



PINELLAS SUNCOAST TRANSIT AUTHORITY
3201 SCHERER DRIVE, ST. PETERSBURG, FL 33716
WWW.PSTA.NET 727.540.1800 FAX 727.540.1913

**BOARD OF DIRECTORS MEETING
AGENDA – JULY 22, 2015; 9:00 AM
PSTA BOARD ROOM**

			<u>TIME</u>	<u>PAGE #</u>
1.	CALL TO ORDER & PLEDGE OF ALLEGIANCE		9:00	
2.	PUBLIC COMMENT		9:05	
3.	PRESENTATIONS		9:25	
	A. Tampa Bay High Speed Ferry	10 min	ED TURANCHIK	5
4.	NON-BOARD COMMITTEES		9:35	
	A. Transit Riders Advisory Committee	5 min	ELAINE MANN	22
	B. Metropolitan Planning Organization	5 min	JULIE BUJALSKI	23
	C. MPO's Local Coordinating Board	5 min	PATRICIA JOHNSON	24
5.	CONSENT AGENDA		9:50	
	A. Board Meeting Minutes			25
	B. MPO 5305 Funding Agreement			34
	C. Investigation and Audit of Property Tax Exemptions			35
	D. TD Coordination Agreements (Non-Profit Funding)/State Agreement			36
	E. Goodyear Tire Program			39
	F. Oil and Lubricants			40
	G. Uniforms (Purchase/Rental & Supplies)			42
	H. Diesel Fuel			44
	I. Batteries-Transit Vehicles			46
	J. TRAC By-Laws-Attendance			48
	K. Contract Extension/Amendment for Gray Robinson – State Lobbyist			51
	L. FY 2016 Employee Health Benefits			56

6.	ACTION ITEMS			10:00
	A. FY 2016 Budget Trim Notice	20 min	DEBBIE LEOUS	60
	B. Mission Statement	20 min	CHAIR JONSON	69
7.	INFORMATION ITEMS			10:50
	A. Phase 1 Route Redesign	40 min	CASSANDRA BORCHERS	72
8.	REPORTS/CORRESPONDENCE			11:30
	A. PSTA Performance Report/Updates		BRAD MILLER	92
9.	FUTURE MEETING SUBJECTS			11:30
10.	OTHER BUSINESS			11:30
11.	BOARD MEMBER COMMENTS			11:30
12.	ADJOURNMENT			12:00

THE NEXT MEETING IS AUGUST 26, 2015 AT 9:00 AM

MEETING NOTICE

The regular monthly meeting of the Pinellas Suncoast Transit Authority (PSTA) Board of Directors will be held on **Wednesday, July 22, 2015, at 9:00 AM**, in the Board Room at PSTA Headquarters, 3201 Scherer Drive, St. Petersburg. Any last minute postponement of the meeting will result in another scheduled meeting to be held at least two days after the postponed meeting. A full Board Report package is available for public viewing at PSTA Headquarters and on PSTA’s website. Materials printed in large type for the visually impaired can be made available by calling 727-540-1800 at least two days prior to the Board Meeting. Special listening devices are available for the hearing impaired and can be reserved by calling 727-540-1800. An interpreter for the hearing impaired can be scheduled with one week advance notice.

Public Comment - Items Not on the Agenda: The Public Comment agenda item presents an opportunity for individuals to provide input on items that do not appear on the agenda. Each speaker will be asked to complete a green comment card, which will be given to the Chairperson by staff. Speakers will be recognized in the order in which cards are received.

Public Comment - Items on the Agenda: After staff presentations on agenda items pertaining to Action Items, the Chairperson will ask for public comment, to be followed by Board comments/action. The public will be allowed to speak on any consent agenda item, other than

ceremonial and ministerial items, such as the approval of the Board's minutes, during the Public Comment section of the agenda. Comments on Action Items and Consent Agenda Items must be limited to the specific agenda items. Each speaker will be asked to complete a green comment card, which will be given to the Chairperson by staff. Speakers will be recognized in the order in which cards are received.

Public Comment - Time Limits: Public comment is limited to three minutes per individual speaker, unless the Board grants additional time. A group can designate a spokesperson by completing the appropriate form and presenting it to staff. The spokesperson can then speak on behalf of the group, addressing the Board for three minutes for each member of the group present in the audience who waives his/her right to speak, up to a maximum of ten minutes.

Public Comment - Guidelines: Upon recognition by the Chairperson, individuals addressing the Board shall approach the podium and give his/her name in an audible tone of voice. Each speaker shall not comment more than once on the same agenda item, at the same meeting, unless the Board grants an exception. All remarks should be addressed to the Board as a body, and not to any member thereof. No person other than members of the Board and the person having the floor shall be permitted to enter into any discussion. Questions shall not be asked to individual Board members except through the Chairperson. Any person making personal, impertinent, or slanderous remarks, or who shall become boisterous while addressing the Board, may be requested to leave the meeting and may be barred from further attendance at that meeting.

If any person decides to appeal any decision made by the Board of Directors with respect to any matter considered at this meeting, he/she will need a record of the proceedings, and that, for such purposes, he/she 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.

PUBLIC COMMENT



2: Public Comment

Action: Information Item

Resource: Bill Jonson, Chairperson

-
- The Public Comment agenda item presents an opportunity for individuals to provide input on items that do not appear on the agenda.
 - The public will also be allowed to speak on any Consent Agenda item, other than ceremonial and ministerial items, such as the approval of the Board's minutes, during the Public Comment section of the agenda.
 - Each speaker will be asked to complete a green comment card, which will be given to the Chairperson by staff. Speakers will be recognized in the order in which cards are received. Public comment is limited to three minutes per individual speaker, unless the Board grants additional time.
 - A group can designate a spokesperson by completing the appropriate form and presenting it to staff. The spokesperson can then speak on behalf of the group, addressing the PSTA Board for three minutes for each member of the group present in the audience who waives his/her right to speak, up to a maximum of ten minutes.

PRESENTATION



3A: Tampa Bay High Speed Ferry

Action: Information Item

Resource: Ed Turanchik, Akerman Senterfitt, LLC

Background:

- Former Hillsborough County Commissioner, and representative of the proposed private sector operator of a public ferry service with possible Pinellas destinations, will present an update on the planning for this innovative transportation option.
 - This presentation was planned following similar updates to the Pinellas Metropolitan Planning Organization (MPO), Pinellas Board of County Commissioners (BCC), and St. Petersburg City Council.
-

Attachments:

1. PowerPoint

Tampa Bay Passenger Ferry
Public Private Partnership Project

HMS GLOBAL
MARITIME

South Swell
Development
Group

Akerman

moffatt & nichol

BAYSHORE SOLUTIONS
Internet Expertise to Grow Your Business

The slide features a background image of two white passenger ferries with red hulls moving across the water. The text and logos are overlaid on this image.

Natural Market for Passenger Ferry Service

- * Most major urban areas clustered around bays make use of the water for moving people
- * Better known examples
 - * Sydney
 - * New York
 - * San Francisco
 - * Vancouver
 - * Seattle
 - * Hong Kong
 - * Widespread in Europe

Ferry Service Long Desired, Never Delivered

- * 1991 Commuter Rail Authority.
- * Ferry included TBARTA master plan.
- * Hillsborough County Feasibility Study and Demonstration Project - \$475,000 secured through efforts of Cong. Castor and Billirakis in 2008 and 2009
 - * Funds Still Available.
- * Two MPO studies, last concluded 2012.

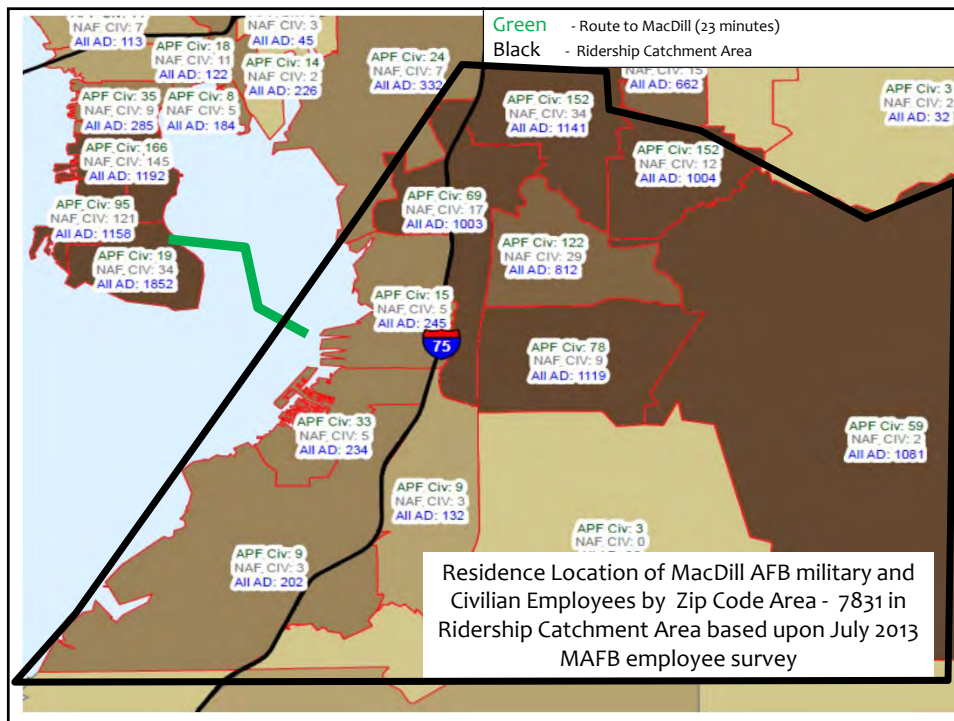
Tampa Bay Ferry 1.0

South County Commuter

Downtown to Downtown Special Event
and Weekender

Commuter Service Opportunity Poor Commuter Options

- * Current commute trips are between 22-40 miles one way over top of Bay
 - * MAFB 6 miles across the bay
- * Ferry cuts travel time 11-15 minutes each way
- * Over 7800 crowd onto local and regional roadways during the peak rush hour ---/1 ½ lanes of roadway
- * 10 minute wait at gates, lines can reach 1.5 miles in length
- * Avg MAFB South County employee spends \$245/mo
- * Strong MAFB employee interest – over 90% in some zip codes.



Tampa Bay Passenger Ferry Project

- * Public Private Partnership between Hillsborough County, HMS Ferries, Inc. and South Swell Development Group.
- * Purpose is to establish passenger ferry service in Tampa Bay with private sector partners to cover operating costs, lower capital costs and speed project implementation.



Operating Strategy Larger Ferries



Ferry Vessel Features

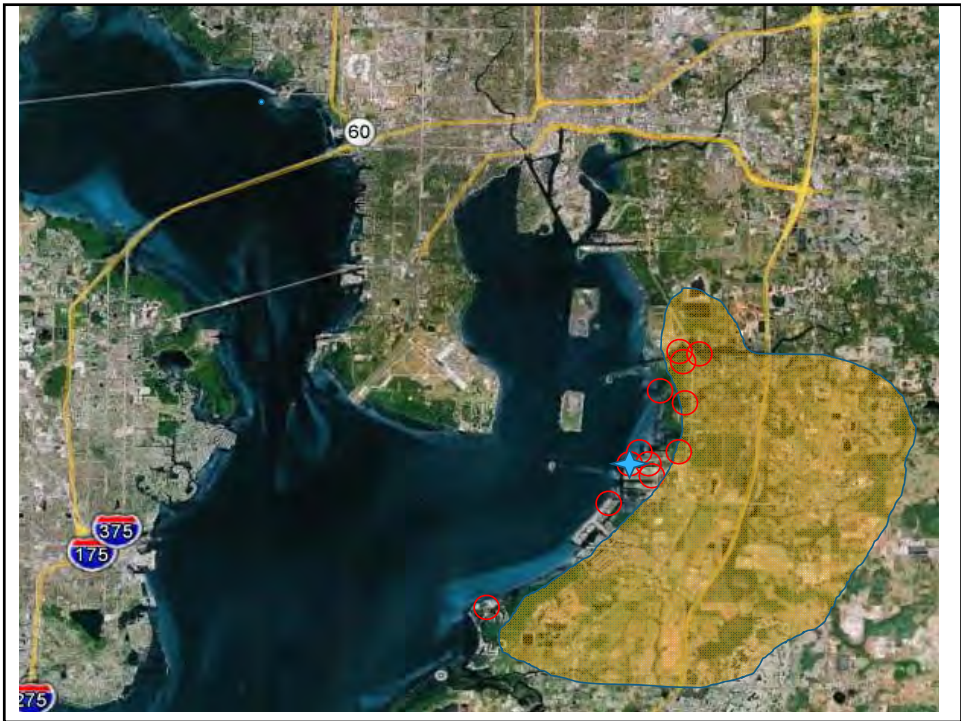
- * Catamaran style vessels - very good stability.
- * 149 PAX and up.
- * Speeds over 25 knots.
- * Shallow draft – approximately 4' – 5'.
- * American-made.

Key Element is South County Terminal Location

18 months of private due diligence


6 Months of County Due Diligence

NEPA Process Commencing --- Preferred Site Selection by Fall 2015

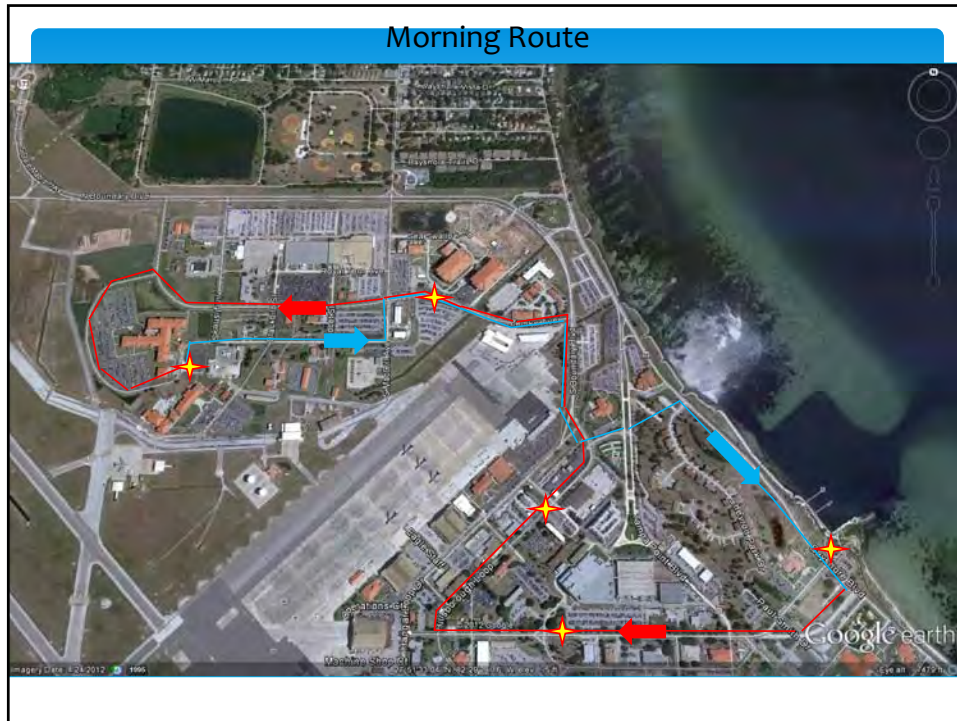




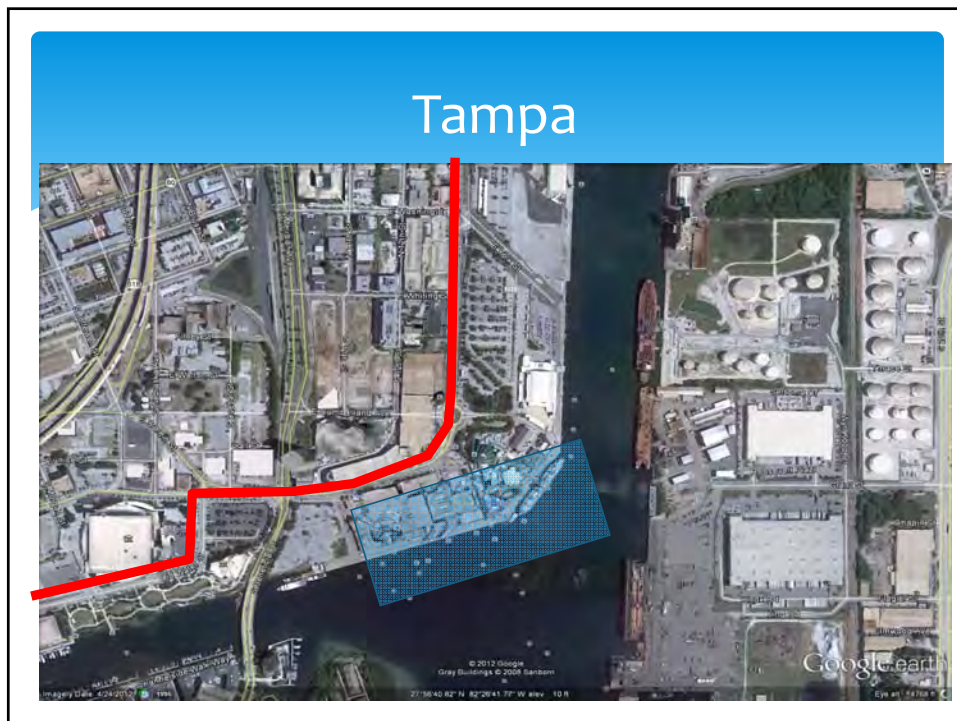
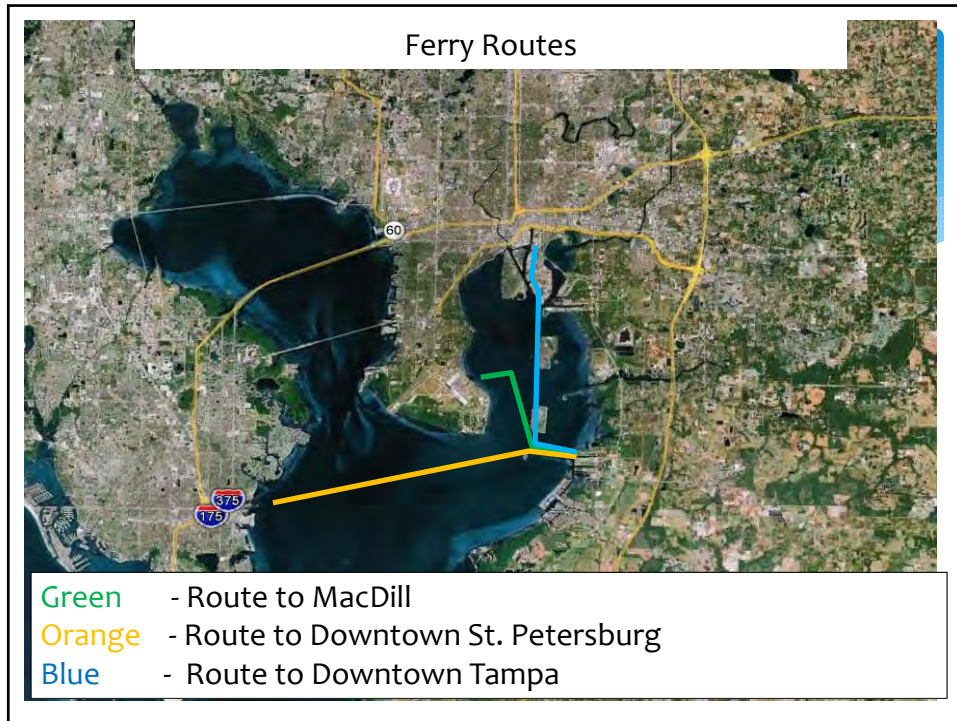
MAFB Trams

