8%	18,305	-40.7%	-39.6%
10	East U.S. 192/St. Cloud	21,799	21,193	29.4%	27,421	20.1%	25.8%
102	Orange Ave/South 17/92	N/A	27,586	139.7%	66,113	N/A	N/A
103	North 17/92 Sanford	N/A	13,695	151.8%	34,483	N/A	N/A
11 12	S. Orange Ave./OIA	33,788 7,409	34,556	0.1%	34,590 7,240	1.5%	2.4%
12	Buenaventura Lks/Boggy Ck Silver Star Rd. Crosstown	7,409 N/A	5,385 24,643	131.5%	57,051	-2.0% N/A	-2.5% N/A
123	University of Central Florida	33,886	32,692	14.3%	37,358	4.7%	10.2%
	Princeton Street/Plymouth Apts.	5,984	4,154	-38.7%	2,545	-57.3%	-57.5%
15	Curry Ford Rd./V.C.C. East	45,479	41,379	10.6%	45,771	2.4%	0.6%
16	College Park/The Meadows	10,005	3,627	-100.0%	N/A	-100.0%	-100.0%
17	North U.S. 441/Apopka	50,906	48,513	8.6%	52,683	9.0%	3.5%
18	S. Orange Ave./Kissimmee	37,854	37,484	13.1%	42,411 30,346	15.2%	12.0%
19 20	Richmond Heights Malibu/Pine Hills	29,829 66,345	25,798 48,399	17.6% -15.5%	40,874	3.8%	1.7% -38.4%
200	Volusia Express	1,005	1,689	2.7%	1,735	39.2%	72.6%
204	Clermont Express	959	3,072	29.1%	3,965	218.0%	313.7%
209	UCF/Downtown Orlando Late Night Shuttle	96	N/A	N/A	N/A	N/A	-100.0%
21	Carver Shores/Tangelo Park	84,144	77,828	0.6%	78,325	-2.5%	-6.9%
22	Richmond Estates	26,363	20,515	20.8%	24,792	1.0%	-6.0%
23 24	Winter Park/Forest City Millenia	24,612 11,238	16,958 11,773	-32.1%	11,512 10,696	-52.8%	-53.2% -4.8%
24	Silver Star Rd.	72,149	58,655	-48.8%	30,057	-64.3%	-4.8%
	Pleasant Hill Rd./Poinciana	17,047	20,035	13.2%	22,675	25.7%	33.0%
27	Plant St./Oakland	7,712	6,380	18.0%	7,526	3.9%	-2.4%
28	E. Colonial Dr./Azalea Park	43,816	41,517	3.1%	42,799	0.1%	-2.3%
	E. Colonial Dr./Goldenrod	41,444	38,128	5.9%	40,379	6.1%	-2.6%
30	Colonial Dr. Crosstown	51,632	74,799	15.2%	86,203	27.3%	67.0%
<u>300</u> 301	Downtown Orlando/Hotel Plaza Pine Hills/Animal Kingdom	2,671 2,867	2,252 3,781	-6.2% 3.5%	2,113 3,915	24.6% 38.9%	-20.9% 36.5%
302	Rosemont/Magic Kingdom	3,487	3,954	-10.5%	3,537	9.2%	1.4%
303	Washington Shores/Disney-MGM	3,417	3,379	-12.5%	2,958	0.3%	-13.4%
304	Rio Grande/Vistana Resort	3,855	4,115	-8.3%	3,775	10.0%	-2.1%
	Metro West/All-Star Resort	727	1,625	-22.8%	1,254	1.5%	72.4%
31	Lymmo	97,015	83,201	13.2%	94,166	-5.0%	-2.9%
<u>32</u> 34	Union Park/Bithlo Sanford/Goldsboro	4,786 7,925	4,079 7,728	10.2%	4,494 8,858	1.4%	-6.1% 11.8%
	Lake Richmond	22,385	22,365	6.3%	23,764	1.4%	6.2%
37	Park Promenade Plaza/Florida Mall	69,425	73,375	-0.3%	73,122	13.6%	5.3%
38	Downtown Orlando/Int'l Dr.	16,024	16,211	-14.3%	13,889	-0.2%	-13.3%
39	U.S. 17-92/Sanford	63,386	34,913	-100.0%	N/A	-100.0%	-100.0%
40	Americana/Universal Orlando	40,660	41,408	-13.1%	36,003	1.1%	-11.5%
405	Apopka Circulator	2,996	6,274	36.6%	8,569	4.4%	186.0%
41 414	S.R. 436 Crosstown UCF Alafaya/Waterford Lakes	127,446 2,589	130,356 6,313	5.4% 30.4%	137,371 8,233	4.8% 28.0%	7.8% 218.0%
414 42	UCF Alafaya/Waterford Lakes International Dr./OIA	2,589	6,313 86,114	-5.0%	8,233	-3.4%	-2.9%
42	Central Florida Pkwy.	13,813	15,432	0.6%	15,519	9.0%	12.4%
44	Clarcona/Zellwood	16,615	14,483	17.6%	17,034	12.8%	2.5%
442	Clarcona/Zellwood	N/A	2,382	44.3%	3,438	N/A	N/A
443	Lee Rd. Crosstown	N/A	8,582	178.3%	23,880	N/A	N/A
444	Universal/Northbridge	N/A	1,419	-50.9%	697 5 064	N/A	N/A
45 46	Lake Mary W. S.R. 46/Seminole Towne Ctr.	4,924 13,925	4,284 12,642	18.2%	5,064 14,185	-3.4%	2.8%
40	W. S.K. 46/Seminole Towne Ctr. Oviedo	4,259	4,111	32.6%	5,453	4.9%	28.0%
48	W. Colonial Dr./Park Promenade	48,736	45,856	10.7%	50,743	12.1%	
49	W. Colonial Dr./Pine Hills	50,215	42,479	20.1%	51,006	5.6%	1.6%
50	Downtown Orlando/Magic Kingdom	42,306	66,492	-10.4%	59,554	19.9%	40.8%
51	Conway/OIA	33,840	31,814	11.4%	35,446	7.2%	4.7%
52	Pine Castle/Tradeport	5,590	5,547	5.9%	5,876	11.4%	5.1%
53	Story Rd./Tildenville	8,859	6,531	19.5%	7,802	-0.2%	-11.9%
54 55	Old Winter Garden Rd. West U.S. 192/Orange Lake	14,185 43,455	10,991 54,076	19.1% -17.4%	13,088 44,674	19.5% 9.6%	-7.7% 2.8%
55	West U.S. 192/Orange Lake West U.S. 192/Magic Kingdom	43,433	57,938	-17.3%	44,674	9.8%	2.8%
57	John Young Pkwy.	17,104	20,237	4.7%	21,189	19.4%	23.9%
58	Shingle Creek	2,254	2,030	-3.3%	1,963	-2.0%	-12.9%
99	Farebox Errors	17,677	13,380	-48.4%	6,901	-51.8%	-61.0%
Total		2,105,832	2,142,472 99	3.6%	2,220,507	4.2%	5.4%



