

## Exhibit “A” Scope of Services

### 1.0 Introduction

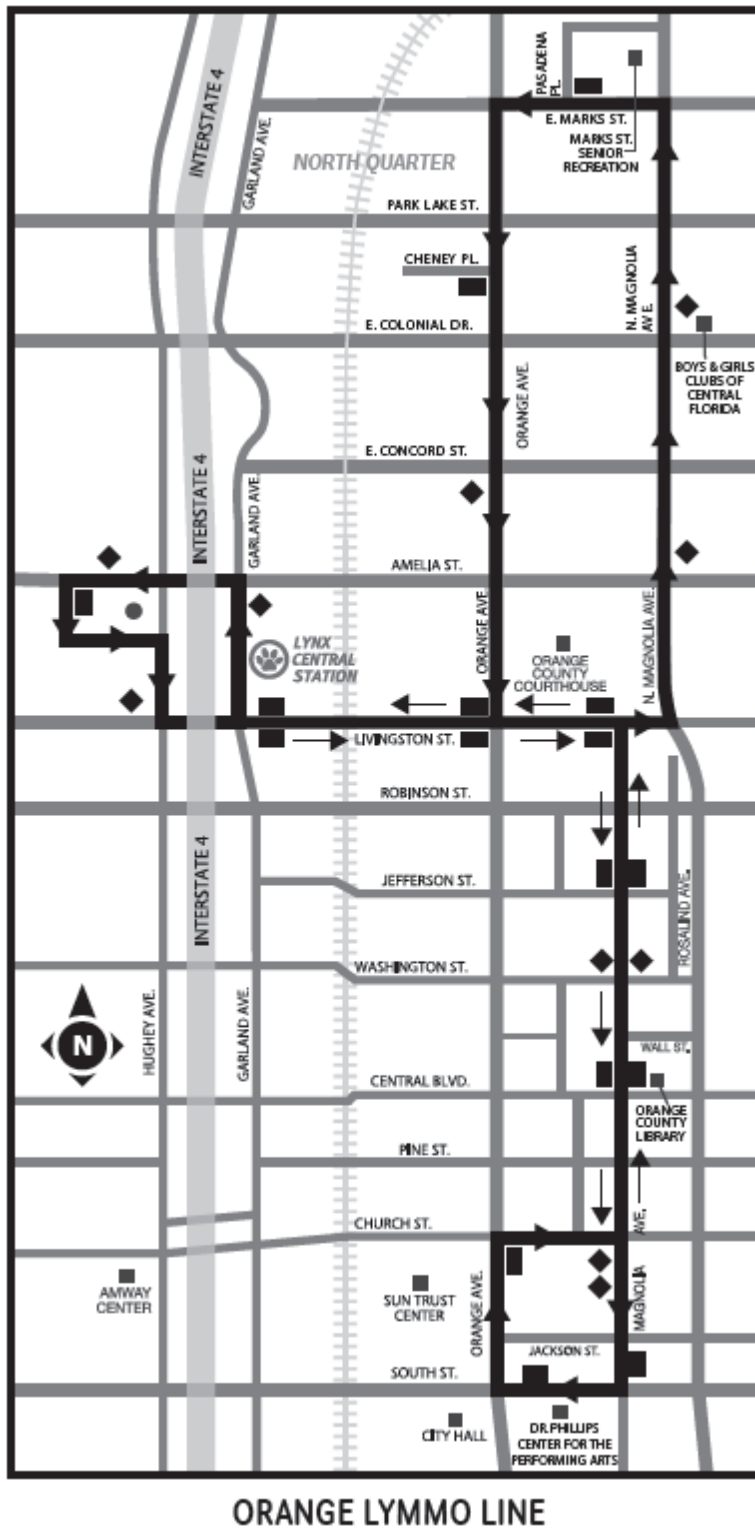
LYNX is responsible for public transportation services to the general public in the three county area which includes: Orange, Seminole and Osceola Counties. LYNX offers alternative transportation services in the form of fixed route bus service, paratransit services and mobility assistance services including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

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

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

2.1 Original LYMMO Alignment (Orange Line). The Original LYMMO operates within the right-of-way of existing streets between the Centroplex Garage and the Orlando City Hall. The route consists of approximately 4.04 miles of exclusive lanes. Figure 2.1 shows the station locations and alignment plan. The project is divided into four geographical segments. These segments do not reflect the operating route of the project.