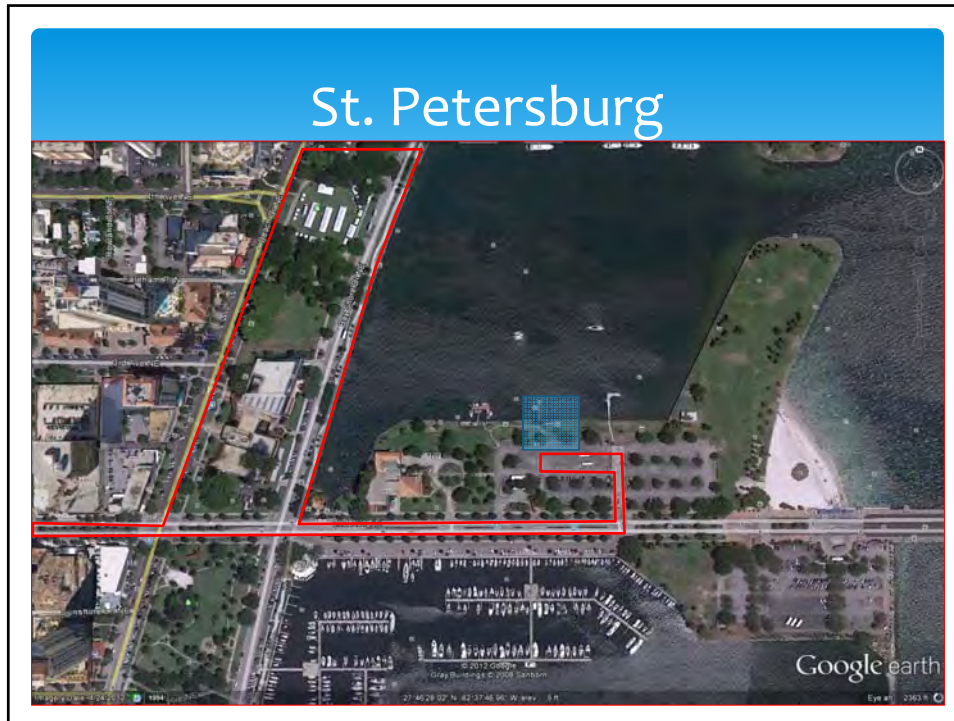


- * Fast Loading/Unloading
- * Wind and weather screens
- * Employees dropped off closer to office than they most park



Evening and Weekend Service
Commences Immediately subject
to Market Demand and Facilities







MacDill-South County Commuter Ferry Community Benefits – MAFB Commuter	
Total Employees	7831
Individual Daily Miles Saved Range	24- 60
Daily Total Miles Saved	92,207
Daily Riders	2307
Annual Net Individual Out of Pocket Savings Range	\$928 - \$2,109
Annual Net Out of Pocket Savings	\$3,186,811
Annual Net Individual Average AAA Car Operating Savings Ranges	\$1848 - \$6,223
Annual Net AAA Average Operating Savings	\$8,540,785
Gross CO2 Reduction (tons)	8,705
Gross NOX Reduction (tons)	22.5

Project Budget and Time Frames

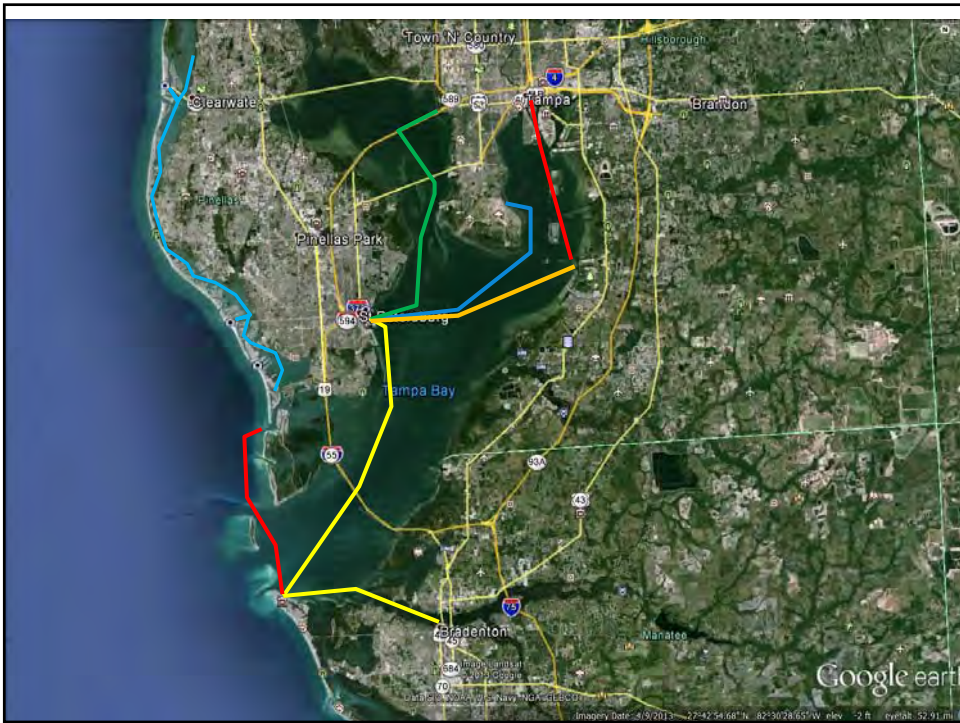
- * First phase \$23.8 million includes vessels, trams and Redwing location – assumes three 149-200 PAX vessels.
- * HMS takes first five years of operating risk – shared risk benefit thereafter. Includes Profit Sharing. 5 Year Min. with Extensions.
- * Funding from private sector (operating), and combination of federal, state and local dollars for capital size.
- * Schedule.
 - * NEPA completed early 2015.
 - * Design, Engineering, Permitting Commence 1Q 2016.
 - * Construction Commence 3Q 2017.
 - * Revenue Operation Could Commence Dec. 2018. Happy New Year Kick Off?

Tampa Bay Ferry 2.0

- Regular Weekend and Potentially Thursday-Friday evening service between Tampa, St. Pete and Schultz Ferry Park.
- Initially peak season --- expanded beyond.
- Charter basis but co-op model may be workable.
- Never need a car.
- Requires addition of 4th vessel.

TAMPA BAY URBAN ECO-TOURISM

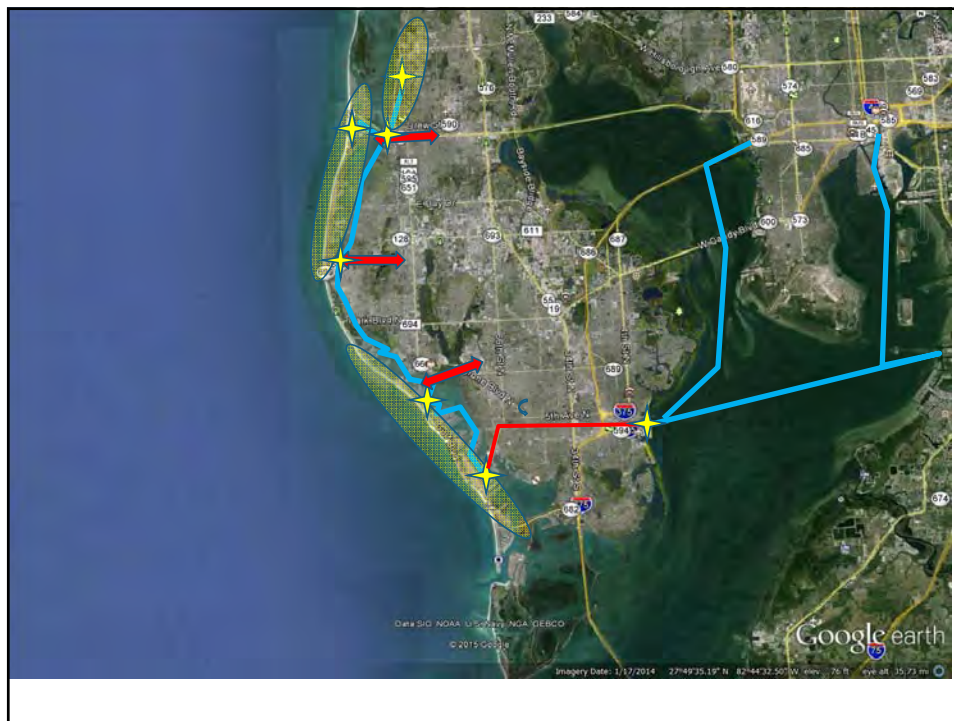
Regional Prospects

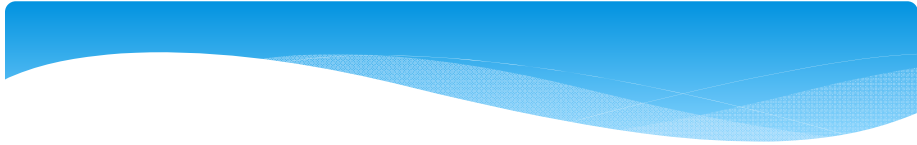


Pinellas Prospects

- * St. Pete to Westshore/TIA. 3-4 vessels. 40 minute travel time. Service every 30 minutes peak; 60 minutes off peak. Est. Capital Cost. \$20 - \$35 million.
- * St. Pete to SouthShore. 3 vessels. Approx. 30 minute travel time. < \$20 million.
- * Intracoastal. Dunedin – St. Petersburg Beach.
 - * Min 4 vessels. Capital Cost dependent on terminals.
 - * 30 minute headways.
 - * Approximately 60 minute travel time. Congestion proof but depends on speed restrictions.
 - * Six Stops with connecting bus/trolley routes.
 - * Dunedin, Downtown CLW, CLW Harbor, Indian Rocks, John’s Pass and St. Pete Beach (on Pasadena Causeway).

Travel times and capital costs are for concept planning purposes only. Operational costs and subsidies subject to many variables including vessel types, operating hours, frequencies and bridge issues.





No other transportation option can do so much, for so little, so fast, with so much private investment and that is so cool.



WOW !

Request

Board support of concept and request of staff to work with HMS and Akerman to further explore and evaluate water transit options.

NON-BOARD COMMITTEES



4A: Transit Riders Advisory Committee

Action: Information Item

Staff Resource: Brad Miller, CEO
Elaine Mann, Committee Chair



-
- Ms. Mann will give an update on the recent meeting of the Transit Riders Advisory Committee (TRAC).
-

Attachments: None

NON-BOARD COMMITTEES



4B: Metropolitan Planning Organization

Action: Information Item

Staff Resource: Brad Miller, CEO
Julie Bujalski, PSTA's Rep.



-
- As Vice Chair Bujalski will not be in attendance at the PSTA Meeting, fellow MPO Board members Rice and/or Eggers will will give an update on the recent meeting of the Metropolitan Planning Organization (MPO).
-

Attachments: None

NON-BOARD COMMITTEES



4C: MPO's Local Coordinating Board

Action: Information Item

Staff Resource: Brad Miller, CEO
Patricia Johnson, PSTA's Rep.



-
- Ms. Johnson will give an update on the recent meeting of the Metropolitan Planning Organization (MPO) Local Coordinating Board (LCB).
-

Attachments: None

CONSENT AGENDA



5A: Board Meeting Minutes

Action: Approve Board Meeting Minutes

Staff Resource: Clarissa Keresztes, Administrative Assistant

- Staff recommends approval of the minutes of the June 24, 2015 Board Meeting.
-

Attachments:

1. Minutes



PINELLAS SUNCOAST TRANSIT AUTHORITY
3201 SCHERER DRIVE, ST. PETERSBURG, FL 33716
WWW.PSTA.NET 727.540.1800 FAX 727.540.1913

**BOARD OF DIRECTORS MEETING
MINUTES – JUNE 24, 2015**

The Pinellas Suncoast Transit Authority (PSTA) Board of Directors met in regular session in the Board Room at PSTA Headquarters at 9:00 AM on this date with the following members present:

Bill Jonson, Chairperson
Janet Long, Secretary/Treasurer
Joseph Barkley
Doug Bevis
Mark Deighton
Dave Eggers
Curtis Holmes
Patricia Johnson
Wengay "Newt" Newton
Darden Rice
Brian Scott
Kenneth Welch

Absent:

Julie Bujalski, Vice-Chairperson
Ben Diamond
Pat Gerard

Also Present:

Brad Miller, CEO
Alan Zimmet, PSTA General Counsel
PSTA Staff Members
Members of the Public

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairperson Jonson called the meeting to order at 9:01 AM and the Board was led in a moment of silence and the Pledge of Allegiance.

[Ms. Long entered the meeting at 9:05 AM.]

PUBLIC COMMENT

Mary Ann Rostan, Clearwater resident, expressed her concern about her recent experiences with scheduled Demand Response (DART) trips that left her stranded. Mr. Miller asked staff to speak with Ms. Rostan about her concerns.

April Lott, President and CEO of Directions for Living and Chair of the Homeless Leadership Board (HLB) Providers Council, thanked PSTA very much for prioritizing the Transportation Disadvantaged (TD) program.

Deborah Lekente, Director of Transportation for Neighborly Care Network and the Chairman of the Board for Tampa Bay Network to End Hunger, asked if PSTA would allow teens to ride the bus for free between the hours of 11:00 AM and 2:00 PM in order to help them get to break spots for free meals and activities during the summer. She said that Lakeland Regional implemented this bus program. Mr. Welch asked for something in writing outlining the proposed program with the projected number of children involved and the cost.

Raemone Mae Clark, Largo resident, spoke about the frequency of Route 18 on Sunday's stating that it stops running too early. She also commented on the closure of the Cypress Point shopping center bus stop and added that the bus shelters need maintenance. Chairperson Jonson asked staff to meet with Ms. Clark to address all her concerns.

Ms. Rostan made a follow-up comment about a good incident that she experienced with DART at Countryside Mall.

Barb Haselden, St. Petersburg resident, spoke about the re-worked TD program in March 2014. She stated that the majority of PSTA's riders are now in the TD program because of the reduced qualifications and cost. Ms. Haselden suggested PSTA start using smaller buses. She stated her opinion that the budget is being based on artificially low gas prices and another real estate bubble.

AWARDS AND RECOGNITION

Recognize Retiring Employees – James Bradford, Chief Operating Officer, introduced and recognized Theresa Jablonski and Linda Payne, who work in the DART office, for

their more than 41 years of combined service. He thanked them both for their dedication to PSTA.

PRESENTATIONS

Florida Department of Transportation (FDOT) Presentation – Brian Beaty, FDOT Tampa office, provided a presentation with narrative about the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Policy Plan, which FDOT is currently updating. The FTP defines Florida’s future transportation vision and identifies goals, objectives, and strategies to accomplish that vision. The SIS Policy Plan identifies policies for planning and implementing Florida’s SIS, the statewide high-priority network of transportation facilities critical to Florida’s economic competitiveness. After the presentation, Mr. Scott asked if the 2010 Intercity Bus Study will be updated along with these plans. Mr. Beaty responded that he will inquire about that and let Mr. Miller know. Mr. Newton asked if the update affects the managed lane program on the Howard Frankland Bridge. Mr. Beaty responded that the SIS plan does affect the managed lane program. He left an informational handout and a comment form for the Board and the public and directed everyone to the project website www.FloridaTransportationPlan.com which will have additional meetings posted. He said the draft plan will come out in October or November, then a formal public hearing will follow, and both plans are expected to be adopted in December.