То:	LYNX Board Of Directors
From:	Lisa Darnall CHIEF OPERATING OFFICER Belinda Balleras (Technical Contact) Doug Jamison (Technical Contact) Rik Smith (Technical Contact)
Phone:	407.841.2279 ext: 6036
Item Name:	Planning & Development Report
Date:	12/11/2008

Monthly Report D: Planning and Development Report

Coordination Activities

Orange County - LYNX staff is working with Commissioner Tiffany Moore Russell's office to secure grant funding from the ReNEW program to assist in providing sidewalk and curb in Tangelo Park to allow for the installation of two LYNX shelters. This grant will reimburse LYNX for the sidewalk and curbing. The shelters are currently in permitting with Orange County. Staff is also working with Commissioner Tiffany Moore Russell on off-setting O&M costs associated with trash pick-up along both Oakridge and Silver Star Road.

Staff attended a forum in the Pine Hills Community and adjacent West Orange area for planned shelter/amenities improvements along the Silver Star Road transit corridor.

Staff met with the Hunter's Creek Homeowners Association (HOA) to address trash issues, advertising shelters and advertising benches. The Association may adopt portions of Link 4 and Link 57 that run through their area to ensure the stops with Signal Outdoor Advertising shelters and Jaycee benches are to the standard of the HOA.

Staff has been coordinating with Valencia Community College East and West campuses to improve safety around ongoing construction activities.

Osceola County - Staff attended the fourth South Lake Toho stakeholders meeting. This meeting focused on transportation issues to be addressed within the Master Plan. The stakeholders are currently recommending a high level of transit, potentially Bus Rapid Transit (BRT) along a corridor through the center that could evolve into Light Rail Transit (LRT).

Higher densities of residential and commercial uses are planned to support these levels of transit with connections to the Commuter Rail station.

Staff has been working on a shelter install at the Poinciana Wal-Mart as part of the route restructuring in the area. The location will allow for the transfer of LYNX customers between the revised LINK 26 and the Pick-Up Line.