Figure 2.1



### LYNX Central Station (LCS) Loop Segment

The LCS Loop segment is comprised of a one-way, single-lane loop along Alexander Place, Hughey Avenue, Livingston Street, Garland Avenue and Amelia Street. Beginning at Garland Avenue and Livingston Street, an exclusive bus lane (northbound) is provided on Garland Avenue along the east curb lane. At Amelia Street, the alignment turns west with an exclusive bus lane along the north curb lane. After crossing Hughey Avenue, the alignment then turns left to enter the Centroplex I garage. When exiting the parking garage, the alignment turns east onto Alexander Place along the south curb line. The alignment turns south at Hughey Avenue along the east curb line. The alignment then turns east onto Livingston Street, with the bus lane provided along the north curb lane. The alignment crosses Garland Avenue, where two-way bus operations begin (Livingston Street segment). A station is located inside the Centroplex I garage. Two passenger stops are also located on Garland Avenue south of Amelia Street serving LYNX Central Station and on Hughey Avenue north of Livingston Street serving the Orange County Public Schools administrative offices.

### Livingston Street Segment

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

### Magnolia Avenue Segment

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

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

### South Loop Segment

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

on Church Street. The exclusive bus lane is located along the south curb of Church Street between Orange Avenue and Magnolia Avenue. Two-lane bus operations then resume at Magnolia Avenue.

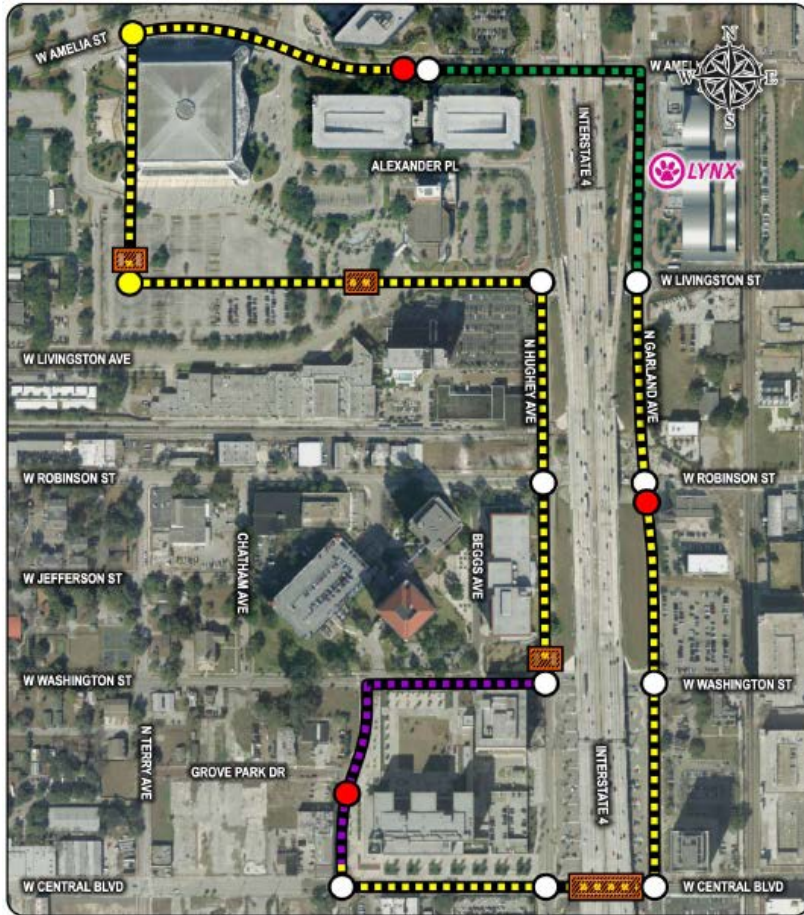
Side platform stations are located on Magnolia Avenue north of South Street serving the Dr. Phillips Center for the Performing Arts, South Street east of Orange Avenue serving City Hall and the Grand Bohemian Hotel, and Orange Avenue south of Church Street serving the SunTrust building and Chase Plaza.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

#### North Quarter Loop

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

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

Figure 2.2



The Parramore BRT expansion project represents a 2.1-mile expansion of the current Orlando LYMMO BRT system through the historic Parramore and Callahan neighborhoods and the proposed Creative Village redevelopment site. This LYMMO BRT expansion project reconfigures the current 0.20 mile northwest loop out and back from LYNX Central Station (LCS) that routes through the Centroplex parking garage to Livingston Street via Hughey Avenue.