NON-BOARD COMMITTEES

Transit Riders Advisory Committee (TRAC) – Elaine Mann, Committee Chair, reported on the June 16th TRAC meeting. She said that Shelbie Harris, Transportation Superintendent, presented the proposed PSTA Customer Code of Conduct and the TRAC voted unanimously to endorse the Code of Conduct as presented. Ms. Mann reported that Debbie Leous, Chief Financial Officer, presented the proposed FY 2016 draft budget. Mr. Miller stated that the budget will most directly affect riders through potential fare and route changes and input from the TRAC will be sought on both subjects in the upcoming months. Chris Cochran, Senior Planner, presented the initial proposed service changes resulting from evaluation of the routes and a work plan to put these changes into action. He also talked about the new Bus Shelter program. Ms. Mann indicated that the next TRAC meeting will be held on July 14th at 4:00 PM.

Metropolitan Planning Organization (MPO) – Ms. Rice reported on the June 10th MPO Board meeting. She stated that the relevant items discussed were the public hearings for the adoption of the FY2015 – FY2019 Transportation Improvement Program (TIP) and the priority list. She said the MPO approved the TIP and priority list in order to

submit it to FDOT before the deadline. Ms. Rice noted that all of PSTA's federal and state capital projects and state block grants are included in the TIP which is required by the federal government. She indicated that there was discussion about the MPO priority list to be forwarded to FDOT for the next cycle of the five-year FDOT work program. Ms. Rice reported that the two lists approved were the 1) Transportation Alternatives Program Priority List (trail and bicycle facilities), and 2) the Surface Transportation Program (STP) Project priorities list for state roads/congestion management, operations and safety project priorities for state roads and non-state roads. She noted that neither list mentioned any transit investments, but the MPO did indicate in the STP priority list transmittal letter their plans to consider a revised multi-modal priority list later in the fall. She said that there will be an MPO Board workshop on September 21st with the new Executive Director, Whit Blanton. Chairperson Jonson noted that Mr. Blanton began his new position on June 22nd.

MPO's Local Coordinating Board (LCB) – Ms. Johnson reported that the MPO's LCB had not met since the May PSTA Board meeting, but its TD subcommittee met on May 28th. She indicated that the purpose of the meeting was to create recommendations for the LCB regarding changes to the TD Bus Pass program. Ms. Johnson said the PSTA Farebox Revenue presentation was viewed showing TD ridership increases and farebox revenue decreases. She reported that the subcommittee discussed options for the program including a two-tiered system based on level of poverty, raising fares for all TD customers, and strategies for limiting the number of TD 31-day passes. She noted that the group felt it was important to keep issuing 31-day passes to TD riders and that the current, more efficient system without tiers is a good approach. Ms. Johnson indicated that the next steps will include outreach, an LCB meeting in August, MPO approval, and PSTA committees/Board approval. The goal is to have everything completed by September for implementation in November.

Mr. Welch, referring to Ms. Rostan's earlier comments about the DART program, asked Mr. Miller to issue a memo to the Board as to what happened and how the situation was handled.

CONSENT AGENDA

Mr. Bevis made a motion, seconded by Mr. Welch to approve the Consent Agenda. There were no public comments. The Board unanimously approved the Consent Agenda, which included the approval of the May 22, 2015 Board workshop meeting minutes, the May 27, 2015 Board meeting minutes, and Resolution #15-07 to amend the Rules & Regulations.

ACTION ITEMS

Federal Lobbyist – Mr. Miller stated that the action item was to approve a three-year, plus two optional years contract with Van Scoyoc Associates (VSA) to provide federal lobbyist services. He said the hiring of a federal lobbyist was a priority of the PSTA Legislative Committee for several months and part of the Path Forward strategic plan. Mr. Miller said there were 13 responses to the Request for Proposal (RFP) with VSA scoring the highest, with one of the lowest costs of the 13 proposals. He noted that VSA has a combination of both transportation experience in Washington, D.C. plus strong relationships in the Tampa Bay region. He said they also represent Pinellas County, the City of Clearwater, University of South Florida (USF), and Tampa International Airport (TIA).

Mr. Barkley reported that the Finance Committee discussed at length the proposed hiring of PSTA's first federal lobbyist. He said that the Committee unanimously recommended VSA. Mr. Barkley described why PSTA should hire a federal lobbyist and why the agency should hire VSA, in particular. Mr. Barkley made a motion, seconded by Mr. Welch to hire VSA as PSTA's federal lobbyist. There were no public comments. After discussion among the Board, the motion passed unanimously.

INFORMATION ITEM

FY 2016 Draft Budget – Debbie Leous, Chief Financial Officer, presented the FY 2016 draft operating budget which reflects PSTA's new Strategic Path Forward. She explained that the focus will now be on a review of the draft budget over the summer months to examine cost reductions and revenue adjustments in order to present a final draft budget to the Board in September. There were no Board questions or comments after the presentation.

REPORTS/CORRESPONDENCE

PSTA Performance Report/Updates – The report was included in the Board packet. Mr. Miller indicated that ridership continued to be very strong for the month of May.

PSTA/HART Joint Executive Committee Meeting – Chairperson Jonson commented that the Executive Committees met for a general brainstorming session and the committees both agreed that there was great benefit to working together on joint press releases, joint marketing and communications to the community, continuing the partnership on the farebox recovery program, and possibly merging long-range planning. He said there was also discussion on coordinating and synchronizing the Legislative agenda, and possibly including the Pasco system as well. Some Board members commented on

how positive the meeting was and that they look forward to future productive meetings. Mr. Bevis spoke of a joint Board workshop between PSTA and HART, and Chairperson Jonson said that subject will be on the next joint Executive Committee agenda.

[Ms. Johnson left the meeting at 10:35 AM and did not return.]

Capital Projects Update – The Quarterly Capital Projects report was included in the Board packet.

FUTURE MEETING SUBJECTS

The Board received a schedule of future meeting subjects. Mr. Miller indicated that the calendar of future subjects provides much more detail than in the past.

Mr. Miller reported that PSTA had their Federal Transit Administration (FTA) tri-annual audit recently and the agency performed outstanding with only one finding which has been resolved.

Ms. Long said that the Legislative session in Tallahassee begins in August and voiced her concern that only one PSTA Legislative Committee meeting is scheduled before the session begins. Mr. Miller noted that there will be a meeting in July and August.

Regarding the proposed millage rate item on the July 22nd Board meeting, Mr. Eggers asked staff to come prepared to show the incremental increase in millage, what offsets PSTA could do in lieu of the increase, and what it might cost riders.

Chairperson Jonson noted that the Executive Committee will be looking at the Mission Statement at their next meeting.

OTHER BUSINESS

No other business.

BOARD MEMBER COMMENTS

Mr. Bevis stated his belief that Greenlight's failure has forced PSTA to become more efficient. He said the agency now has a Path Forward, a budget that is looking at bus replacements, and is reaching across the bay to HART. He believes that if the agency

ever gets another chance at Greenlight, it will be a much more focused and efficient agency.

Mr. Barkley stated that he is very excited about PSTA's first ever federal lobbyist and believes it is critical to the authority's long-term wellbeing. He said it was great to hear the positive comments about the PSTA-HART meeting.

Mr. Welch said he thinks the work post-Greenlight is exceptional and also the partnership with HART moving forward.

Mr. Holmes wished everyone a Happy Fourth of July and invited everyone to Largo Central Park for the celebration.

Mr. Eggers mentioned the failed referendum adding that this is the essence of what PSTA should be doing and believes resident input is critical as the agency moves forward. He said he is glad to be a part of the process.

Ms. Rice talked about the FY 2016 budget presentation. She noted that next year, PSTA is going to have budget savings of \$486,000 instead of drawing down reserves, which is part of the strategic steps the agency is taking in the Path Forward process. She thanked Ms. Leous and finance staff for their hard work.

Mr. Newton remarked that the funding mechanism failed for Greenlight, but the transportation problem still exists, and said that he is already receiving letters from people who are being affected by the changes. He thanked Ms. Jablonski and Ms. Payne for their years of dedicated service, and also recognized 37 Bus Operators and six Customer Service Representatives (CSR) for passenger commendations and thanked them for their service.

Ms. Long stated that she believes the future is very bright with tremendous opportunities and she is grateful for the Board's leadership. She wished everyone a happy and healthy Fourth of July.

Chairperson Jonson reminded everyone about the Personnel Committee meeting immediately following the Board meeting. He stated the importance of working with FDOT and how their plans integrate with public transit. Chairperson Jonson recognized the Board members for their involvement and improvement in the governance of the Board. He also recognized the staff for their hard work engaging the public about the proposed service changes. Chairperson Jonson also thanked the public for attending and participating in the Board meeting.

ADJOURNMENT

There being no further business, Chairperson Jonson adjourned the meeting at 11:03 AM. The next meeting is scheduled for July 22nd at 9:00 AM.

Chairperson



5B: MPO 5305 Funding Agreement



Action: Approve the Annual Joint Participation Agreement (JPA) Between PSTA and the Pinellas County Metropolitan Planning Organization (MPO) for PSTA's Receipt of \$80,000 in Federal Transit Administration (FTA) Section 5305(d) Transit Planning Funds

Staff Resource: Deborah Leous, Chief Financial Officer
Pam Reitz, Grants Manager
Joe Barkley, Committee Chair



Background:

5305(d) FTA Transit Planning Grant

- The Federal Department of Transportation (DOT) provides federal highway and federal transit funds to MPOs allocated primarily based on population.
- Under MAP21, Section 5305 funding is received by the Pinellas County MPO to use for eligible transit planning.
- Historically, the MPO has provided PSTA with \$80,000 per year from its annual allocation. This amount has not changed since at least 2005.

Fiscal Impact:

Pinellas MPO Allocation to PSTA

- The proposed FY2015 amount remains at \$80,000.

Recommendation

- Approve the FY 2015 Section 5305(d) JPA between PSTA and the Pinellas County MPO.
- The Finance Committee reviewed this item and is recommending approval.

Attachments:

1. Agreement ([CLICK TO VIEW/PRINT](#))

CONSENT AGENDA



5C: Investigation and Audit of Property Tax Exemptions



Action: Approve an Interlocal Agreement for Use of Property Tax Collections to Fund Exemption Audit Services

Staff Resource: Deborah Leous, Chief Financial Officer
Joe Barkley, Committee Chair

FINANCE & PERFORMANCE
MANAGEMENT

Background:

- Pam Dubov, Pinellas’s Property Appraiser desires to obtain services to audit the Pinellas County tax roll to identify undeserved personal exemptions from ad valorem property tax. Such exemptions include, by may not be limited to, the homestead exemption granted pursuant to Article VII, section 6 of the Florida Constitution, and exemptions governed by Chapters 193 and 196, Florida Statutes.
- The Taxing Authorities need to enter into an Interlocal Agreement for Use of Property Tax Collections to Fund the Exemption Audit Services.
- The Property Appraiser and the Tax Collector have contracted with Tax Management Associates, Inc. (TMA) to provide audit services to identify properties with undeserved Personal Exemptions for the purpose of collecting taxes due on those properties, which funds would otherwise be unavailable to the Taxing Authorities.
- There is a 50% penalty and 15% interest per annum for a period up to 10 years on parcels that receive undeserved Personal Exemptions.
- TMA will provide the services for a fee of 30% of funds collected.

Fiscal Impact:

- Undetermined positive cash flow to PSTA.

Recommendation:


- Approve entering into the Interlocal Agreement to for Exemption Audit Services.
- The Finance Committee reviewed this item and is recommending approval.

Attachments:

1. Interlocal Agreement ([CLICK TO VIEW/PRINT](#))
2. Tax Management Associates, Inc. Agreement ([CLICK TO VIEW/PRINT](#))



5D: TD Coordination Agreements (Non-Profit Funding)/ State Agreement



Action:

- A. Approve Four Coordination Agreements with Local Non-Profit Transportation Providers at a Total Cost Not to Exceed \$655,000**
- B. Accept the Annual Trip & Equipment Grant from the Florida Commission for the Transportation Disadvantaged and Resolution Authorizing the CEO to Sign Related Documents**

Staff Resource: Ross Silvers, Mobility Manager
Joe Barkley, Committee Chair



Background:

A. Non-Profit Funding

- As the Community Transportation Coordinator (CTC) for Pinellas County, PSTA is responsible for all Transportation Disadvantaged (TD) services in Pinellas County.
- These services include TD funding for four non-profit agencies so they can provide transportation to their own TD-eligible clients.
- The annual contract for these agencies is up for renewal with three of them being greater than \$100,000. Therefore, they are being presented to the Board for approval.
- The agencies are as follows:

○ Neighborly Care Network	\$381,485
○ PARC	\$134,000
○ ARC Tampa Bay (formerly UPARC)	\$134,000
○ Lighthouse	\$4,584
- The dollar amounts listed above are the maximum amount of TD funds the agency can receive during the term of the contract, which is July 1, 2015 – June 30, 2016.
- PSTA will monitor each agency’s compliance with regulatory, safety, financial and other requirements, and serves as a pass-thru for reimbursement of TD costs from the Florida Commission for the Transportation Disadvantaged (CTD).

B. State Agreement

- The Resolution authorizes PSTA’s CEO to accept the Trip & Equipment Grant from the Florida Commission for the Transportation Disadvantaged (TD) effective July 1, 2015 – June 30, 2016, in which the funding remains unchanged from the prior year.

- PSTA has now completed its third year as the Community Transportation Coordinator (CTC) for Pinellas County, receiving a positive evaluation from the Metropolitan Planning Organization (MPO) staff which was approved by the MPO Board based upon the recommendation of the Local Coordinating Board (LCB).
- As the CTC, PSTA is responsible for all TD services in Pinellas County including the administration of TD bus passes, paratransit and group trips. This requires coordination agreements with human service agencies that provide transportation.

Recommendation:

- Approval four coordination agreements with local non-profit transportation providers at a total cost not to exceed \$655,000.
- Accept the Annual Trip & Equipment Grant from the Florida Commission for TD and Resolution authorizing the CEO to sign related documents.
- The Finance Committee reviewed this item and is recommending approval.

Attachments:

1. Resolution #15-08
2. TD Coordinator Agreement ([CLICK TO VIEW/PRINT](#))
3. TD Grant Agreement ([CLICK TO VIEW/PRINT](#))



Resolution #15-08

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE PINELLAS SUNCOAST TRANSIT AUTHORITY AUTHORIZING THE EXECUTION OF A TRANSPORTATION DISADVANTAGED TRUST FUND GRANT AGREEMENT FOR 2015/2016 WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED

WHEREAS, PSTA’s Board of Directors has the authority to execute a Transportation Disadvantaged Trust Fund Grant agreement and to undertake a transportation disadvantaged service project, as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, F.A.C.

NOW, THEREFORE, BE IT RESOLVED BY PSTA’S BOARD OF DIRECTORS THAT:

1. That PSTA has the authority to execute the Transportation Disadvantaged Trust Fund Grant agreement for 2015/2016;
2. Brad Miller, Chief Executive Officer, is authorized to execute the grant agreement on behalf of the Pinellas Suncoast Transit Authority with the Florida Transportation Disadvantaged Commission for Transportation Disadvantaged Trust Funds and for local funds;
3. Brad Miller, Chief Executive Officer, and other PSTA officials are authorized to sign any and all agreements, assurances, reimbursement invoices, warranties, certifications, and any other documents that may be required in connection with the grant or subsequent agreements.

ATTEST:

PINELLAS SUNCOAST TRANSIT AUTHORITY
PINELLAS COUNTY, FLORIDA

Janet C. Long, Secretary-Treasurer

William C. Jonson, Chairperson

DATE: July 22, 2015

APPROVED AS TO FORM:

Alan S. Zimmet
PSTA General Counsel



5E: Goodyear Tire Program

Action: Approve a Tire Run-Out Program With Goodyear Tire & Rubber Company for a Period Not to Exceed Three Years at a Rate of .007 per Mile



Staff Resource: Henry Lukasik, Director of Maintenance
Lou Emma Cromity, Dir. of Procurement
Joe Barkley, Committee Chair



Background:

- The Goodyear Tire and Rubber Company contract to provide lease tires officially ended on June 1, 2015 as Michelin North America was selected to provide new lease tires as a result of Invitation for Bid (IFB) #15-07B.
- Under the previous contract with Goodyear Tire PSTA has the option to exercise a “tire run-out period” agreement whereas all existing tires on the bus fleet from Goodyear will be used until worn out.
- PSTA has approximately 1,450 Goodyear tires still in active use on the bus fleet.
- Goodyear Tire will continue to honor the previous contracted rate of \$.007/mile during the “tire run-out” period.
- New Michelin tires will only replace Goodyear tires which are worn out and taken permanently out of service. There is no increase of onsite physical tire inventory.

Fiscal Impact:


- No budget impact as the tire leasing cost has been budgeted.
- Estimated tire run-out cost \$350,000 over a three year period.
- This project will be 100% federally funded by the Federal Transit Administration (FTA).

Recommendation:

- Approve a tire run-out program with Goodyear Tire & Rubber Company for a period not to exceed three years at a rate of .007 per mile.
- The Finance Committee reviewed this item and is recommending approval.