Staff worked in conjunction with the union at a public forum to educate the Poinciana community about service changes that became effective on December 7.

FDOT - Staff participated in the "Transit in DRI" workshop hosted by FDOT where discussions included enhancing transit's role in the Development of Regional Impact (DRI) analysis through a more regional approach. This came about through the regional *How Shall We Grow* initiative.

Staff had initial discussions with the EarthTech (Commuter Rail consultants) regarding transit shelters at the Commuter Rail Stations. It is anticipated that LYNX will obtain, at no cost to the agency, 28 shelter pads.

Geography Network

The LYNX Geography Network has been used 1044 times between October 1 and October 31, 2008.

GIS

LYNX' GIS database was updated with the current bus stop and shelters information. The adopted route changes for December 2008 were added to LYNX Geography Network Services. LYNX' GIS files with stops and routes information were updated on INFO Map - Orange County Interactive Web Mapping Application. The same data was made available for download at GOLYNX.com.

Maps were composed and distributed in support for the message about adopted service changes in December 2008. The METROPLAN ORLANDO's Land Use Subcommittee adopted the Florida Land Use (FLU) plan based on *How Shell We Grow* recommendations for urban development and enhanced transit mobility.

JARC/NFP

LYNX has submitted an application for the 2008 United We Ride Community Leadership Awards on Effective Public Transit Human Services Transportation Coordination, Planning and Implementation. These awards are given by the Federal Interagency Council on Access and Mobility to recognize states, localities, communities or organizations that have provided leadership and action toward developing and implementing exemplary, high-quality, coordinated human service transportation programs. Our application has highlighted the coordination efforts LYNX has accomplished as Community Transportation Coordinator (CTC) under the Transportation Disadvantaged program, regional coordination efforts led by the Authority, and future plans under development including the Traveler Management Coordination Center (MORETMCC). Awardees will be selected in late Fall 2008 and recognized at a national event in Washington, D.C. in Spring of 2009.

A study of the Job Access and Reverse Commute (JARC) Program and New Freedom Program (NFP) is being conducted by the University of Illinois at Chicago (UIC) with financial support from the Federal Transit Administration and the Community Transportation Association of America (CTAA). A number of transportation providers were randomly selected for the study to learn more about the JARC and/or New Freedom services being provided. LYNX was selected as one of sites the UIC team will visit. UIC conducted similar site visits for JARC services in 2002, and produced a report entitled The Economic Benefits of Employment Services found *Transportation* which can be at http://www.fta.dot.gov/funding/grants/grants_financing_7175.html. This report has provided valuable analysis of the JARC program and has helped FTA respond to requests from Congress and the Government Accountability Office (GAO) for information on the impacts of the JARC program. This new study is being conducted because the JARC data used for this report is six years old, and FTA is interested in applying the cost-effectiveness and cost-benefit analysis to the programs.

Model Orlando Regionally Efficient - Travel Management Coordination Center (MORE-TMCC)

The MORE-TMCC project was presented by staff at the Transportation Disadvantaged Local Coordinating Board (TDLCB) meeting at METROPLAN ORLANDO on November 13, 2008. The project is awaiting the decision by the Federal team as to which of the seven project sites will be chosen for funding for deployment of their plan. There were originally eight sites; however, the Atlanta Regional Commission has decided to withdraw from the project and proceed at a slower pace using local funding.

Service

The system-wide service changes and the bid for work schedules by bus operators were implemented on December 7, 2008. Efforts have begun on the April 2009 service change for potential efficiency and cost savings.

Shelters and Amenities Accomplishments - FY 2008

LYNX completed the installation of a total of 25 shelters during fiscal 2008, with about 10 in progress for site work and installations.

The following shelters were installed and funded under the LYNX capital budget: Vineland Road (2 shelters), Mercy Drive (4 shelters), Sea World (4 shelters) and SR 436 (2).

Of particular note, LYNX partnered with Sea World to have custom paint color and signage put on the shelters in exchange for Sea World taking care of trash pickup, landscaping and associated maintenance of the shelters.

The following shelters were developer funded or funded by other government agencies at no cost to LYNX: South of Downtown/SODO (2 shelters), Keiser College (1 shelter), Ikea (1 shelter), Lowe's of Apopka (1) and Canadian Court (8 shelters).

Superstops

Orange County - The Canadian Court Superstop construction is complete at a cost of \$1.5 million paid solely by Orange County.