#### Creative Village Loop

The BRT expansion project would continue the route on a BRT exclusive, fixed guideway lane in a one-way counter-clockwise direction from the current terminus of the BRT exclusive, fixed guideway lane on Amelia Street approximately 420 feet west of Hughey Avenue, continuing 0.21 miles west from this point. The route then turns left (south) from the outside BRT lane under an exclusive transit signal phase onto a newly designated Terry Avenue within a BRT exclusive, fixed guideway lane continuing south for 0.13 miles to a new intersection formed by the realignment of Livingston Street with Terry Avenue right-of-way. The route then turns left (east)

from the outside BRT exclusive lane under an exclusive transit signal phase onto re-aligned Livingston Street within a BRT exclusive, fixed guideway lane that continues 0.24 miles to Hughey Avenue. Two side platform stations will be located in this section, on Terry Avenue just north of Livingston Street and on Livingston Street just west of Hughey Avenue.

#### Hughey & Garland Loop

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

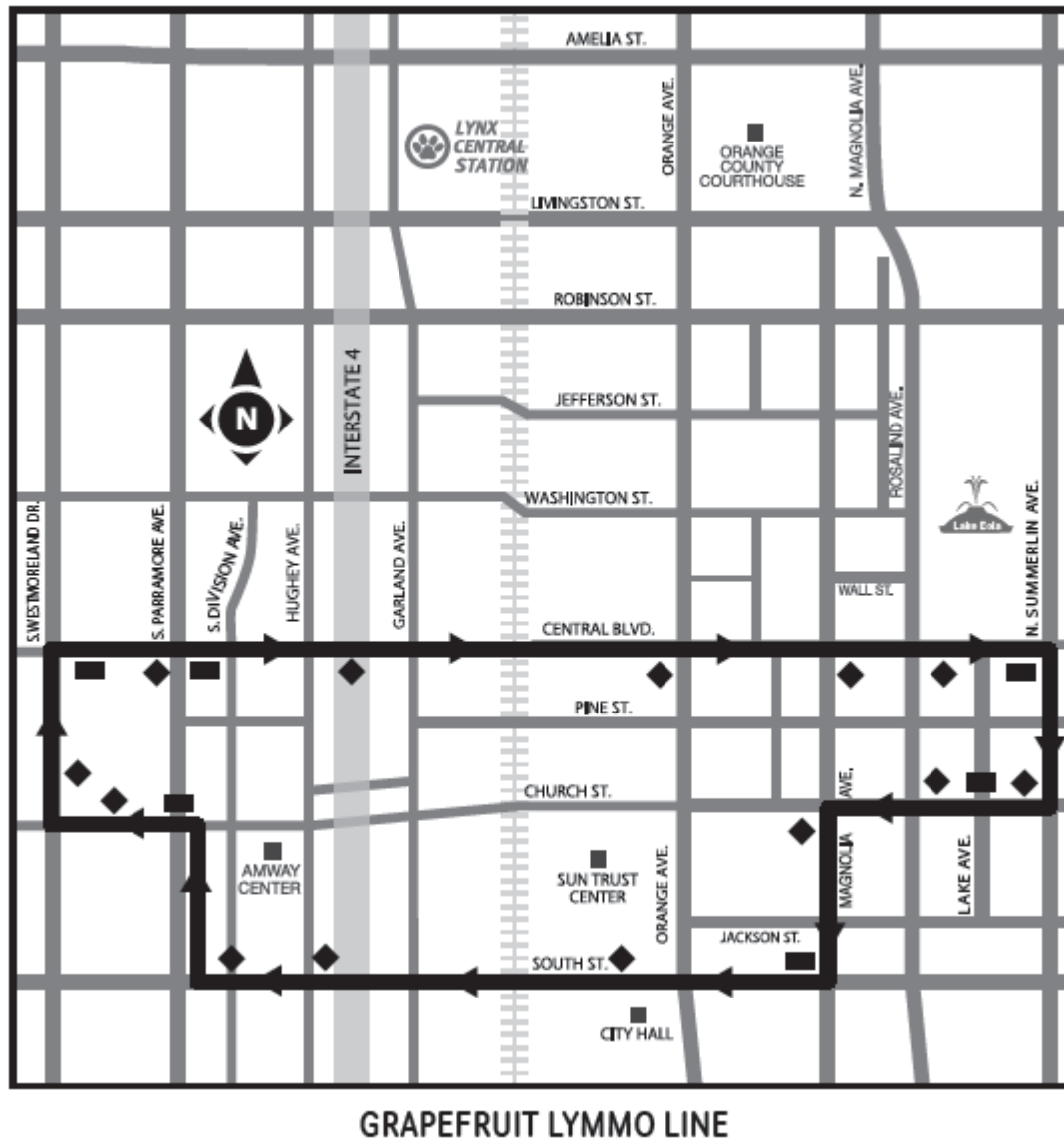
One side platform station will be located on Hughey Avenue just north of Washington Street serving FAMU Law School and one passenger stop will be located on Division Avenue just south of Grove Park Drive.