Attachments: None



5F:	Oil and Lubricants	
Action:	Approve a Three-Year Contract with Palmdale Oil Company, Inc. and Seaboard Neumann Distribution to Provide PSTA Oils and Lubricants for a Total Three-Year Cost Of \$750,000	

Staff Resource: Henry Lukasik, Director of Maintenance
 Lou Emma Cromity, Dir. of Procurement
 Joe Barkley, Committee Chair



Background:

- PSTA uses various fluids, oils, grease, and coolants for its fleet of transit and service vehicles.
- In 2015 PSTA joined a Co-Op, administered by the City of St. Petersburg, for the purchase of various oils and lubricants.
- In addition to PSTA, other participating agencies were the City of Clearwater, City of Dunedin, City of Pinellas Park, and City of Tarpon Springs.
- On April 6, 2015 the City of St. Petersburg issued a Request for Quote (RFQ) #5738, soliciting competitive bids for experienced, qualified, and capable suppliers to supply the participating agencies with the requested oils and lubricants.
- As a result of this solicitation, the below four suppliers responded to the RFQ:

Best Line Oil Company (Tampa)	Five Points Services (Georgia)
Palmdale Oil Company, Inc. (Tampa)	Seaboard Neumann Distribution (Lakeland)

- Per the solicitation, the award was made to the most responsive, responsible, and lowest cost supplier(s):

BID TABULATION SUMMARY

Awardee	Three-Year Total	Fluid/Lubricant Awarded
Palmdale Oil Company, Inc.	\$450,000	Motor Oil; Engine Oil; Gear Oil, Diesel Exhaust Fluid; Wheel Bearing Grease and Multi-Purpose Grease
Seaboard Neumann Dist.	\$300,000	Transmission Fluid and Coolant

Fiscal Impact:

- \$750,000 (3-year contract total)
 - Palmdale - \$450,000.00
 - Seaboard Neuman Distribution - \$300,000.00


Recommendation:

- Approve a three-year contract with Palmdale Oil Company, Inc., and Seaboard of Neumann Distribution to provide PSTA oils and lubricants for a total three-year cost of \$750,000.
 - The Finance Committee reviewed this item and is recommending approval.
-

Attachments:

1. RFQ ([CLICK TO VIEW/PRINT](#))



5G:	Uniforms (Purchase/Rental & Supplies)	
Action:	<p>A. Uniform Purchase: Approve a Three Year Contract with Two One-Year Renewals with NAFECO to Purchase Uniforms for an Amount Not To Exceed \$443,320 Over the Maximum Five Year Period</p> <p>B. Uniform Rental and Supplies: Approve a Three Year Contract with Two One-Year Renewals with Unifirst for Rental Uniforms and Supplies for an Amount Not To Exceed \$109,828 Over the Maximum Five Year Period</p>	

Staff Resource: Jeff Thompson, Director of Transportation
 Henry Lukasik, Director of Maintenance
 Lou Emma Cromity, Dir. of Procurement
 Joe Barkley, Committee Chair



Background:

- The PSTA Maintenance Department currently rents uniforms for 88 fleet, facilities, and service employees which equates to approximately 386 uniform set changes per week for a total of 20,072 changes per year. Safety mats, shop rags, and shop towels are rented as well.
- The PSTA Transportation Department purchases uniforms for 427 Bus Operators and Customer Service employees per year and per union contract. Transportation employees typically purchase an estimated quantity of 1,281 pants and 2,135 shirts.
- In April 2015, PSTA issued a Request For Proposal (RFP) #15-011P soliciting competitive proposals from experienced, qualified, and capable suppliers to supply rental uniforms and supplies as well as to allow PSTA to purchase uniforms.
- As a result of this solicitation, the below five suppliers responded to the RFP:

Purchase Uniforms	Rental Uniforms
Cintas (Pinellas Park)	Cintas (Pinellas Park)
Design Lab (Tampa)	UniFirst Corporation (Tampa)
NAFECO (Decatur, AL)	
SingleSource Imagewear (Sarasota)	

- After careful review and consideration by the selection committee, it was determined Unifirst (incumbent) presented the best value for PSTA for uniform rental and supplies.
- After careful review and consideration by the selection committee, it was determined NAFECO (incumbent) presented the best value for PSTA for uniform purchase. This contract will also afford the employees the ability to purchase additional PSTA uniform apparel, at contracted cost, at their own expense.
- Below are the contract awardees based upon this requirement:

BID TABULATION SUMMARY

Awardee	Five-Year Total	Product/Service
UniFirst Corporation	\$109,828	Uniform Rentals (Maintenance)
NAFECO	\$443,320	Uniform Purchase (Transportation)

Fiscal Impact:

- Uniform Purchase - Annual Contract Amount: \$73,887 with a total five year contractual cost of \$443,320.
- Uniform Rental – Annual Contract Amount: \$18,305 with a total five year contractual cost of \$109,828.


Recommendation:

- Approve a three year contract with two one-year renewals with NAFECO for an amount not to exceed \$443,320 over the maximum five year period for uniform purchase.
- Approve a three year contract with two one- year renewals with Unifirst for an amount not to exceed \$109,828 over the maximum five year period for uniform rental and supplies
- The Finance Committee reviewed this item and is recommending approval.

Attachments:

1. RFP **(CLICK TO VIEW/PRINT)**



5H:	Diesel Fuel	
Action:	<p>A. Approve a One Year Contract with the Option for Four One-Year Renewals with James River for Diesel Fuel with a Total Five year Mark-up of 0.149 per Gallon</p> <p>B. Approve a One Year Contract with the Option for Four One-Year Renewals with J. H. Williams for Unleaded Gasoline a Total Five Mark-up Per Gallon of 0.0175</p>	

Staff Resource: Henry Lukasik, Director of Maintenance
 Lou Emma Cromity, Dir. of Procurement
 Joe Barkley, Committee Chair



Background:

- PSTA uses Diesel Fuel and Unleaded Gasoline for its fleet of transit and service vehicles. Our annual usage is approximately 2.4 million gallons of diesel per year and 80k gallons of unleaded fuel.
- In May 2015, PSTA joined a Co-Op, administered by HART, with PSTA serving as co-lead, for the purchase of Diesel Fuel and Unleaded Gasoline.
- In addition to PSTA, other participating agencies were the Hillsborough County Board of County Commissioners (HCBOCC), Polk County Board of County Commissioners (PCBOCC), City of St. Petersburg (COSP), and the Lakeland Area Mass Transit District (LAMTD, Lakeland, Florida).
- On May 21, 2015, HART issued an Invitation For Bid (IFB) #14602, soliciting competitive bids for experienced, qualified, and capable suppliers to supply the participating agencies with the requested Diesel Fuel and Regular Unleaded Gasoline.
- As a result of this solicitation, the below six suppliers responded to the IFB:

Indigo Energy Partners (Alpharetta, GA)	James River (Richmond, VA)
Petroleum Traders (Fort Wayne, IN)	J. H. Williams (Tampa)
Southern Petroleum Resources (Atlanta)	TAC Energy (Texarkana, TX)

- Per the solicitation, the award was made to the most responsive, responsible, and lowest cost supplier(s).
- Below are the contract awardees based upon this requirement:

BID TABULATION SUMMARY

Awardee	Five Year Total Mark-up	Product Awarded
James River	0.149	Diesel Fuel
J. H. Williams	0.0175	Regular Unleaded Gasoline

- Historically, PSTA has only been able to lock in for one fiscal year. At our request, staff is now able to lock in going out beyond the current fiscal period. In this manner, when fuel prices change, PSTA can now take advantage of the market place by locking in prices.

Fiscal Impact:

- The fiscal impact of agreeing to the mark-up rates results in a fuel budget for FY 2016 of \$5,765,580. The mark up rates will remain constant the life of the contract.


Recommendation:

- Approve a one year contract with the option for four one-year renewals with James River for diesel fuel with a total five year mark-up 0.149 per gallon.
- Approve a one year contract with the option for four one-year renewals with J. H. Williams for unleaded gasoline for a total five mark-up per gallon of 0.0175.
- The Finance Committee reviewed this item and is recommending approval.

Attachments:

- IFB ([CLICK TO VIEW/PRINT](#))



<p>5I:</p> <p>Action:</p>	<p>Batteries-Transit Vehicles</p> <p>A. Approve a One Year Contract with Two One-Year Renewals with Batteries-By-Fisher for an Amount Not to Exceed \$175,000 Over the Maximum Three Year Period</p> <p>B. Approve a One Year Contract with Two One-Year Renewals with Safe-Start for an Amount Not to Exceed \$14,000 Over the Maximum Three Year Period</p>	
---	--	---

Staff Resource: Henry Lukasik, Director of Maintenance
 Lou Emma Cromity, Dir. of Procurement
 Joe Barkley, Committee Chair



Background:

- PSTA purchases approximately 450 vehicle batteries per year for its fleet of buses and service vehicles.
- In March 2015, PSTA issued an Invitation For Bid (IFB)#15-006B soliciting competitive bids from experienced, qualified, and capable vendors to supply vehicle batteries based upon the following:
 - Lot A - Heavy Duty Bus Batteries
 - Lot B - Automotive Batteries
- Approximately 22 suppliers displayed an interest in this solicitation
- As a result of this solicitation, the below seven suppliers responded to the IFB:

Batteries By Fisher, Inc. (Lakeland)	Safe-Start (St. Petersburg)
Interstate Batteries of Clearwater, FL	Batteries Plus Bulbs (Pinellas Park)
Battery USA, Inc. (Lakeland)	Advance Stores Co, Inc. (Roanoke, VA)
Original Equipment Co. (Belle Glade)	

- After careful consideration it was determined that Batteries-By-Fisher (Lot A) and Safe Start (Lot B) were the lowest responsive bidders over the maximum three year life of the contracts.

BID TABULATION SUMMARY

Awardee	Three-Year Total	Product/Service
Batteries-By-Fisher	\$175,000	Lot "A" – Heavy Duty Bus Batteries
Safe-Start	\$ 14,000	Lot "B" – Automotive Batteries

Fiscal Impact:

- Annual Spend Year One for all Batteries: \$61,000.00
- Annual Spend Year Two for all Batteries: \$63,000.00
- Annual Spend Year Three for all Batteries: \$65,000.00

Recommendation:

- Approve a one year contract with two one-year renewals with Batteries-By-Fisher for an amount not to exceed \$175,000 over the maximum three year period for Lot A – Heavy Duty Bus Batteries.
- Approve a one year contract with two one-year renewals with Safe-Start for an amount not to exceed \$14,000 over the maximum three year period for Lot B – Automotive Batteries.
- The Finance Committee reviewed this item and is recommending approval.

Attachments:

1. IFB ([CLICK TO VIEW/PRINT](#))



5J: TRAC By-Laws-Attendance



Action: Approve the Proposed Attendance Clarification and Change to the By-Laws

Staff Resource: Terri Rick, Administrative Assistant
Elaine Mann, Committee Chair



Background

- The By-Laws established for the Transit Rider’s Advisory Committee (TRAC) were established December 19, 2014 for the purpose of documenting governing rules for TRAC Committee meetings.
- Staff occasionally updates the By-Laws as the need arises. Amendments to the By-Laws must be provided to the TRAC at least seven days before a vote can be taken by the members at the next Committee meeting. Amendments to the By-Laws will be presented to the Board for approval at their next meeting after being approved by the TRAC.

Summary

- Consistent attendance at the TRAC meeting is a commitment made by accepting the position on the TRAC.
- In an effort to provide equitable attendance requirements for TRAC members, staff proposes to amend the attendance requirements to accommodate the conflicts that occasionally arise and which prevent members from attending TRAC meetings.
- Current By-Laws state that a member shall miss no more than two meetings per calendar year regardless of whether the missed meeting was planned or unforeseen. Missing a third meeting within a calendar year would result in being removed from the TRAC.
- The proposed amendment states that TRAC members shall maintain an 80% attendance rate. This allows a member with a good attendance record to spread absences over a longer time period.
- The amendment would become effective upon approval by the Board.

Recommendation

- Approve the proposed attendance clarification and change to the by-laws.
- The TRAC reviewed this item and is recommending approval.

Attachments:

1. TRAC By-Laws – Attendance Excerpt

TRAC BY-LAWS - ATTENDANCE EXCERPT

CURRENT RULE

ATTENDANCE



- Each member will be required to attend meetings regularly and must notify PSTA TRAC Staff of any expected absences. A member may have to withdraw his/her position on the Committee to an alternate member if s/he does not regularly attend meetings. To maintain a position on the TRAC, a member shall miss no more than two (2) meetings in a calendar year.
- Each member will receive a monthly bus pass (or equivalent) for their service on the committee. Members are required to attend each TRAC meeting to receive the monthly bus pass.
- Members may be removed from the Committee by PSTA staff for noncompliance with attendance requirements.

PROPOSED RULE

ATTENDANCE

- Each member will be required to attend meetings regularly and must notify PSTA TRAC Staff of any expected absences. A member may have to withdraw his/her position on the Committee to an alternate member if s/he does not regularly attend meetings. To maintain a position on the TRAC, a member shall maintain a minimum 80% attendance rate. This equates to no more than one missed meeting for every four meetings attended and no more than or four (4) meetings within a two-year term.
- Each member will receive a monthly bus pass (or equivalent) for their service on the committee. Members are required to attend each TRAC meeting to receive the monthly bus pass.
- Members may be removed from the Committee by PSTA staff for noncompliance with attendance requirements.



5K:	Contract Extension/Amendment for Gray Robinson – State Lobbyist	 
Action:	Approve Extending & Amending PSTA’s Current Contract with Gray Robinson, P.A. for 10 Additional Months.	

Staff Resource: Brad Miller, CEO
Darden Rice, Committee Chair



Background

- **Gray Robinson Lobbying Contract** – PSTA awarded a contract for State Lobbying services to Gray Robinson, P.A. on August 24, 2011. The Contract was for a maximum term of up to five years.
- **Current Lobbying Contract Term Ending** – On August 22, 2012, the PSTA Board extended Gray Robinson’s Agreement for three additional years until August 1, 2015.

Accelerated 2016 State Legislative Session

- With the 2016 Legislative Session beginning earlier in January 2016, and the associated Committee meetings beginning in September, 2015 it is critical for PSTA to begin planning and communicating its strategies to our Legislative Delegation as soon as possible.
- For this reason it is recommended to extend Gray Robinson’s contract through the end of the 2016 Session (until May 31, 2016) to ensure PSTA can have seamless communication throughout this coming session.
- The PSTA Executive Committee recommended extending the contract.

Performance Measures Added

- The proposed Gray Robinson extension includes the same performance metrics included in PSTA’s newly hired Federal Lobbyist contract to ensure PSTA receives continual communication from our representatives in Tallahassee.

Additional Resources Added

- The team of professional representatives for Gray Robinson has been supplemented by adding Alan Suskey, President of Suskey Consulting as a sub-consultant to their team. Mr. Suskey provides strong local representation for PSTA with the Pinellas

delegation of state representatives. Gray Robinson's monthly fee will increase from \$5,000 per month to \$9,000 per month for the 10 month extension.

Recommendation:

- Approve extending & amending PSTA's current contract with Gray Robinson, P.A. for 10 additional months.
- The Legislative and Executive Committees reviewed this item and is recommending approval.

Attachments:

1. Proposed Contract Extension

Agreement
BETWEEN
PINELLAS SUNCOAST TRANSIT AUTHORITY
AND
GRAY ROBINSON, P.A.

This Agreement is made this 23rd day of July, 2015, by and between Pinellas Suncoast Transit Authority, with its principal place of business located at 3201 Scherer Drive, St. Petersburg, Florida 33716, hereinafter referred to as "PSTA", and Gray Robinson, P.A. with its principal place of business at 201 North Franklin Street, Suite 2200 Tampa, FL 33602, hereinafter referred to as the "Consultant", collectively referred to as the "Parties."

WHEREAS, the PSTA awarded RFP 11-020P (the RFP) to Consultant on August 24, 2011 and have extended it since August 22, 2012; and

WHEREAS, the Parties now wish to exercise the option for a fifth renewal under the terms stated in this Agreement on the terms and conditions stated herein.

NOW THEREFORE, the Parties hereto, intending to be legally bound, hereby do agree to the following:

1. **Recitals.** The above recitals are true and correct and are hereby incorporated by reference.
2. **Contract Documents.** This Agreement shall mean and refer to this Agreement, the RFP together with all exhibits attached thereto including all duly executed and issued addenda (attached hereto as Exhibit A), and Consultant's Response (attached hereto as Exhibit B). All of the foregoing are incorporated herein by reference and are made a part of this Agreement. In interpreting this Agreement and resolving any ambiguities or conflicts between this Agreement and the Exhibits, this Agreement takes precedence over the Exhibits and any inconsistency between exhibits will be resolved in the following order:

Exhibit A	RFP
Exhibit B	Consultant's Response

3. **Renewal.** The Parties agree to exercise the option to extend the award of the RFP, commencing on September 1, 2015 and terminating on June 30, 2016 to coincide with the 2016 Florida Legislative Session and associated Committee meetings.
4. **Subconsultant.** The Parties agree that the Consultant will subcontract with Suskey Consulting (Subconsultant) to provide services under this Agreement. The Parties recognize that the Subconsultant will provide PSTA with intense local (Pinellas County/Tampa Bay) focused lobbying services. The Subconsultant will work at the direction of the Consultant, but PSTA may work directly with and provide direction to the Subconsultant. The Consultant shall remain solely responsible for ensuring that Subconsultant fully comply with all requirements of the RFP and shall remain wholly and directly responsible for any non-compliance by Subconsultant.
5. **Additional Services.** The Parties agree that, in addition to the duties prescribed in the RFO, the following performance requirements will be placed on both the Consultant and Subconsultant. The PSTA Legislative Committee will provide a written performance evaluation of Consultant and Subconsultant at the conclusion of the 2016 Florida Legislative Session. The evaluation will be based on the Consultant's ability to meet the additional performance criteria listed below:

Performance Criteria:

1. **Submission of Suggested Legislative Strategy** – The Consultant will provide a proposed written legislative strategy for PSTA to consider and approve prior to the end of the calendar year. The strategy should be based on pending legislative actions, trends, political activities, etc. related to the 2016 Florida Legislative session. The strategy will incorporate PSTA’s state Legislative priorities which the Consultant and Subconsultant will assist in developing. The Strategy shall have specific objectives for key meetings to arrange, activities to monitor, and other actions that will occur over the coming year.
2. **Monthly Written Reports** – The Consultant and Subconsultant must each provide monthly written summaries of all activities performed in support of the PSTA representation.
3. **Minimum 3 Monthly PSTA-Related Meetings** – The Consultant and Subconsultant must together or separately conduct at least 3 documented meetings each month of the Contract Extension related to its representation of PSTA with Florida elected officials, their staffs, executive branch staff, Florida Department of Transportation officials, or other related officials. These meetings will be documented in the monthly report to PSTA. In-person meetings including PSTA officials may count towards meeting this monthly objective.
4. **Minimum 2 In-Person Updates at PSTA in Pinellas County** – The Consultant’s principal representative to PSTA will be required to make a minimum of two visits to PSTA (anticipated to have one prior to the 2016 Legislative Session and one immediately following the session) to present state legislative activities in person to the PSTA Board or Committees.
5. **Successful organization and attendance of all PSTA-related meetings in Tallahassee, FL by individual or multiple PSTA Board members or PSTA staff.** – Provided there is appropriate advanced notice, the Consultant and Subconsultant will be expected to work together to organize and support in-person, legislative visits in Tallahassee between State Legislative members, staffs, executive branch members and PSTA Board and staff officials.
6. **Retainer.** The Parties agree due to the increase in service requirements, the monthly retainer shall be increased by \$4,000 per month to a total not to exceed \$9,000 per month. This retainer shall include compensation for all work of the Subconsultant.
7. If the Consultant is determined to not be performing satisfactorily, PSTA reserves the right to terminate the relationship in accordance with the termination provisions set forth in the RFP.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized representatives as of the last date written below.