LYNX staff and the owner's of the Florida Mall have been negotiating to install new shelters at the existing Florida Mall Superstop. The original site plan called for the installation of two 15' x 15' shelters. Since the owner's of the mall were not willing to negotiate with respect to the shelters, LYNX has revamped the site plans to allow for the multiple installation of 10' x 10' shelters.

City of Kissimmeee - After numerous public information meetings and subsequent Commission meetings on the proposed Kissimmee Superstop, a parcel further north at Drury Avenue and Pleasant Street was selected. LYNX and the City of Kissimmee asked FDOT to advance the purchase of the Drury Avenue and Pleasant Street site. FDOT has agreed to purchase this site and will allow LYNX to construct an 8 bay transfer facility.

The completed environmental documentation is scheduled to be done December 2008. It is anticipated that design will be completed by December 30. Submittal to permitting and approval is anticipated for January 30, 2009. The bid/award phase is anticipated to be February-April 2009. Construction is anticipated to begin in May 2009 with an estimated completion in August/ September 2009.

The Osceola Square Mall was initially to be the location of a Superstop in the Kissimmee area. Work was stopped at this location and the new site near the Civic Center was chosen instead. It was later determined that a pullover bay that would serve four buses should be designed for Armstrong Road which is adjacent to the mall. The design and construction plans are in the process of being finished and reviewed by the City of Kissimmee. It is anticipated that construction bid comments should be read in December 2008 if the permit is approved. Bids could be opened as early as January 2009 with a contract award in February and construction to begin in March and completion in June 2009.

Shelter and Amenities Update FY 2009

LYNX' is in the process of installing the following shelters: Eatonville (2), Orlando Housing Authority (1), Oakridge and Millenia (2-developer funded), International Drive (1), State Road 436 (2).

Orange County - LYNX staff completed an analysis of the Silver Star Road corridor from the City limits of Ocoee to the City limits of Orlando. There are 20 shelter locations currently in the permitting process targeted to be permitted in the October/December timeframe.

LYNX staff completed an analysis of the Oak Ridge Road corridor from the outlet mall to just east of US 441. 20 shelters are currently in the permitting process targeted to be permitted in the October/December timeframe.

LYNX has been meeting with Orange County regarding the permitting of shelters. Previously LYNX did not have to pull permits for shelters within unincorporated portions of the County. It has taken almost a year to have clear zone issues (related to non-LYNX capital funded shelters) rectified. As of October 7, 2008, LYNX and the County agreed on a set format to follow for permitting of shelters. It is anticipated that it would take 2 months to permit the planned shelters with the County on Silver Star and Oakridge, as well as the two shelters in Tangelo Park.

Seminole County - LYNX staff has completed all field work on stops from Sanford to Maitland on US 17/92. LYNX has been in discussions with Seminole County with respect to shelters within the CRA along the Link 102 and Link 103. LYNX is preparing a more detailed site analysis of the entire corridor to present at another meeting of the CRA. LYNX is currently working with the City of Sanford CRA for the refurbishment of 4 existing shelters and the installation of an additional shelter in the downtown corridor along 1st Street. In addition, LYNX is currently having an existing shelter refurbished for installation at an existing shelter pad at a Wal-Mart located on Rinehart Road in Sanford.

Winter Park - LYNX has completed negotiations with the City of Winter Park and has started the process of negotiations with private property owners to install 5 shelters along the Link 102. The design agreed upon by Winter Park is planned to be used along US 17/92 as well. The City has taken the initiative and installed the first shelter on New York Avenue at the Winter Park Farmers' Market.

Developments of Regional Impact (DRI's)/Roadway Projects

LYNX staff has reviewed and/or commented on the following projects, and attended meetings related to these projects.

Moss Park Notice of Proposed Change

• The East Central Florida Regional Planning Council (ECFRPC) provided agency comments to the developer. The developer has been asked to address LYNX concerns with respect to the lack of transit provisions even though the development order calls for associated amenities.

Camino Reale Preapplication Meeting

- LYNX requested the developer to address how transit will be front loaded into the project.
- LYNX asked for clarification on the project's transit connectivity with the LYNX system.

Florida Hospital Health Village:

- Development Order (DO) was issued on October 7th, 2008.
- LYNX asked for the provision that unique shelters be allowed (shelters are required as part of the City of Orlando Development Order).
- Bikeways and/or sidewalk connection throughout the campus are a condition of the permit
- Florida Hospital is required to make known to employees there is available access to an existing ridesharing program.