The route crosses Hughey Avenue under normal traffic signal operations entering an exclusive, fixed guideway lane for BRT and right-turn only within the existing alignment and typical section of W. Central Boulevard traveling east beneath I-4. This segment of the proposed Parramore BRT route will connect to the proposed multi-modal side platform station beneath I-4 and will offer transit connections to the East-West BRT Circulator. The route continues to the intersection of Garland Avenue then turns left (north) from the exclusive BRT lane under an exclusive transit signal phase onto a BRT and right-turn only exclusive, fixed guideway lane running north on Garland Avenue. The route continues north along Garland Avenue running in a BRT and right-turn only exclusive, fixed guideway lane until reaching Livingston Street. At Livingston Street, the route continues north on Garland Avenue and enters the existing LYMMO BRT lane running on the right outside lane of Garland Avenue adjacent to LYNX Central Station. The route follows along Garland Avenue within the existing BRT exclusive, fixed guideway lane up to Amelia Street, then turning left within the existing LYMMO lane under an exclusive transit signal phase to complete the loop back to the stop located west of Hughey Avenue on Amelia Street.

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

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

Figure 2.3



The Downtown East/West Circulator BRT consists of a 3.73 mile BRT circulator providing an east/west connection through Downtown Orlando. This BRT connects to the Original LYMMO, which provides north/south BRT service through the Downtown Orlando CBD and North Quarter districts, as well as a connection to the planned Parramore BRT. The project alignment and the proposed 16 stations/stops are shown in Figure 1.

The alignment for the Downtown East/West Circulator BRT runs east on Central Boulevard, beginning at Westmoreland Avenue to Summerlin Avenue (in an exclusive bus lane between Westmoreland Drive and Division Avenue). At Summerlin Avenue, the route would run south and then turn right (west) along Church Street, then turn left (south) to Magnolia Avenue using the existing southbound exclusive LYMMO lane, and then turn right (west) along South Street. The alignment then turns right (north) on Terry Avenue, then turns left (west) onto Church Street, continues west to Westmoreland Boulevard, turns right (north) on Westmoreland Drive, and continues north to Central Boulevard.

### 3.0 SERVICE STANDARDS

#### 3.1 Hours of Operation

All LYMMO lines will operate in revenue service from approximately 6:00AM until approximately 10:45PM (15.75 hours) Mondays through Thursdays, 6:00AM until approximately 12:00 midnight (18 hours) Fridays, 10:00AM to 12:00 midnight (16 hours) Saturdays, and from approximately 10:00AM to 10:00PM Sundays and holidays (12 hours). Sunday schedules will be in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas and other holidays set by LYNX. Scheduled service may be augmented for special events.