Gray Robinson, P.A.

PSTA

By: _____
Signature

By: _____
Signature

Name Title

Name Title

Date: _____

Date: _____

Witness

By: _____

Name Title

Date: _____


Witness

By: _____

Name Title

Date: _____



5L:	FY 2016 Employee Health Benefits	
Action:	<p>A. Recommend Approval to Renew Medical, Prescription and Dental Insurance through Cigna for FY 2016 for PSTA Employees and Dependents Not to Exceed \$6.2 Million.</p> <p>B. Recommend Approval to Renew FY 2016 Vision Coverage Through Advantica not to Exceed \$5,000.</p> <p>C. Recommend Approval to Add Optional Life Insurance Through Minnesota Life – no Increased Cost or Increased Coverage</p>	

Staff Resource: Larry Longenecker, Dir. of Human Resources
 Shawn Fleming, Gehring Group
 Joe Barkley, Committee Chair



Background:

Medical and Prescription Insurance:

- PSTA’s insurance broker, The Gehring Group, negotiated renewal of the medical and prescription insurance coverages with Cigna based on input from PSTA management and both labor unions.
- PSTA has historically been fully insured. FY 2015 premium is forecast to be approximately \$5.6 million.
- Cigna, under the scenario of maintaining a fully insured plan, proposed renewing at a 10.3% increase over the previous fiscal year. Factors affecting this include medical cost inflation is increasing between 9 and 12% and consideration that PSTA’s loss ratio increased from 74% to 81%.
- PSTA’s represented employees per existing Union contracts are responsible for 50% of any increase in medical and prescription coverage over the 2012 – 2013 rates as per the union agreement. Non-union employees pay the same.
- Due to the fiscal impact of a 10.3% increase The Gehring Group provided other alternatives to PSTA to lower the cost. These included going self-insured or using a minimum premium concept. It was decided to use the minimum premium concept and by doing so Cigna initially reduced the increase to 7%. Based on final negotiations the increase was limited to 5.7%.
- The minimum premium concept is a type of partially self-insured arrangement. The insurance company assumes the risk and PSTA would pay the medical and pharmacy claims. In addition, PSTA would pay administrative costs, network

access fee and stop loss premiums. In addition a health insurance reserve fund would have to be established for the claims and for the termination liability.

- The Gehring Group also looked at changing the benefits to lower the costs and two alternates were provided to management and the unions for discussion.
 - Alternate 1: Limit premium increase to 3.1% with an increase in deductible and out of pocket maximums.
 - Alternate 2: No increase in premium with deductibles twice the amount in the current policy and a substantial increase in out of pocket maximums.
- Based on discussions, it was determined to recommend Alternative 1 to limit the increase to 3.1% with an increase in deductibles and the out of pocket maximums.
- Based on the minimum premium concept and the 3.1% increase, total costs for medical and prescriptions are anticipated to be \$5,789,066.
- PSTA Employees will pay approximately \$11.20 per pay-period for employee only coverage, up from the current year's rate of \$5.90 per pay-period.

Dental Insurance:

- Cigna Dental PPO Core Service is increasing 5% for FY 2016, or \$3,135 with a total anticipated annual Premium of \$65,660.
- Cigna DMO Dental Insurance is increasing 5.2% or \$4,840 with a total anticipated annual premium of \$97,551.

Vision Insurance

- Advantica Vision Insurance is increasing 2.1% for FY 2016, or \$951 with a total anticipated annual premium of \$3,914.

Life and Accidental Death and Dismemberment (AD&D) Insurance

- Advantica Vision Insurance is increasing 2.1% for FY 2016, or \$951 with a total anticipated annual premium of \$3,914.
- Minnesota Life will have no change in the premiums offered.

Fiscal Impact:

- The following are included in the draft 2016 Operating Budget
 - A. Medical, Prescription and Dental Insurance not to exceed \$6.0 Million
 - B. Vision Insurance not to exceed \$5,000
 - C. Minnesota Life and AD&D Insurance not to exceed \$35,000.

Recommendation:

- Recommend approval of insurance renewals.
 - The Finance Committee reviewed this item and is recommending approval.
-

Attachments:

1. Benefits Under Status Quo, Alternate 1 and 2 Scenarios

MEDICAL INSURANCE

CURRENT

RENEWAL

ALTERNATE 1

ALTERNATE 2

Schedule of Benefits	Cigna Medical HMO & RX	Cigna Medical HMO & RX	Cigna Medical HMO & RX	Cigna Medical HMO & RX
Calendar Year Deductible (CYD)	In Network	In Network	In Network	In Network
Single	\$500	\$500	\$750	\$1,000
Family	\$1,000	\$1,000	\$1,500	\$2,000
Out of Pocket Maximum	Incl Ded, Coins, Med Copays	Incl Ded, Coins, Med Copays	Incl Ded, Coins, Med Copays	Incl Ded, Coins, Med Copays
Single	\$3,500 / Rx Unlimited (None)	\$3,500 / Rx \$1,000	\$4,000 / Rx \$1,000	\$4,500 / Rx \$1,000
Family	\$7,000 / Rx Unlimited (None)	\$7,000 / Rx \$2,000	\$8,000 / Rx \$2,000	\$9,000 / Rx \$2,000
Non-Hospital Services				
Physician Office Visit	\$20	\$20	\$20	\$30
Specialist Office Visit	\$30	\$30	\$30	\$40
Urgent Care Visit	\$50	\$50	\$50	\$50
Hospital Services				
Inpatient	CYD + 20%	CYD + 20%	CYD + 20%	CYD + 20%
Outpatient	CYD + 20%	CYD + 20%	CYD + 20%	CYD + 20%
Emergency Room Visit	\$100	\$100	\$100	\$200
Prescription Drugs				
Generic	\$10	\$10	\$10	\$10
Preferred brand drugs	\$30	\$30	\$30	\$30
Non-preferred brand drugs	\$50	\$50	\$50	\$50

ACTION ITEM



6A: FY 2016 Budget Trim Notice



Action: Approve the Publishing of the Required FY 2016 TRIM Notice with a Millage Rate of 0.7500

Staff Resource: Debbie Leous, Chief Financial Officer
Michael Hanson, Director of Finance
Joe Barkley, Committee Chair
Julie Bujalski, Committee Chair

FINANCE & PERFORMANCE
MANAGEMENT

PLANNING

Background:

Millage Rate Increase Recommended:

- By August 4, 2015, PSTA must submit its proposed “Truth in Millage” maximum property tax millage rate for the FY 2016 budget.
- The proposed millage rate, which is the rate which will appear on the TRIM Notice, is the maximum rate that PSTA will levy for next year, and it is not necessarily the final rate. Subject to public hearings, the millage rate can be reduced from this proposed rate.
- PSTA Current Millage Rate – The current PSTA millage rate is 0.7305 or .0195 less than the maximum.
- PSTA Millage Rate Cap – By State Statute, PSTA’s millage rate is capped at 0.7500.
- As part of the adopted PSTA Path Forward strategic plan, recommendations are made on all possible options including service cuts, fare increases, advertising revenue increases, administrative costs cuts, and this slight ad valorem adjustment.

Fiscal Impact:

- Revenue Impact – It is estimated that maintaining the property tax rate at the current 0.7305 will result in a \$2,453,280 increase in property tax revenue budgeted in FY 2016 over FY 2015 budgeted property tax revenue. Increasing the property tax rate to 0.7500 will result in an estimated \$1,009,260 additional increase.
- Rolled-Back Rate – Since property valuations have increased in PSTA’s communities, the property tax rate (known as the “Rolled-Back Rate”) that would generate the same revenue as the current fiscal year is .6898. The proposed millage rate of 0.7500 exceeds the rolled-back rate by 8.73%. As a result, we are required to report at the public hearings that the rate charged is greater than the rolled-back rate.

- Cost – The increased payment by the Pinellas County median-value (\$151,500) home owner with a homestead exemption is \$1.98 annually.

Recommendation:

- Recommend approval of the proposed millage rate of 0.7500 to be transmitted to the property appraiser.
- The Finance & Planning Committees reviewed this item and are recommending approval.

Attachments:

1. PowerPoint
2. Pros and Cons of Adjusting the Millage Rate



Submittal of TRIM Requirement FY 2016 Proposed Millage Rate

PSTA Board Meeting
July 22, 2015

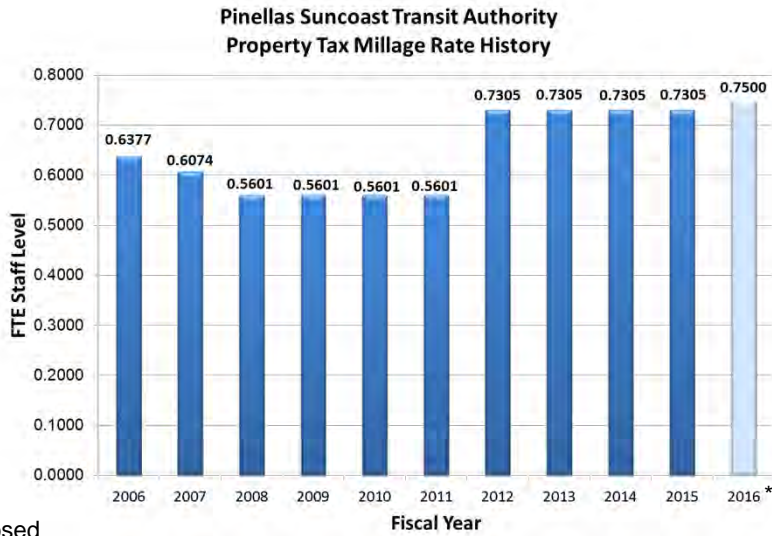


Agenda

- Millage Rate History
 - Millage Rate History
 - Ad Valorem Revenue History
- Proposed FY 2016 Millage Rate
 - Proposed FY 2016 Millage Rate
 - Financial Impact to Taxpayers
- Millage Rate Increase Alternatives
 - No Increase - Long-Term Forecast Impact
 - Route Reductions
 - Higher Fare Increase
- Planning Committee Discussion and Action



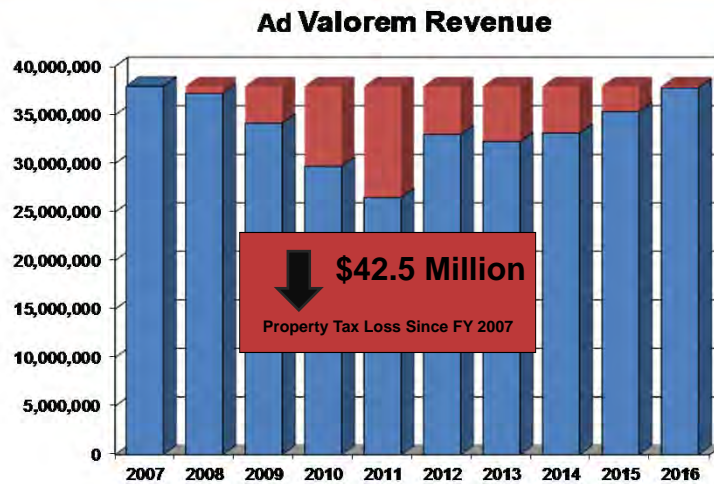
Millage Rate History



2



Ad Valorem Revenue History



3



Proposed FY 2016 Millage Rate

- Current Millage rate for FY 2015 is .7305
- Proposed Millage rate for FY 2016 is .7500
- Current Year Rolled-back Rate is .6898
- Majority Vote Maximum Millage Rate is .7500
- Property Tax Revenue Increases \$1,009,260 from Millage Rate Increase
- Median-Value Home with \$151,500 Taxable Value Including Homestead Exemption pays \$76.13 (**\$1.98 increase over FY 2015**)

4



May, 2015 PSTA Board Decision

- Use Reserve Funds for Bus Replacement Capital Needs Until MPO/STP or Other Funds Can Be Identified.
- **Status: STP Funds Not Until 2022?**
- Balance Operating Budget with Operating Revenues.

Bus Type	2016	2017	2018	2019	2020	2021
35' & 40' Diesel Bus	7	5	15	15	16	15
29' Upgraded Connector Bus		7				
Trolley Buses						4
Express Bus Coach						
Total	7	12	15	15	16	19

5



Minimal Financial Impact to Taxpayers

**Pinellas Suncoast Transit Authority
Proposed Property Tax Changes By Assessed Values
FY 2016**

Assessed Value	Homestead Exemption	Value with Homestead	Taxes @ .7305 Mill	Taxes @ .7500 Mill	Difference	% Change
\$100,000	\$50,000	\$50,000	\$36.53	\$37.50	\$0.97	2.66%
\$150,000	\$50,000	\$100,000	\$73.05	\$75.00	\$1.95	2.67%
\$200,000	\$50,000	\$150,000	\$109.58	\$112.50	\$2.92	2.66%
\$250,000	\$50,000	\$200,000	\$146.10	\$150.00	\$3.90	2.67%
\$300,000	\$50,000	\$250,000	\$182.63	\$187.50	\$4.87	2.67%
\$350,000	\$50,000	\$300,000	\$219.15	\$225.00	\$5.85	2.67%
\$400,000	\$50,000	\$350,000	\$255.68	\$262.50	\$6.82	2.67%
\$450,000	\$50,000	\$400,000	\$292.20	\$300.00	\$7.80	2.67%
\$500,000	\$50,000	\$450,000	\$328.73	\$337.50	\$8.77	2.67%



Plan Forward with Property Tax Adjustment

**Pinellas Suncoast Transit Authority
Operating Budget Projections
With Ad Valorem Rate Change, Route Changes, Fare Increase, Advertising Revenue**

Line	FY 2015 Revised	FY 2016 Revised	FY 2017 Revised	FY 2018 Revised	FY 2019 Revised	FY 2020 Revised	FY 2021 Revised	FY 2022 Revised
Operating Revenues								
1 Operating Revenue	\$ 14,887,864	\$ 16,150,727	\$ 16,230,311	\$ 16,303,479	\$ 16,379,245	\$ 16,457,704	\$ 16,538,954	\$ 16,623,099
2 Property Tax	\$ 35,355,160	\$ 38,809,640	\$ 40,284,406	\$ 41,815,213	\$ 43,195,115	\$ 44,620,554	\$ 46,093,032	\$ 47,614,102
3 State Operating Grants	\$ 7,367,460	\$ 7,418,284	\$ 7,545,878	\$ 7,675,667	\$ 7,807,688	\$ 7,941,980	\$ 8,078,582	\$ 8,217,534
4 Federal Operating Grants	\$ 5,573,950	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491
5 Total Operating Revenues	\$ 63,184,434	\$ 67,940,142	\$ 69,622,086	\$ 71,355,850	\$ 72,943,539	\$ 74,581,729	\$ 76,272,059	\$ 78,016,226
Operating Expenses								
6 Operating Expenses	\$ 62,697,574	\$ 65,029,287	\$ 68,014,747	\$ 70,846,621	\$ 73,809,659	\$ 76,910,661	\$ 80,122,835	\$ 83,485,236
7 Non-Federal/State Capital Expenses								
8 Total Operating Expenses	\$ 62,697,574	\$ 65,029,287	\$ 68,014,747	\$ 70,846,621	\$ 73,809,659	\$ 76,910,661	\$ 80,122,835	\$ 83,485,236
9 Revenues Over / (Under) Expenses	\$ 486,860	\$ 2,910,855	\$ 1,607,339	\$ 509,229	\$ (866,120)	\$ (2,328,932)	\$ (3,850,776)	\$ (5,469,010)