- Florida Hospital is required to provide the City and LYNX transit related actions, facilities and sites in conjunction with the commuter rail station (6 months).
- The developer is required to continue employment of a fulltime Employee Transportation Coordinator.
- Transit and ridesharing studies, to be conducted yearly, are required.
- A LYNX bus pass (50%) and CRT (25%) subsidy is required. Should Phase I ridership not be realized, transit subsidy increases to 100% and CRT increases to 50%.
- As a condition of the DO, the annual service contribution to LYNX of \$25,000 is also required.

Landmark Sun Resort and Spa:

- Development Order issued October 7, 2008.
- Developer required to install bikeways and pedestrian circulation
- Bike racks and bike lockers are required.
- LYNX ridesharing program is to be made known to employees.
- The developer is required within 2 years of the development order to propose to Osceola County additional transit service, transit facilities and transit sites.
- The developer is required to provide a 50% bus pass subsidy.
- The developer is required to appoint a part-time Employee Transportation Coordinator when employment levels reach 500.
- Ridesharing and transit studies are required along with shuttle service from the resort to attractions.

Rolling Oaks Notice of Proposed Change

- Additional information is being requested by the East Central Florida Regional Planning Council (ECFRPC) from the developer.
- The developer is required to show how the existing Development Order and the current design address the safety and promotion of alternative forms of transportation
- The current development design is to be amended to include more pedestrian features (project is off of US 192).

International Corporate Park - Final Recommendations

- As part of this project's inclusion in Innovation Way, Orange County is working on a Multi-modal Transportation District (MMTD). The developer is required to comply with the requirements of the MMTD prior to Phase 2. Provisions include transit passenger shelters, transit parking bays to facilitate and augment transit operations.
- The Developer is required to provide for mass transit including, but not limited to, multimodal stations, transit easements or corridors, and an internal circulator, consistent with the guiding principles of the Innovation Way Economic Development and Resource Management Study.
- Preferential treatment for carpools/vanpools.
- Prior to Phase 3 a ride share coordinator will be appointed.
- Park and ride, including the provisions of a lot, are to be encouraged and provided.

Road Projects

Staff provided comments and/or was involved in the regional review process for the following road projects:

Seminole County - As sidewalk improvements occur on SR 46 require ADA accessibility for LYNX' existing stops.

Orange County - Ensure accessibility of existing stops (from Silver Star Road Extension to Ridgefield Avenue) during the construction phase and proposed construction of ADA pads at each stop be done with the new construction.

Lake County - Ensure the potential for accessibility of Link 204 stops from Lake Village Ave to Grand Highway during the construction phase of west S.R. 50 and proposed ADA improvements to stops granted jurisdictional approval for shelter installation

Final - Transit Development Plan for FY2009-2018

The Final Transit Development Plan (TDP) for FY2009-2018 has been approved by the Florida Department of Transportation. This year was a minor update of the plan. The TDP is available online via LYNX' website at <u>www.golynx.com</u> under the Planning section.

	Monthly Report E: Government Relations Report
То:	LYNX Board Of Directors
From:	James McLawhorn CHIEF GOVT AFFAIRS OFFICER Bryan Stutts (Technical Contact)
Phone:	407.841.2279 ext: 6064
Item Name:	Legislative Update
Date:	12/11/2008

The Senate adjourned on October 2. The House adjourned on October 3. While some Congressional committees have continued to hold committee hearings on the economic crisis, there have been no votes and Congress has essentially been out of session since the first week of October. Senators and Members of Congress, as well as their staffs, spent most of the month back in their districts campaigning.

The Senate is currently scheduled to re-convene for a post-election lame duck session to primary focus on a omnibus lands bill. However, with the continuing economic crisis, there has been a renewed push by Democrats for a second stimulus bill.

In September, the House and Senate Democratic leaders introduced separate economic stimulus packages. Both bills included additional money for transportation and infrastructure projects. The House bill included \$4.6 billion for public transportation. The Senate bill included \$2 billion for transit investments.

The House bill also provided a separate \$1 billion for transit energy assistance grants to help public transit agencies expand service, address increased fuel costs, acquire clean fuel or alternative fuel vehicles or facilities, or to promote commuter matching services.

With the continuing economic decline in early to mid-October, the House Democratic leadership decided to schedule various committee hearings to gain support for doing another stimulus bill this year. The House Transportation and Infrastructure Committee held its to examine how infrastructure investment contributes to job creation and economic recovery. Because of the

elections, few Members actually attended the hearing, but Chairman Jim Oberstar (D-MN) and Ranking Member John Mica (R-FL) were present for the hearing and expressed their support for including infrastructure funding in a second stimulus package.