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

Early Morning	6:00AM to 6:30AM
AM Peak	6:30AM to 12:00PM
PM Peak	12:00PM to 6:00PM
Evening	6:00PM to 10:45PM (Monday-Thursday)
	6:00 PM to 12:00 AM (Fridays)

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

Saturday	Midday	10:00AM to 6:00PM
	Evening	6:00PM to 12:00 AM
Sunday & Holidays	Midday	10:00AM to 6:00PM
	Evening	6:00PM to 10:00PM

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

### 3.2 Frequency

The following service frequencies have been established:

Day	Time Period	Headway (Minutes)	
Weekdays	LYMMO Peak	7	
	LYMMO Off-Peak	15	
	Parramore Peak	10	
	Parramore Off-Peak	15	
	E/W Peak	10	
	E/W Off-Peak	15	
Weekends/ Holidays	LYMMO Sat	15	
	LYMMO Sun/Hol	15	
	Parramore & E/W	15	

### 3.3 Travel Times

LYMMO operations will be characterized by frequent stops, heavy cross street automotive traffic, and heavy parallel automotive traffic with conflicting turns across the exclusive bus lanes. Bus movements will be enhanced through traffic signal priority at cross streets and exclusive lanes.

### 3.4 Service Hours and Miles

Orange Line Link 31

		FY 2015 Annual Estimate				
ROUTE	NAME	M - TH TOT'L HRS	FRI TOT'L HRS	SAT TOT'L HRS	SUN TOT'L HRS	
31	LYMMO (Orange Line)	85.98	90.48	43.70	37.70	
	Peak Bus	5	5	3	3	
	Service Days	204	52	51	58	
	Annual Hours	17,540.60	4,705.13	2,228.70	2,186.60	26,661.03
		FY 2015 Annual Estimate				
ROUTE	NAME	WKD TOT'L MILES	FRI TOT'L MILES	SAT TOT'L MILES	SUN TOT'L MILES	
31	LYMMO (Orange Line)	514.39	544.17	249.12	216.83	
	Annual Miles	104,935.56	28,296.84	12,705.12	12,576.14	158,513.66

### Grapefruit Line – Link 62

		FY 2015 Annual Estimate				
ROUTE	NAME	M - TH TOT'L HRS	FRI TOT'L HRS	SAT TOT'L HRS	SUN TOT'L HRS	
62	LYMMO (Grapefruit Line)	46.47	49.47	29.30	25.30	
	Peak Bus	3	3	2	2	
	Service Days	204	52	51	58	
	Annual Hours	9,479.20	2,572.27	1,494.30	1,467.40	15,013.17
		FY 2015 Annual Estimate				
ROUTE	NAME	WKD TOT'L MILES	FRI TOT'L MILES	SAT TOT'L MILES	SUN TOT'L MILES	
62	LYMMO (Grapefruit Line)	338.95	364.10	215.43	187.32	
	Annual Miles	69,145.80	18,933.20	10,986.93	10,864.56	109,930.49

### Parramore BRT [to be inserted]

## 3.5 Peak Vehicle Requirements

The year 2014 service plan for LYMMO will require a total of 11 peak buses (six Original, three East/West, two Parramore) operating during the AM and PM peak periods (6:30AM – 6:00PM). Five buses (three Original, one East/West, one Parramore) will be required for Saturdays, Sundays, holidays and weekday evenings.

## 3.6 Vehicle Fleet Size

The number of vehicles required in the LYMMO fleet are a function of the vehicles required during the AM and PM peak periods, plus maintenance spares. A 20% spare ratio is proposed for LYMMO, with a minimum of three spare buses. The year 2016 service plan will require a fleet of 16 buses based on a peak requirement of 12 buses plus four maintenance spares.

## 4.0 Maintenance

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

## 5.0 Safety

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

Exhibit “B”  
LYMMO Schedule of Service Costs

**Original LYMMO (Orange Line)**

<b>Estimated Hours of Operation</b>	26,124.05
<b>Estimated Cost Per Hour</b>	\$43.90
<b>Estimated Total Cost</b>	\$1,146,845.70

**Parramore BRT Project (Lime Line)**

<b>Estimated Hours of Operation:</b>	4,758.38	TBD
<b>Estimated Cost Per Hour:</b>	\$43.90	
<b>Estimated Total Costs:</b>	\$208,892.88	

**East/West Circulator New Starts Project (Grapefruit Line)**

<b>Estimated Hours of Operation:</b>	7,074.90
<b>Estimated Cost Per Hour:</b>	\$43.90
<b>Estimated Total Costs:</b>	\$310,588.11
<b>Total Estimated Costs:</b>	\$1,478,326.60