STP Bus Funding? ↑

- Bus Replacement Fund Balanced Until 2020 with \$12M in Local Reserve Funds



Plan Without Property Tax Adjustment

Pinellas Suncoast Transit Authority
Operating Budget Projections

With Service Cuts, Fare Increases, Ad Revenue but NO Ad Valorem Adjustment

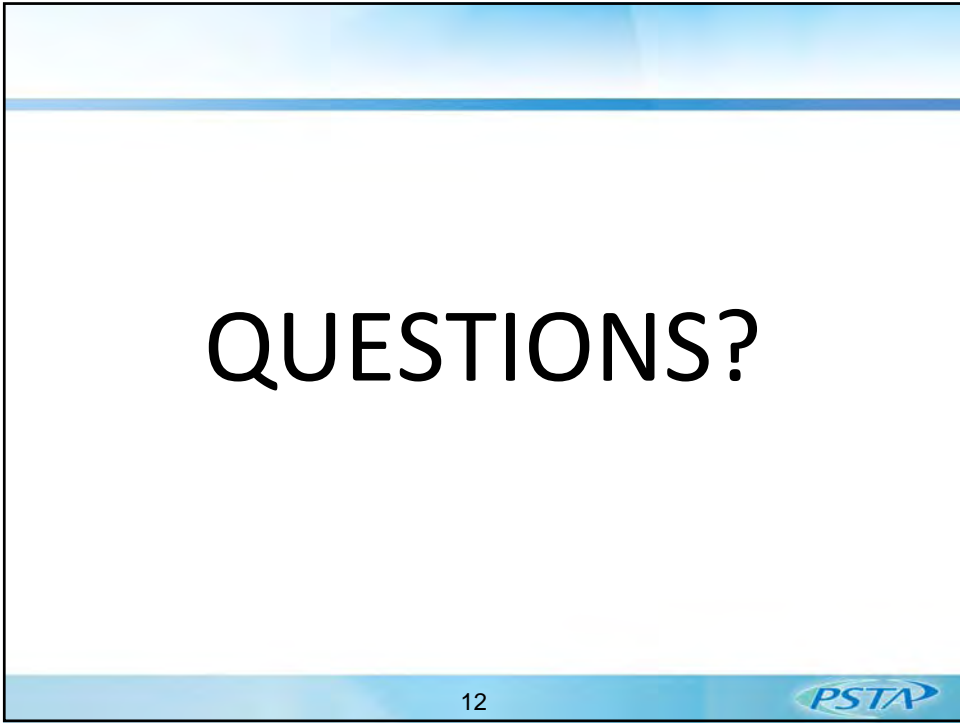
Line	FY 2015 Revised	FY 2016 Revised	FY 2017 Revised	FY 2018 Revised	FY 2019 Revised	FY 2020 Revised	FY 2021 Revised	FY 2022 Revised
Operating Revenues								
1 Operating Revenue	\$ 14,887,864	\$ 16,150,727	\$ 16,230,311	\$ 16,303,479	\$ 16,379,245	\$ 16,457,704	\$ 16,538,954	\$ 16,623,099
2 Property Tax	\$ 35,355,160	\$ 37,808,440	\$ 39,245,161	\$ 40,736,477	\$ 42,080,781	\$ 43,469,447	\$ 44,903,939	\$ 46,385,769
3 State Operating Grants	\$ 7,367,460	\$ 7,418,284	\$ 7,545,878	\$ 7,675,667	\$ 7,807,688	\$ 7,941,980	\$ 8,078,582	\$ 8,217,534
4 Federal Operating Grants	\$ 5,573,950	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491	\$ 5,561,491
5 Total Operating Revenues	\$ 63,184,434	\$ 66,938,942	\$ 68,582,841	\$ 70,277,114	\$ 71,829,205	\$ 73,430,622	\$ 75,082,966	\$ 76,787,893
Operating Expenses								
6 Operating Expenses	\$ 62,697,574	\$ 65,029,287	\$ 68,014,747	\$ 70,846,621	\$ 73,809,659	\$ 76,910,661	\$ 80,122,835	\$ 83,485,236
7 Non-Federal/State Capital Expenses								
8 Total Operating Expenses	\$ 62,697,574	\$ 65,029,287	\$ 68,014,747	\$ 70,846,621	\$ 73,809,659	\$ 76,910,661	\$ 80,122,835	\$ 83,485,236
9 Revenues Over / (Under) Expenses	\$ 486,860	\$ 1,909,655	\$ 568,094	\$ (569,507)	\$ (1,980,454)	\$ (3,480,039)	\$ (5,039,869)	\$ (6,697,343)

STP Bus Funding? 

- **Bus Replacement Fund Balanced Until FY2020 with \$12M in Local Reserve Funds.**


Millage Rate Increase Alternatives

- **Bus Funding Sooner than 2021**
- **More Service Reductions**
 - Reduce Service by 13,900 more hours or 6.25% instead of the proposed 3% cut.
 - Reduces expenses in FY 2016 by \$1,000,000
- **Higher Fare Increases**
 - Increase average fare by 30% instead of proposed 15% (Base Fare-\$2.50 & TD-\$20).
 - Increases revenues in FY 2016 by \$1,000,000



QUESTIONS?

12



MILLAGE RATE TALKING POINTS

POINTS IN FAVOR OF ADJUSTING MILLAGE

1. **Planned** - The PSTA Board agreed, as part of the Path Forward Strategic Plans, to maximize resources currently available to PSTA.
2. **Partnerships** - The Path Forward Plan calls for seeking support through new partnerships with MPO, State, & Feds. Partners likely to seek assurances that PSTA first maximize its own resources.
3. **Minimal** - The impact is not significant (\$1.98 per year for median home).
4. **Never Again** - Once max millage is set, the Board will not have to address the potential for an increase in the future.
5. **Assumed** - PSTA is one of a few taxing authorities not currently at the maximum (HART, JWB, Schools).
6. **Equity** – Fare Increases & Route cuts are planned affecting customers requiring equity with “non-riders” in supporting a sustainable PSTA Budget.
7. **Sustainability** – Allows for a balanced operating & capital program for the foreseeable future.
8. **Adjustable** - Future boards can change rate.
9. **Expansion** – These funds will be used to enhance the transit services to our customers.

7/15/2015 Committees

10. **Bill Jonson –TD** - We are seeing major increases in Transportation Disadvantaged eligible, Low-Income riders which reduces our fare revenue.

POINTS AGAINST ADJUSTING MILLAGE

1. **Not Immediately Needed** – PSTA can balance its current budget without increasing rate.
2. **Philosophical** – No tax adjustment is ever warranted.
3. **Riders only should pay** – Increase fares and reduce service only.
4. **Delay Decision Until Another Time** – 2016 or 2017 is a better time.
5. **Cut Service Deeper in My Community**– to avoid tax rate adjustment.
6. **PSTA should seek a new revenue source** - and eliminate its ad valorem tax and replace it with something else.

7/15/2015 Committees

7. **Bill Jonson – Adjustment** should be tied to expansion of services.
8. **Dave Eggers – Symbolism** – Since PSTA is transitioning now to a new strategic plan and we’re starting to do new good initiatives, we should hold off on any decisions on ad valorem rate adjustment.

ACTION ITEM



6C: Revised Mission Statement



Action: Approve the Revised Mission Statement and Guiding Principals

Staff Resource: Brad Miller, CEO
Bill Jonson, Committee Chair



Background:

- With the adoption of a new Path Forward Strategic Plan for PSTA, several PSTA Board members suggested revising the PSTA Mission Statement approved almost six years ago on December 2, 2009.
- The Board approved allowing the PSTA Executive Committee to draft a revised statement. The Committee met and developed the revised statement below along with recommending several changes to the PSTA Guiding Principles as follows:

CURRENT PSTA Mission Statement (2009)

PSTA provides safe, affordable public transit to our community. We help guide land use decisions and support economic vitality to enhance our quality of life.

NEW Mission Statement (Proposed):

PSTA provides safe, convenient, accessible and affordable public transportation services for Pinellas County residents and visitors, and supports economic vitality, thriving communities, and an enhanced quality of life.

- The Executive Committee's primary reasons for the changes were to:
 - Reflect a greater focus on customer-oriented service embodied in the new Path Forward Strategic Plan,
 - Better articulate how PSTA supports our communities.

Recommendation:

- The Executive Committee recommends approval of this new PSTA Mission statement.

Guiding Principles

- Listed below are the suggested revisions to the 12 Guiding Principles also approved by the PSTA Board in December, 2009:

PSTA Guiding Principals

1. Provide safe and secure public transit environment **for customers, PSTA Team members, and the general public.** [This Principal was previously #9.]
 2. Focus on continuous customer improvement. [Old #8.]
 3. ~~Improve~~**Expand** public transit through ~~educating~~**communicating**, partnering and collaborating with our entire community. [Old #2.]
 4. Integrate public transit with land use and economic development goals to enhance the community's livability. [Old #7.]
 5. Provide good stewardship of public funding [Old #3].
 6. Value the ideas and contributions of all PSTA team members **and** foster a spirit of teamwork throughout the entire organization. [Combined Old #10 & #11.]
 7. Increase PSTA diversity by attracting, training, and retaining employees who reflect our community. [Old #12.]
 8. Conduct business and activities with transparency, integrity, and high ethical standards. [Old #5.]
 9. Demonstrate environmental leadership. [Old #4.]
 10. **Maximize accessibility for customers.** [New Principal]
 11. Lead the public transit industry with innovative projects and operating practices. [Old #6.]
 12. Delete: ~~Increase ridership.~~ [Old #1.]
-

Attachments:

1. Examples of Other Transit System Mission Statements

Other Transit Mission & Vision Statements:

HART Mission: Provide safe, innovative and cost effective public transportation services that enhance the quality of life in our community.

Miami Dade Mission: To meet the needs of the public for the highest-quality transit service: Safe, Reliable, Efficient and Courteous.


Broward County Transit Mission: The mission of Broward County Transit is to provide clean, safe, reliable and efficient transit service to the community by being responsive to changing needs and focusing on customer service as our highest priority.

Atlanta (MARTA) Vision: MARTA is an integral part of the community, the economy and the transportation system in the region, providing a meaningful mobility choice and attractive alternative to the automobile for all residents and visitors to the area.

MARTA is a safe, secure, and reliable public transportation system, with emphasis upon customer service and cost effectiveness.

It is a system with a positive image that the community understands, respects and supports.



7A:	Phase 1 Route Redesign	
Action:	Information Item	

Staff Resource: Cassandra Borchers, Chief Dev. Officer
 Julie Bujalski, Committee Chair
 Elaine Mann, Committee Chair

PLANNING

TRAC

Background

- With the adoption of the “Path Forward” in May 2015, the PSTA Board set a policy direction to advance a Customer-Focused Service Redesign.
- The System Redesign Work Plan is a step by step approach to examining the entire PSTA System in light of the Community Bus Plan recommendations and current fiscal constraints. Staff will review each route in the system through a four-step process:
 - Route Performance Evaluation
 - Route Redesign Concept Development
 - Public and Board Engagement
 - Recommended Action and Implementation
- The 10 phases of the System Redesign Work Plan are organized based on a comprehensive performance evaluation analysis conducted in early 2015 and grouped by geography/interconnected routes.

Summary

- The first phase of the route redesign focuses on the lowest performing routes in the system and moving toward the streamlined system presented in the Community Bus Plan.
- This phase includes the following recommendations:
 - Elimination of Routes 444, 58, and East Lake Connector
 - Realignment of Route 18 to replace Route 58 service to SPC
 - Redesign of Routes 1 and 30

- Staff has completed initial outreach to local partners and key stakeholders about the proposed changes in Phase 1 and identified possible transportation alternatives for users.
- The presentation includes a brief review of the Community Bus Plan and the updated performance evaluation followed by a summary of the analysis and public engagement conducted for each route, solidifying the reasons for the recommendation. Each section concludes with next steps for public engagement and staff action.

Fiscal Impact

- The approval of these adjustments will save \$930,000 as planned in the FY 2016 Budget.

Committee Review

- The TRAC Riders Citizen Committee reviewed these proposals on July 14, 2015.
 - 4 non-TRAC Citizens from Crystal Lakes Manor Senior Public Housing on 62nd Avenue N in Lealman area of Pinellas Community attended to express concern about reducing the **Route 444**.
 - 1 employee of the ThinkDirect Telemarketing call center came to express concern regarding the elimination of **Route 58** on Bryan Dairy Road.
 - 1 representative of the Pinellas Council for the Blind came to ask about the adjustments to **Route 1** in St. Petersburg. He asked for the **Route 100X** (no changes) to be extended to Downtown St. Petersburg.
- The Planning Committee reviewed these proposals on July 15, 2015.
 - 1 employee of the ThinkDirect Telemarketing call center came to express concern regarding the elimination of **Route 58** on Bryan Dairy Road.
- The Planning Committee requested staff provide:
 - A brief history of each route proposed for change, including the original purpose of the route, how land-use may have changed affecting the route, and infrastructure (sidewalks, street crossings) that may be needed as a result of these service changes.

Attachments:

1. PowerPoint
2. System Redesign Work Plan ([CLICK TO VIEW/PRINT](#))
3. System Redesign Phase 1 Analysis ([CLICK TO VIEW/PRINT](#))
4. Phase 1 Public Engagement Summary ([CLICK TO VIEW/PRINT](#))

Phase I Route Redesign

PSTA Board Meeting
July 22, 2015

1

Draft 7-8-2015



2013 Community Bus Plan Overview

- PSTA Board approved July 2013
- Comprehensive review and redesign of system based on multiple revenue scenarios
- Goals
 - Build Transit Constituency
 - Improve Transit Competitiveness
 - Build Financial Sustainability

2

Draft 7-8-2015



2013 Community Bus Plan Overview

- 3 scenarios
 - Optimal
 - New Revenue
 - No New Revenue
- Included:
 - Analysis of ridership and other data
 - Extensive public outreach
 - Redesigned route network



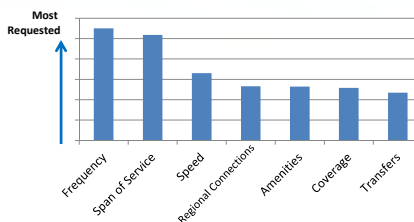
3

Draft 7-8-2015



2013 Community Bus Plan Conclusions

- What do people want?
 - Frequency
 - Span of service
 - Speed
- What does the data tell us?
 - All-day travel demand
 - 6 “core” routes responsible for 71% of ridership
 - Very few routes have frequencies supporting spontaneous use
 - Average trip length > 5 miles
- Key Recommendations
 - Transition to grid network focusing on frequent service on core routes
 - Streamline service for faster, more direct travel
 - Increase frequencies



4

Draft 7-8-2015



Review Financial Assumptions

Revenue/Expense	2013 Community Bus Plan No New Revenue	Fiscal Year 2016
Ad Valorem	0.7305	0.75
Fare Adjustment	Annual increase of 2% with 15% increase in average fare every 3 years	Fare revenue going down even though ridership going up; recommended fare increase in 2016
Advertising Revenue	Modest annual increase	Larger increase in advertising revenue achieved through outsourcing
Service Adjustments	Up to 28% cut	\$930,000 savings (2.5 % cut)
Budget Savings	Part of 28% cut	\$500,000



Implementing the 2013 Community Bus Plan

Step

1. 2015 Route Performance Evaluation
Identify highest and lowest performing routes
2. Consult 2013 Community Bus Plan recommendations
3. Targeted technical analysis - review current data including demographics and on-board survey results
4. Review financial implications
5. Identify transportation alternatives
6. Engage public and recommend action



Route Redesign Work Plan

- 10 phase plan (2015-2017)
- All 6 steps performed for each group/phase
- October 2015:

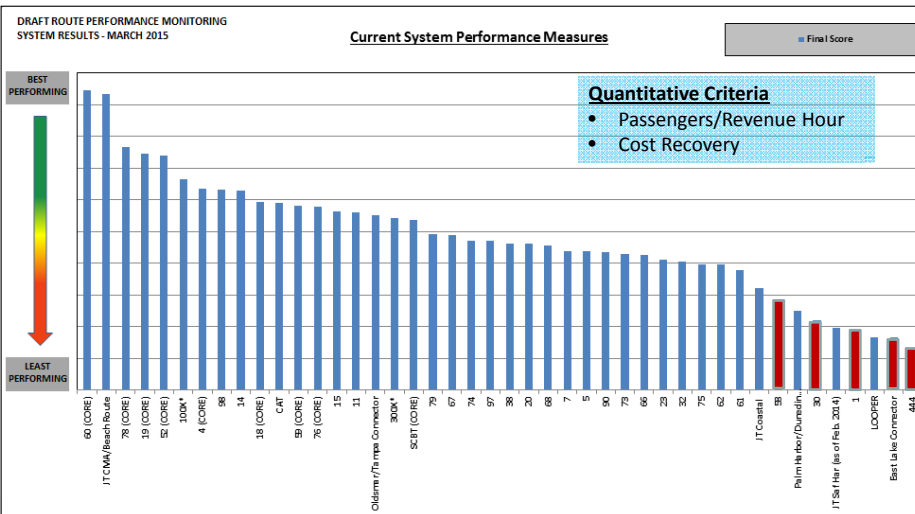
Group 1 - Lowest Performing Route Adjustments

- Elimination of Routes 30, 58, 444, ELC
- Realignment of Route 18 to replace Route 58 service to St Petersburg College Seminole Campus
- Redesign of Route 1 (new Route 22)



System Performance Evaluation by Route

Final Result: Ranking of Routes based on Performance Metrics Scoring



Targeted Technical Analysis

- Data analysis
 - Current ridership
 - Demographics
- First Phase of Public Engagement
 - Engage Riders
 - On-board survey for each route
 - TRAC members
 - Review/address individual comments
 - Talk to bus operators
 - Engage other stakeholders



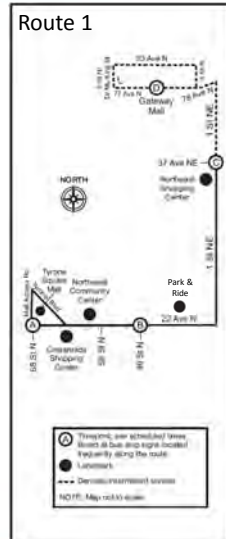
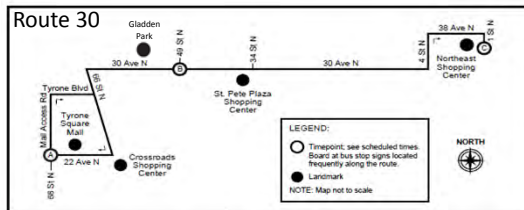
9