Rep. Corrine Brown has been pushing for additional infrastructure spending to be included in a stimulus package all year, and the bills considered in September did include significant funding.

LYNX responded to the American Public Transportation Association (APTA) call for in "ready-to-go" projects that could begin within 90 days if federal funding is made available.

- Project #1 description: Complete Operations Center: procure emergency generator for operations facilities, finish preventive bus maintenance facilities, including brake inspection systems, heavy maintenance functions and accident repair paint barn. Cost Estimate: \$2.6 million
- Project #2 description: Commence construction and install threat and vulnerability security at high density locations with CCTV to interface with Orlando Police Department initiatives warranted by LYNX Threat and Vulnerablity Assessment at Rosemont, Osceola Square and West Oaks transfer centers Add solar 911 police call capability and security lighting at specific bus stops throughout the region. Cost Estimate: \$3.42 million
- Project #3 description: Immediately begin construction of Kissimmee Commuter Rail Intermodal transfer center. This Intermodal Center will also serve as LYNX southern most transfer station. Designs have been completed and could be commenced within 90 days.\$1.75 million - Cost Estimate: \$1.75 million
- Project #4 description: The existing north-south Downtown Bus Rapid Transit Route connects the Downtown with the Central Business Core and the Orange County government to LYNX Central Station, which will anchor Commuter Rail in downtown. Currently there is \$8 Million awarded to complete the EIS and Design. Cost Estimate: \$4.5 million
- Project #5 description: Immediately build and install 120 bus shelters to along Tourism and Hospitality Workforce Corridors with credit card sales and smart bus/next bus technology that will serve commuter rail and its feeder bus service. This is Included in our ITS strategic plan. Cost Estimate: \$2.5 million

The Transportation & Infrastructure Committee will continue to push for more transportation and infrastructure spending in another stimulus bill. The goal would be to invest money in projects that could be up and running within 120 days. However, like the previous version of the

stimulus bill, it will not likely include specific projects, but simply more overall funding for programs. In other words, the stimulus bill would provide more overall funding for the Federal Transit Administration to disburse, but would not specify particular projects

As for the changes in the Congress, the two new Democrats who were elected to replace Representative Keller (FL-8th) and Representative Feeney (FL-24th) have indicated an interest in transportation issues. These new Members of Congress will be sworn in on January 6, 2009.

Monthly Report F: Marketing Report

То:	LYNX Board Of Directors
From:	Peggy Gies CHIEF MARKETING OFFICER Katie Bond (Technical Contact) Courtney Miller (Technical Contact)
Phone:	407.841.2279 ext: 6020
Item Name:	Marketing Report
Date:	12/11/2008

Advertising Sales

ADVERTISING SALES	OCTOBER 2008
Advertising Sales Revenue	\$119,225
Net Revenue to LYNX Fiscal Year to Date	\$119,225

Commuter Services

COMMUTER CHOICE TRANSPORTATION PROGRAM						
CARPOOL/VANPOOL INQUIRIES	OCTOBER 2008					
Phone	97					
Internet	18					
Letters	934					
Matches	22					

COMMUTER CHOICE TR	RANSPORTATION PROGRAM
VANPOOLS	OCTOBER 2008
Commuter Choice Vanpool Participants	629
Total Revenue Miles YTD	1,071,409
New Vanpools	1
Returned Vanpools	1
Current Vans in Service	61
Pending Vanpool Interest	 Orlando VA Medical Center Westgate Sand Lake Alison Edwards (I-Drive area hotels) United Temps
No. of Employers Contacted	224
No. of Employees Contacted	877 (Kissimmee Park N Ride Mailing) + 25 (individual VA employees) + 70 (Hewitt Associates Benefits Fair) + 60 (Marriott Village Fair) + 145 (CFHLA Green Expo) + 85 (Veg Fest) + 60 (Green Works Lifestyles) + 40 (Manheim Orlando) = 1,362
Employer Program Presentations	 Boys & Girls Clubs of Central Florida Celebrity Resorts City of Orlando Green Works Business City of Orlando Green Works Business Coalition for the Homeless Devereux Fairfield Inn & Suites Marriott International Plaza Resort & Spa Marriott - Cypress Harbor Northpointe - Motorola Orange County Clerk of Courts Orlando Utilities Commission (OUC) Rollins College

	LOCATION	PARTICIPANTS		
	City of Orlando			
	Green Works			
	Lifestyles			
	Orlando VA	15		
	Medical Center	15		
Employee Vanpool Presentations	Manheim Orlando			
Employee Valpool Tresentations	(Orlando Auto	40		
	Auction)			
	Marriott Village	60		
	Hewitt Associates	70		
	Central Florida Veg	85		
	Fest	05		
	Total Participants	330		
	LOCATION	PARTICIPANTS		
	Central Florida			
	Hotel & Lodging			
	Association's	60		
	Human Resources			
	Seminar			
Other Business	City of Orlando			
Presentations/Meetings	Green Works	115		
	Business			
	Central Florida			
	Hotel & Lodging	145		
	Association's Green	175		
	Expo			
	Total Participants	320		

Program Implementation

LYNX added the following Commuter Vanpool Group:

• Lockheed Martin

LYNX added the following Agency to Adopt a Stop:

• The Everyday Foundation

Commuter Services Events

City of Orlando Green Works Business Seminar

LYNX was invited to participate in a panel discussion, as a participating panelist, to educate local businesses on sustainability practices. Green Works Orlando is the City's first comprehensive plan to protect our natural resources, encourage environmentally-friendly lifestyles and business practices and engage everyone who lives, works and visits Central Florida in the effort to "go green." As a panelist, a LYNX Commuter Services representative was able to promote the Commuter Assistance Programs to the 115 business representatives in the engaged audience.

City of Orlando Green Works Lifestyles Event

LYNX Commuter Services representatives shared with more than 60 employees of City of Orlando the Commuter Assistance Programs in lieu of single occupancy vehicles (SOV). Green Works Orlando is an environmental action agenda designed to transform Orlando into one of the most environmentally-conscious cities in America. In order to achieve this ambitious goal, part of their plan focuses on getting their employees to rethink how they get to work by having LYNX Commuter Services representatives foster alternative transportation options.

Central Florida Hotel & Lodging Association's (CFHLA) "Hospitality Goes Green" Expo

The Commuter Services division took advantage of this year's theme - "Hospitality Goes Green" - to unveil their latest marketing initiative. As part of the Green Savers campaign, the Commuter Services team members presented themselves as superheroes on a mission to save commuters money, all while saving the environment. This unique spin on the Commuter Assistance Programs gave the LYNX booth a high profile at the event, leading to a first place prize for "Best Booth" and fifty leads for potential Commuter Assistance Program implementation.

Central Florida Hotel & Lodging Association's (CFHLA) Human Resources Seminar

Rich Maladecki, President of CFHLA, personally invited LYNX Commuter Services to address the Human Resources professionals at this seminar. With more than 60 Human Resources professionals from various organizations in attendance, LYNX Commuter Services was able to present information on the Commuter Assistance Programs available to their businesses and employees.

3rd Annual Central Florida Veg Fest

LYNX Commuter Services participated in this year's Central Florida Veg Fest by promoting alternative forms of transportation to the festival's sponsors and attendees. The focus of the event is to provide information on healthy living to the residents of Central Florida, and the Commuter Assistance Programs were a perfect match for the festival.

Hewitt Associates

As part of its Benefits Fair, Hewitt invited LYNX Commuter Services to share with its employees the Commuter Assistance Programs available through LYNX. More than 70 employees received information on the transportation options available to help them to commute smarter to work. They were also able to fill out registration forms to find a carpool or vanpool group for their commute, as well as forms stating that they would like to participate in LYNX Guaranteed Ride Home program.

Marriott Village

More than 60 employees at the Marriott Village received information from a LYNX Commuter Services representative making them aware of the transportation options available through LYNX Commuter Services Department. Marriott Village holds its Benefits Fair annually and invited LYNX to inform its employees of LYNX Commuter Assistance Programs as a transportation benefits option.

Manheim Orlando

As a recent addition to the local businesses offering the LYNX Transportation Benefits programs to their employees, Manheim Orlando rolled out the first step in promoting carpooling, vanpooling, riding the bus and other alternate commute modes to their employees. A LYNX Commuter Services representative attended their employee wellness fair in order to distribute information to their employees, as well as register them to find a carpool partners.

Orlando VA Medical Center

As part of a major push to introduce vanpooling to the Orlando VA Medical Center, LYNX and VPSI attended a question and answer session with VA employees. The focus was on the next steps to move from "interested commuter" to actual vanpool groups and the groundwork was laid in order to place vans with this employee group by the end of 2008.

WEBSITE USAGE	OCTOBER 2008		
Average Hits per Day	65,512		
Average Users per Day	2,241.65		
Average Hits per User	30.17		
Average Time Spent on Site	7 minutes, 9 seconds		
Approximate Visits per User	1.89		
Total Page Hits	515,930		
Total User Visits	69,485		
Total Unique IP Addresses (visits)	36,656		

Marketing

Marketing Events

There were no marketing events in October.

Media Relations

Major story coverage for the late October/early November time frame included the Orlando Sentinel on December Service Changes and regional candidates highlighting transportation as part of their respective platforms. The Orlando Business Journal wrote about service changes, 2009 Legislative Priorities and are preparing an Executive Profile of Linda Watson. Florida Transportation had a spread on the Biodiesel grant. Tobacco Free Florida shot an upcoming commercial utilizing the LYNX Central Station facilities and the University of Central Florida film department shot segments of a bike documentary focusing on our bike racks and king panels. December should be a busy month with the Holiday Bus and service changes.

Customer Service

CALL CENTER DATA	OCTOBER 2008
Number of Calls	34,582
Call-Wait Time in Seconds	0:30

SALES & INFORMATION DATA	OCTOBER 2008
Customers serviced through fixed route inquiries/sales	26,150
LYNX fare media sales	213,710

CUSTOMER SERVICE DATA	OCTOBER 2008
Internet Inquiries	303
"How To Ride" presentations	6

CUSTOMER RELATIONS DATA	OCTOBER 2008
Customers assisted by telephone, fax, one-on-one	2455
Concerns/suggestions for Fixed Route (LYNX)	190
Compliments for Fixed Route/Road Rangers	20
Concerns/suggestions for Paratransit (MV)	387
Compliments for Paratransit	7

LOST & FOUND DATA	OCTOBER 2008
Number of items recovered	643
% items returned to owners	202
Advantage IDs issued	120
Kids In School & Senior IDs issued	20

Monthly Report G: Employee Travel Report

То:	LYNX Board Of Directors
From:	Linda Watson CHIEF EXECUTIVE OFFICER Blanche Sherman (Technical Contact) Deborah Henderson (Technical Contact)

Phone: 407.841.2279 ext: 6017

Item Name: Monthly Employee Travel Report

Date: 12/11/2008

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED COST	AGENCY COST
Linda Watson Executive	Tallahassee, FL	FDOT Commuter Rail Stakeholder Advisory Committee	08/26/08 - 08/27/08	457	457
Linda Watson Executive	Denver, CO	Receive NTI Achievement in Transit Training Champions Award	10/19/08 - 10/20/08	866	866
George Carrio Operations	Sarasota, FL	Attend 34th Annual FPTA Conference	10/21/08 - 10/22/08	369	289
Thomas Walls Operations	Lakeland, FL	Attend 2008 Florida Occupational Safety Conf. & EXPO	10/24/2008	18	18
Edward Mitchell Operations	Tampa, FL	Fatigue Awareness Seminars for Transit Agencies	11/04/08 - 11/06/08	280	280
Lorna Hall Operations	Tampa / St. Petersburg, FL	TSA and FEMA workshop	11/07/08	15	15
Patricia Bryant Operations	Tampa / St. Petersburg, FL	TSA and FEMA workshop	11/07/08	15	15

EMPLOYEE / DEPARTMENT	DESTINATION	PURPOSE	DEPARTURE AND RETURN DATES	TOTAL ESTIMATED COST	AGENCY COST
Bill Zielonka Operations	Tampa / St. Petersburg, FL	TSA and FEMA workshop	11/07/08	15	15
Lisa Darnall Operations	Seattle, WA	Attend APTA Bus Standards Committee and International Bus Roadeo Committee meetings	12/02/08 - 12/05/08	1,399	0
Riccian Vidal Marketing	St. Petersburg, FL	Attend the Florida Commuter Choice Summit	12/04/08	90	0
Courtney Miller Marketing	St. Petersburg, FL	Attend the Florida Commuter Choice Summit	12/04/08	90	0
Reginald Mells Marketing	St. Petersburg, FL	Attend the Florida Commuter Choice Summit	12/04/08	90	0
Jo Santiago Marketing	St. Petersburg, FL	Attend the Florida Commuter Choice Summit	12/04/08	90	0
Raul Balda Marketing	St. Petersburg, FL	Attend the Florida Commuter Choice Summit	12/04/08	90	90
William Zielonka Operations	Dallas, TX	Attend 9th DHS Security & Safety Round Table	12/08/08	249	249
William Hearndon Operations	Las Vegas, NV	ADA Paratransit Round Table	12/08/08 - 12/11/08	0	0
TOTAL ESTIMATED COSTS and AGENCY COSTS				4,133	2,294