Draft 7-8-2015



Routes 1 & 30 (and New Route 22)

- **Step 1: Performance Evaluation:**
 - Route 1
 - 4th lowest performing
 - Average weekday ridership of 99
 - Route 30
 - 6th lowest performing
 - Average weekday ridership of 66
- **Step 2: Community Bus Plan: Discontinue Route 30 & Redesign Route 1 (New Route 22)**



10

Draft 7-8-2015



Routes 1 & 30 - **Step 3:** Targeted Technical Analysis

- **Who are Our Riders?**

- *Demographic Analysis and On-Board Survey*

Poverty Level	Moderate*
No Vehicle Ownership	Moderate
Over 65	Low*
Minority	Low*
Primary Use	Shopping and Work
Transfer Activity	High

*Concentrations in a few areas along route

- *Ridership Analysis*

- 0-2 riders at most bus stops along route
 - Highest bus stop activity where route intersects with major routes



11

Draft 7-8-2015



Routes 1 & 30 - **Step 4:** Financial Implications

- Discontinuing Routes 1 & 30 and introducing new Route 22 **saves \$121,000** in net annual operating costs
- **Saves one bus ~ \$500,000**
- Potential increase in DART ridership



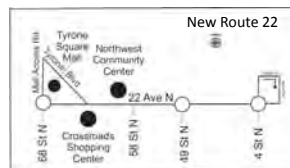
12

Draft 7-8-2015



Routes 1 & 30 - **Step 5:** Transportation Alternatives

- All stops along the discontinued route are within $\frac{3}{4}$ mile of better service:
 - Core/frequent Routes 4, 19, 52, 59, 74
 - Longer hours of service
 - Buses every 15 - 30 minutes
 - Weekend and Holiday service
 - Supporting local Routes 11, 23, 38, 79
 - Longer hours of service
 - Weekend and holiday service
 - New Route 22 and Route 38 parallel to discontinued Route 30 and within $\frac{1}{2}$ mile
- Carpool, taxi, bike, drive, and walk + golf cart
- DART for those who qualify



13

Draft 7-8-2015



Routes 1 & 30 - **Step 6:** Public Engagement

- Local government coordination
 - Met with City of St. Petersburg staff on 6/16/15 to discuss redesign of Routes 1 and 30
 - Indicated that of the two corridors, it would be better to maintain bus service on 22nd Ave N than 30th Ave N due to greater auto orientation and mix of land uses
 - St. Pete staff to make initial contact with neighborhoods
- Community Outreach
 - Plan to meet with 5 more stakeholder groups (e.g. Northeast Shopping Center)



14

Draft 7-8-2015



Routes 1 & 30 - Recommended Action & Next Steps

- Discontinue Routes 1 and 30
- Implement new Route 22 on 22nd Ave N from Tyrone Square Mall to 4th St N

- Next Steps

- Nearest public workshops

PSTA – August 18, 2015 at 6:00 – 8:00 pm

Pinellas Park Library – August 17, 2015 at 10:00 am -12:00 pm

Seminole Library – August 11, 2015 at 2:30-4:30 pm

- Public Hearing

PSTA Board Room – August 26, 2015 at 9:00 am



- Inform riders and community of approved service modifications

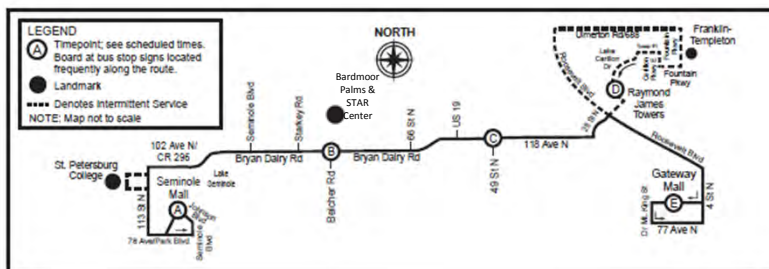
15

Draft 7-8-2015



Route 58

- **Step 1:** Performance Evaluation
 - 8th lowest performing
 - Average weekday ridership of 211
- **Step 2:** Community Bus Plan: Discontinue route



16

Draft 7-8-2015



Route 58 – Targeted Technical Analysis

- **Who are Our Riders?**

- *Demographic Analysis and On-Board Survey*

Poverty Level	Low
No Vehicle Ownership	Low*
Over 65	Low*
Minority	Low
Primary Use	Work & Shopping
Transfer Activity	High

*Concentrations in a few areas that area served by other routes

- *Ridership Analysis*

- Along Bryan Dairy Rd, highest ridership at transfer points for Route 79 and Route 19. Most other stops between 0-3 daily ridership
 - St Petersburg College - Seminole Campus stop has daily ridership of 21
 - Eastern portion of route served by Routes 52, 59, 97, 98



17

Draft 7-8-2015



Route 58 - **Step 4:** Financial Implications

- Discontinuing Route 58 and modifying segment of Route 18 to serve SPC Seminole Campus **saves \$242,000** in net annual operating costs
- **Saves one bus ~ \$500,000**
- Potential increase in DART ridership



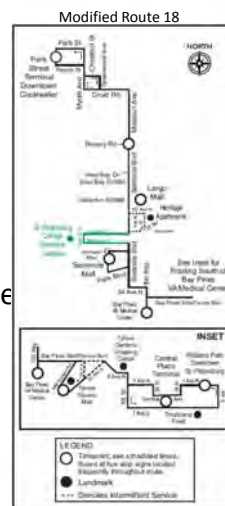
18

Draft 7-8-2015



Route 58 - Step 5: Transportation Alternatives

- All stops are within $\frac{3}{4}$ mile of better service
 - Core/frequent Routes 4, 18, 19, 52, 59, 98, 79
 - Longer hours of service
 - More frequent service
 - Weekend Service
 - Local Routes 11, 62, 73, 97
 - Saturday Service
 - Greater frequency
- Realignment of Route 18 to serve SPC Seminole
- Closed stops along redesigned Route 18 all within $\frac{1}{2}$ mi of new route configuration; new shelters at closest remaining stops
- Bike, walk, taxi, carpool, drive
- DART for those who qualify



19

Draft 7-8-2015



Route 58 - Step 6: Public Engagement

- Local government coordination
 - Met with Seminole Planning Department, City of Pinellas Park Staff 6/30/15
 - Seminole staff likes that realignment of Route 18 to serve SPC Seminole Campus
- Community Outreach
 - Contacted 9 stakeholder groups along the route in June (e.g. Freedom Square)
 - Agreement that it is underutilized
 - Enthusiasm from SPC Provost about realignment of Route 18
 - Think Direct concerned about losing employees
 - Rider concern about lack of crosswalks (e.g. 113th St and 102nd Ave). Staff met with rider and contacted local jurisdictions, which have plans to improve the intersection.



20

Draft 7-8-2015



Route 58 - Recommended Action & Next Steps

- Discontinue Route 58 and modify Route 18
- Next Steps
 - Nearest public workshops:
 - Seminole Library – August 11, 2015 at 2:30-4:30 pm*
 - PSTA – August 18, 2015 at 6:00-8:00 pm*
 - Public Hearing
 - PSTA Board Room – August 26, 2015 at 9:00 am*
 - Inform riders and community of service modifications



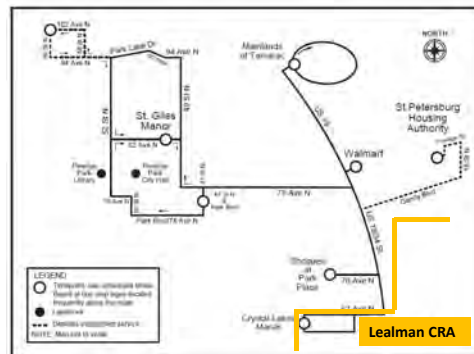
21

Draft 7-8-2015



Route 444

- **Step 1: Performance Evaluation**
 - Lowest Performing Route
 - Average daily ridership of 41
- **Step 2: Community Bus Plan – Discontinue Route**



22

Draft 7-8-2015



Route 444 - Step 3: Targeted Technical Analysis

• Who are Our Riders?

– Demographic Analysis and On-Board Survey

Poverty Level	High
No Vehicle Ownership	Moderate
Over 65	Low*
Minority	Moderate
Primary Use	Shopping
Transfer Activity	Low

*Concentrations in a few areas along route

– Ridership Analysis

- Highest ridership at Walmart and Crystal Lakes Manor (part of recently approved Lealman Community Redevelopment Area)
- Other stops between 0 and 2 average daily ridership



23

Draft 7-8-2015



Route 444 - Step 4: Financial Implications

- Discontinuing Route 444 **saves \$145,000** in net annual operating costs
- **Saves one small bus ~ \$491,000**
- Potential increase in DART ridership



24

Draft 7-8-2015



Route 444 - **Step 5: Transportation Alternatives**

- All stops along route are within ¼ mile of better service:
 - Core/frequent Routes 19, 52, 74, 79
 - Longer hours of service
 - Buses every 20-35 minutes
 - Local Route 75
 - Longer hours of service
 - Consistent schedule
 - Bus Operators confirmed Route 19 is a good alternative
- Walk, carpool, taxi/rideshare, golf cart
- DART for those who qualify
- Neighborly Care Network
 - Group shopping trips offered to St. Giles residents
- Possible future new route serving Pinellas Park/Lealman



25

Draft 7-8-2015



Route 444 – **Step 6: Public Engagement**

- Local government coordination
 - Pinellas Park & Pinellas County planning staff – Understand problems with route. Interested in partnership for new service in Pinellas Park/Lealman area.
- Community Outreach
 - Contacted 10+ stakeholder groups (e.g. St. Giles Manor)
 - Summary:
 - Most understand need to cut and that other routes, particularly Route 19, provide good alternatives
 - Most would like to be kept informed of approved changes, public hearing schedule, etc.
 - St. Pete Housing Authority concerned about losing service to stop adjacent to their office
- Public Comments and Staff Action
 - Mainland's resident finds US 19 difficult to cross. PSTA staff has offered follow-up assistance.



26

Draft 7-8-2015



Route 444 - Recommended Action & Next Steps

- Discontinue Route 444
- Next Steps
 - Nearest public workshops:
 - Pinellas Park Library – August 17, 2015 at 10:00 am -12:00 pm*
 - PSTA – August 18, 2015 at 6:00 – 8:00 pm*
 - Nearest public Hearing
 - PSTA Board Room – August 26, 2015 at 9:00 am*
 - Investigate Pinellas Park/Lealman Area Connector
 - Inform riders and community of service modifications



East Lake Connector (ELC)

- **Step 1: Performance Evaluation**
 - 2nd lowest performing
 - Average daily ridership is 26
- **Step 2: Community Bus Plan: N/A – not considered**



East Lake Connector - **Step 3:** Targeted Technical Analysis

- **Who are Our Riders?**

- *Demographic Analysis and On-Board Survey*

Poverty Level	Low
No Vehicle Ownership	Low
Over 65	Moderate*
Minority	Low
Primary Use	Work Trips
Transfer Activity	Moderate

*Concentrations in a few areas along route

- *Ridership Analysis*

- In addition to surveys, a review of daily manifests shows riders traveling to work, shopping, school, YMCA, and transfer points
 - Zero ridership at stops along Keystone Road; 0-5 at 6 stops along East Lake Road



29

Draft 7-8-2015



East Lake Connector- **Step 4:** Financial Implications

- Discontinuing East Lake Connector saves **\$422,000** in net annual operating costs
- Saves two cutaway buses ~ \$360,000
- Increase in East Lake Shuttle Ridership



30

Draft 7-8-2015



East Lake Connector – **Step 5: Transportation Alternatives**

- East Lake Shuttle
 - Connecting service to Shoppes at Boot Ranch for transfers to Oldsmar Connector and Route 62
- Carpool, taxi, bike, drive, walk
- Various nonprofit organizations for specific trip types (medical, shopping)
- DART for those who qualify



31

Draft 7-8-2015



East Lake Connector - **Step 6: Public Engagement**

- Local government coordination
- Community Outreach
 - Met with 3 stakeholder groups along route in June, plan to meet with two more (e.g. Council of North County Neighborhoods)
 - Key Findings:
 - Interest in East Lake Shuttle



32

Draft 7-8-2015



East Lake Connector - Recommended Action & Next Steps

- Discontinue East Lake Connector
- Next Steps
 - Nearest public workshops:
 - East Lake Library – August 10, 2015 at 10:00 am – 12:00 pm*
 - PSTA – August 18, 2015 at 6:00 -8:00 pm*
 - Public Hearing
 - PSTA Board Room – August 26, 2015 at 9:00 am*
 - Inform riders and community of service modifications



33

Draft 7-8-2015



Summary of Recommendations & Financial Implications

Route Modification	Buses Saved	Net Annual Operating Cost*	Bus Capital Savings
Discontinue Route 444	1	\$145,000	\$491,000
Discontinue Route 58/Modify Route 18 to serve SPC	1	\$242,000	\$500,000
Discontinue East Lake Connector	2	\$422,000	\$360,000
Discontinue Routes 30, Redesign Route 1 (New 22)	1	\$121,000	\$500,000
Net Annual Operating Cost Savings	5	\$930,000	\$1,851,000

*Includes Farebox Implications



34

Draft 7-8-2015



Public Outreach Events

- Information on all routes will be available at each event
- Public Workshops:
 - East Lake Library – August 10, 2015 at 10:00 am – 12:00 pm
 - Seminole Library – August 11, 2015 at 2:30-4:30 pm
 - Pinellas Park Library – August 17, 2015 at 10:00 am -12:00 pm
 - PSTA Board Room – August 18, 2015 at 6:30 -8:30 pm
- Public Hearing:
 - PSTA Board Room – August 26, 2015 at 9:00 am
- Other opportunities to provide comment:
 - Pinellas MPO Local Coordinating Board Meeting – August 18, 2015 at 10 am
 - Pinellas MPO Citizens Advisory Committee Meeting – August 27, 2015 at 7 pm



CUSTOMER



GOVERNANCE

FINANCIALLY
SUSTAINABLE

CAPITAL



SERVICE



EXPANSION



VISIONARY

REPORTS/CORRESPONDENCE



8A:	PSTA Performance/Updates for the Month of June
Action:	Information Item

Staff Resource: Brad Miller, CEO

Total Ridership*	
UP 3.4% Monthly Compared to Last Year	UP 4.3% Year-to-Date

* a detailed report is attached

Contract Awards between \$25,000 - \$100,000		
Vendor	Amount	Description
Jolley Trolley	\$ 90,981.52	Transportation – Clearwater; Island Estates; Sand Key Beach
Don Reid Ford, Inc.	\$ 86,310.00	Purchase 2015 Ford Transit Cargo Van
GIRO, Inc.	\$ 75,859.00	Hastus Software Agreement & Maintenance
Gulf Star Supply Company	\$ 64,615.44	Bus Shelter Cleaning
Cummins Power South LLC	\$ 60,964.00	ENGINE, ISL 280
Cummins Power South LLC	\$ 34,982.00	ENGINE, ISL 280
Cummins Power South LLC	\$ 25,855.00	ENGINE, ISL 280
Cummins Power South LLC	\$ 25,855.00	ENGINE, ISL 280
Cummins Power South LLC	\$ 25,855.00	ENGINE, ISL 280
Total:	\$ 555,892.40	

Transportation Disadvantaged (TD)	6/2015	YTD
Number of Telephone Inquiries	1,053	8,329
Number of Applications Mailed	48	447
Number of TD Discounted Bus Passes	5,568	43,093

Customer Service	6/2015	YTD
Number of Real Time Text Messages Sent to Riders	162,097	1,698,830
Number of Times Voice System Provided Info to Riders	125,839	1,174,646
Number of Times RidePSTA.net was visited	163,354	1,498,607
Number of InfoLine Calls	37,288	344,139
Average Call Length	152	144
Average Hold Time	122	125

PSTA.net	6/2015	YTD
Number of Website Visits Per Day	5,626	5,490
Number of Users	52,119	370,006
Total Pages Viewed	319,621	2,829,199
Percent of First Time Visitors	23%	24%
Number of Online Bus Pass Orders	464	5,879

Social Media Statistics (by the end of the month)	6/2015
Number of Twitter Followers	1,174
Number of Facebook Fans	8,791
Number of LinkedIn Followers (Company Page)	584
Number of People Belonging to PSTA's LinkedIn Group	160
Number of Times Blog Pages were Viewed	806

Attachments:

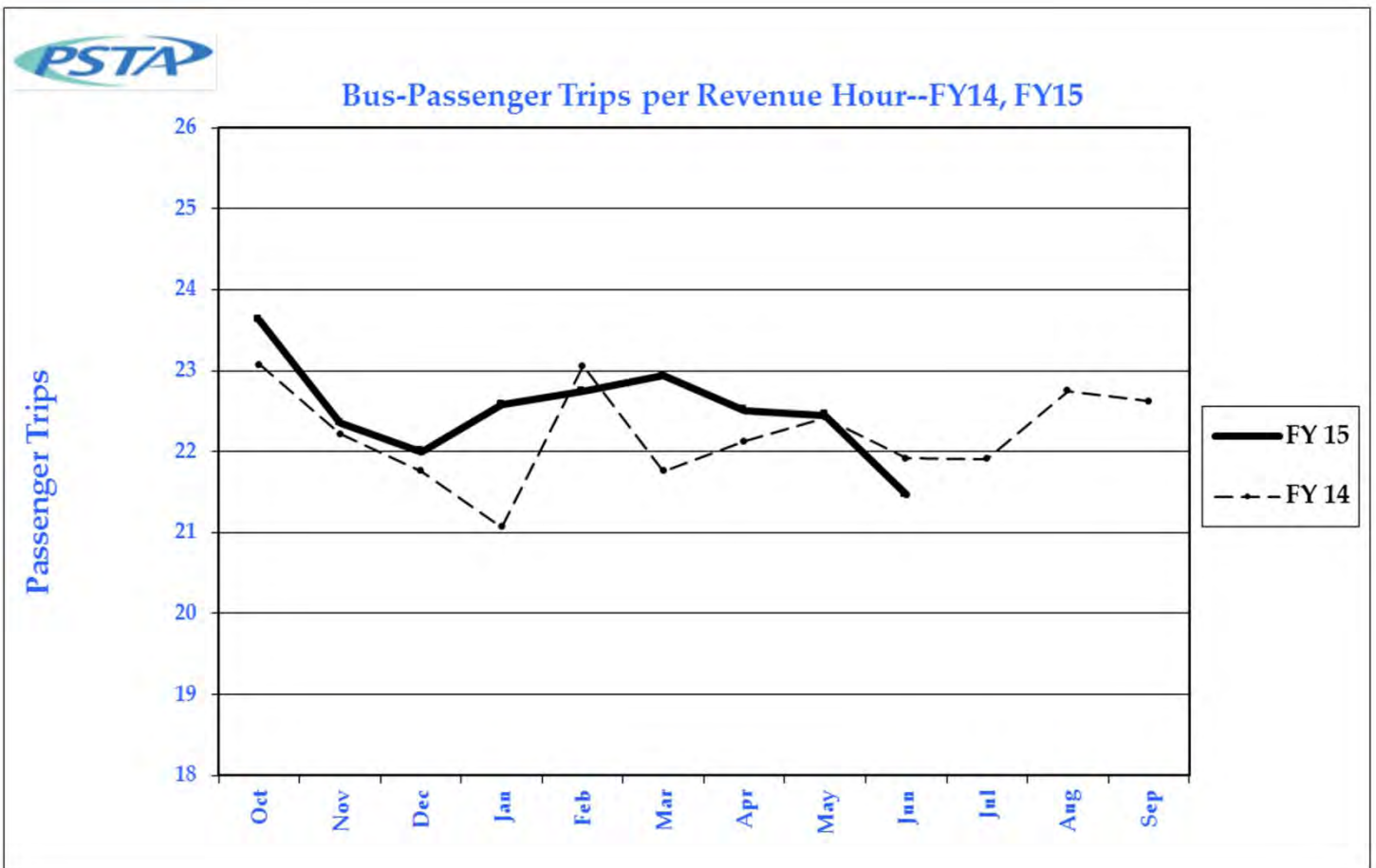
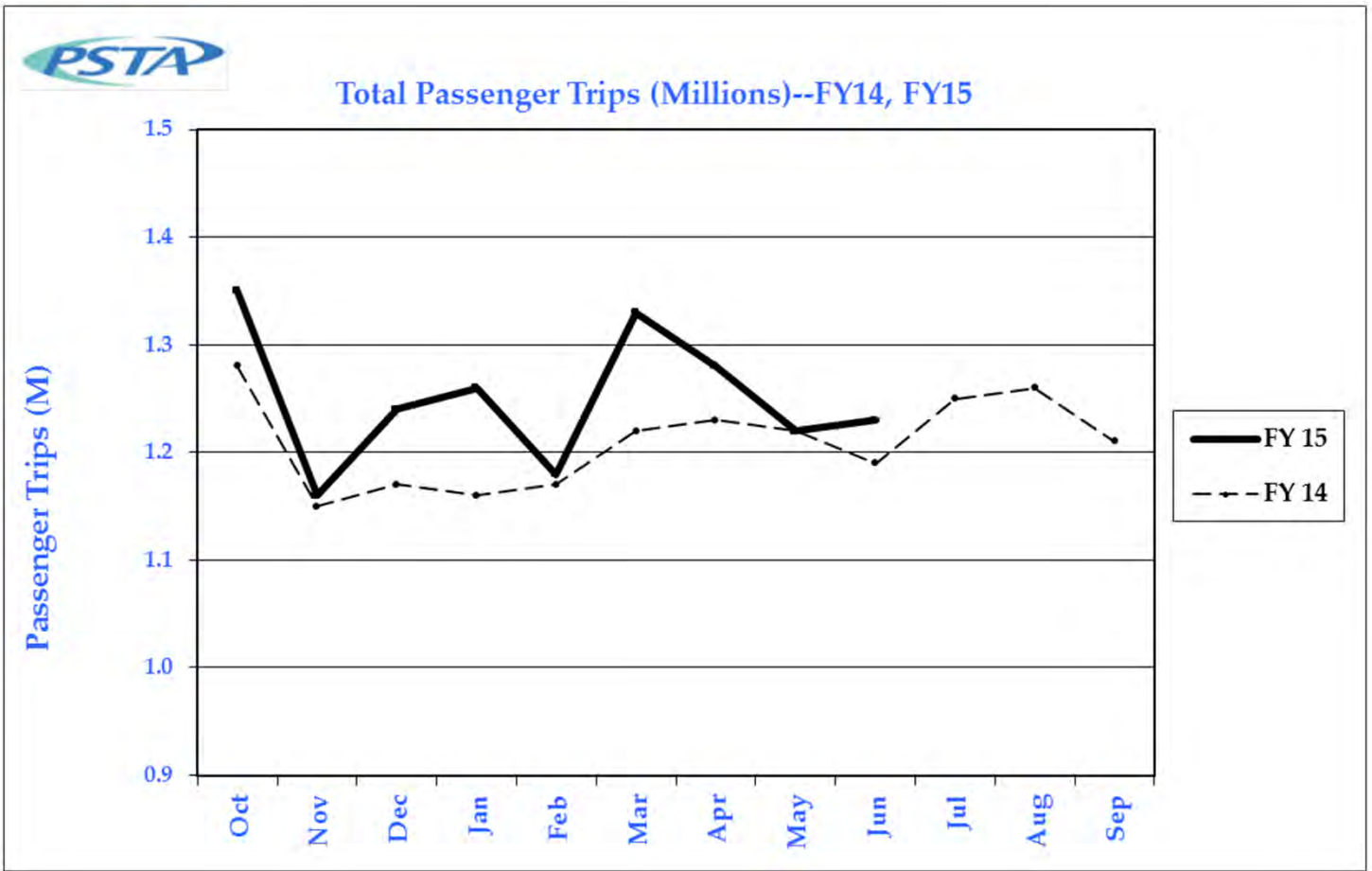
1. Operating Statistics
2. Performance Graphs



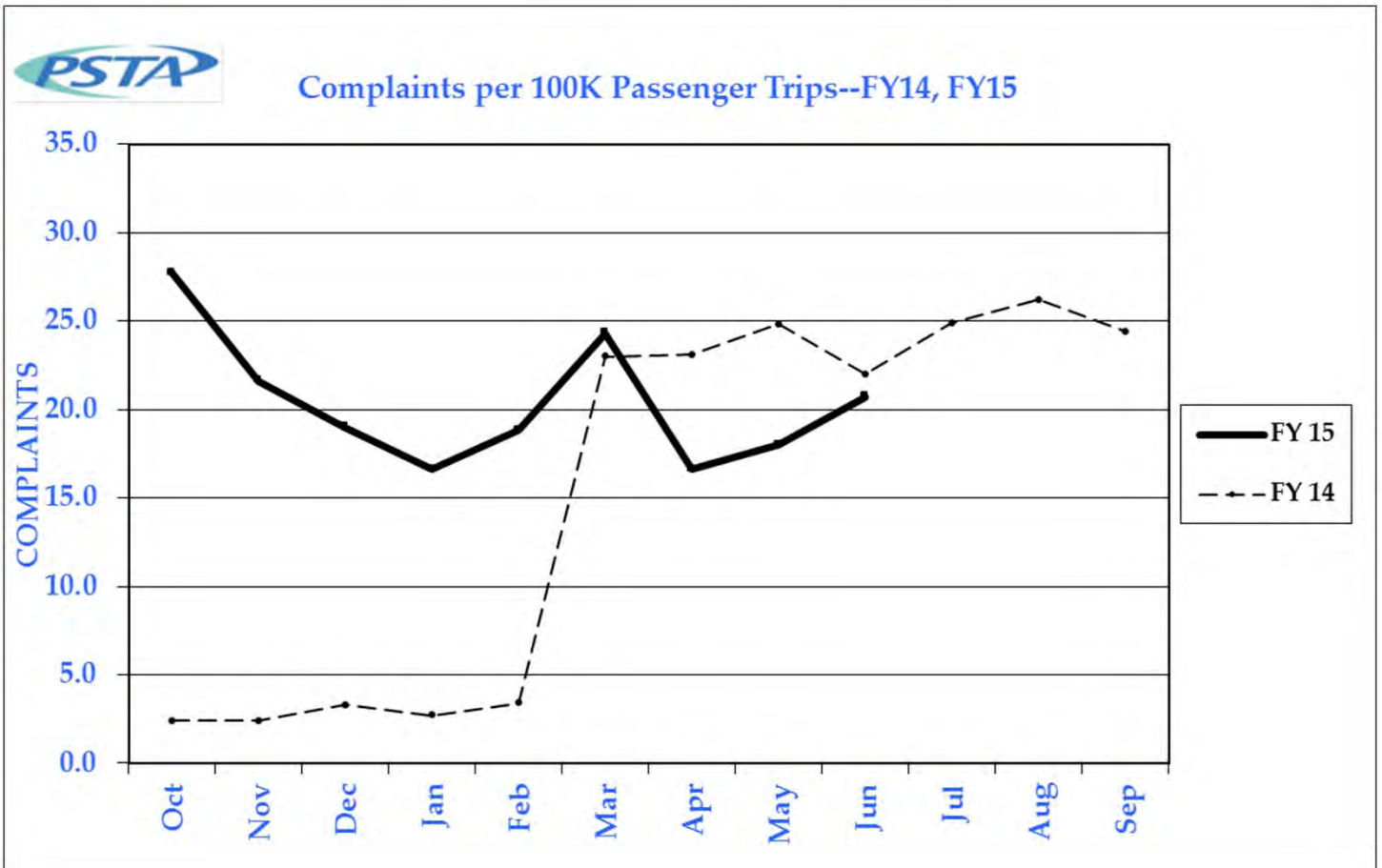
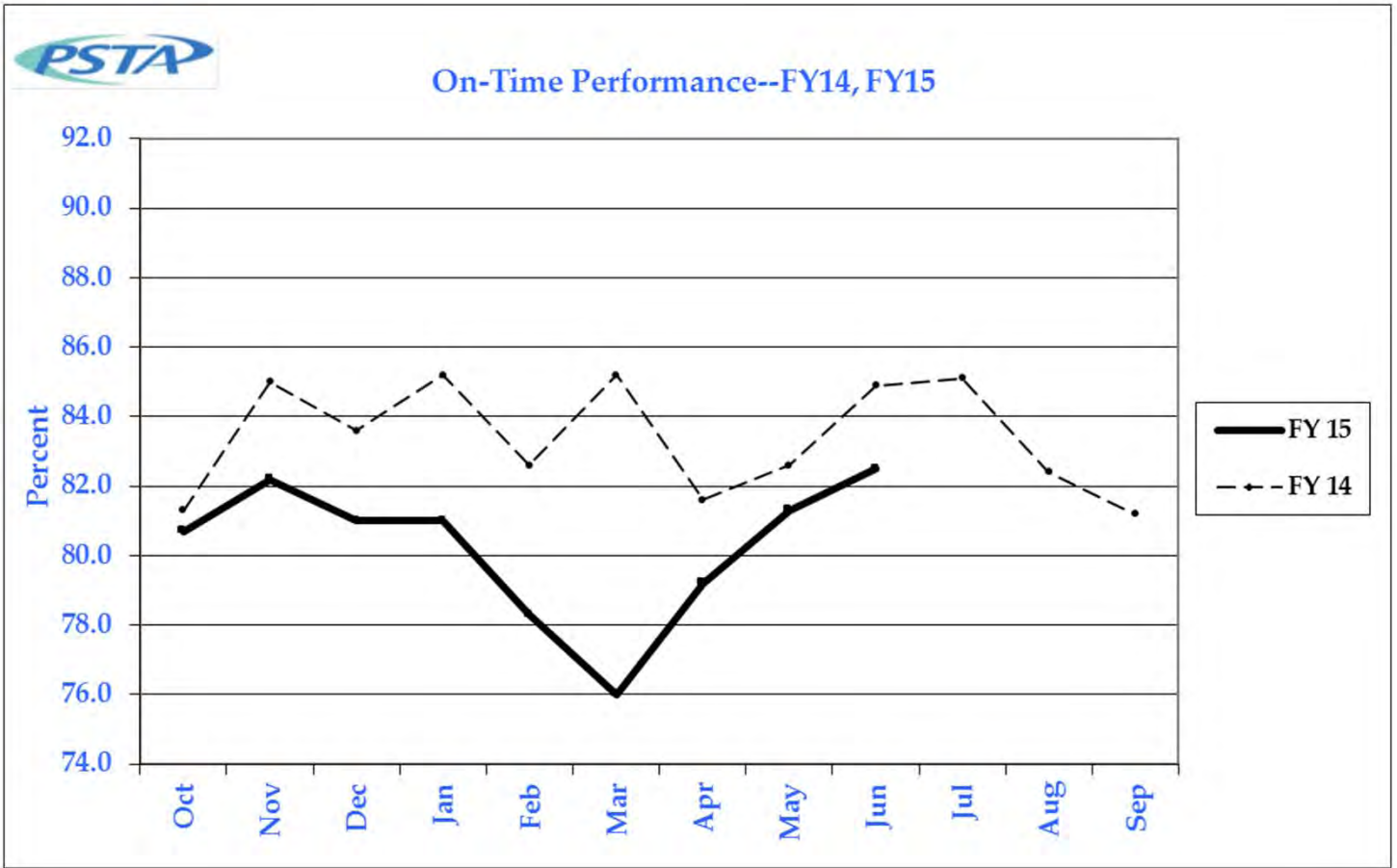
OPERATING STATISTICS
Board Report
JUNE 2015

CURRENT MONTH			RIDERSHIP STATISTICS Per FTA requirements, each boarding = 1 trip.	FISCAL YEAR-TO-DATE		
THIS MONTH	THIS MONTH LAST YEAR	% CHANGE		THIS YEAR	PRIOR YEAR	% CHANGE
1,072,403	1,062,613	0.9%	Total Bus Revenue Passenger Trips ⁽¹⁾	10,004,184	9,776,079	2.3%
38,730	41,086	-5.7%	Other Bus Passenger Trips (includes East Lake) ⁽²⁾	393,785	367,229	7.2%
3,591	4,104	-12.5%	Looper Trolley Passenger Trips ⁽³⁾	42,393	36,582	15.9%
85,751	53,901	59.1%	Jolley Trolley Passenger Trips ⁽⁴⁾	564,176	363,969	55.0%
1,200,475	1,161,704	3.3%	Total Fixed Route Passenger Trips ⁽¹⁻⁴⁾	11,004,538	10,543,859	4.4%
23,356	22,226	5.1%	DART Client Trips ⁽⁵⁾	206,958	206,120	0.4%
386	551	-29.9%	DART TD Trips ⁽⁶⁾	3,578	5,338	-33.0%
3,395	3,140	8.1%	DART PCA Trips ⁽⁷⁾	28,940	27,735	4.3%
27,137	25,917	4.7%	Total DART Passenger Trips ⁽⁵⁻⁷⁾	239,476	239,193	0.1%
1,227,612	1,187,621	3.4%	Total Passenger Trips ⁽¹⁻⁷⁾	11,244,014	10,783,052	4.3%
5,972	5,119	16.7%	Wheelchairs	51,506	48,694	5.8%
35,380	35,266	0.3%	Bikes on Buses	314,244	299,994	4.8%
45,721	45,636	0.2%	Average Weekday Passenger Trips			
30,532	30,458	0.2%	Average Saturday Passenger Trips			
17,390	16,496	5.4%	Average Sunday Passenger Trips			
OPERATING STATISTICS						
608	592.0	2.6%	Employees-Budgeted			
739,923	720,426	2.7%	Total Revenue Miles	6,606,523	6,542,051	1.0%
51,762	50,340	2.8%	Total Revenue Hours	461,679	457,883	0.8%
82.5	84.9	-2.9%	On-Time Performance	80.2	83.8	-4.3%
20.7	22.0	-5.9%	Complaints Per 100,000 Passenger Trips*	20.4	11.9	71.8%
5.54	3.15	76.0%	Accidents--Total-Per 100,000 Miles	4.26	3.88	9.8%
1.30	0.97	33.7%	Accidents--Preventable-Per 100,000 Miles	1.00	0.87	15.2%
7,780	8,592	-9.5%	Miles Per Roadcall	9,137	9,223	-0.9%
7,708	11,620	-33.7%	Miles Per Service Interruption	10,795	10,501	2.8%
1.50	1.53	-1.9%	Bus-Total Passenger Trips / Revenue Mile	1.57	1.55	1.5%
21.47	21.92	-2.1%	Bus-Total Passenger Trips / Revenue Hour	22.52	22.15	1.7%

PSTA Performance Measures



PSTA Performance Measures



FUTURE MEETING SUBJECTS



PSTA BOARD MEETINGS	
August 26, 2015	
Action Items	Information Items
<ul style="list-style-type: none"> Phase 1 Redesign Public Hearing TDP Approval Bus Advertising Contract/Policy FY2016 FDOT Grant Approvals Trolley Agreements 2016 Legislative Agendas Audit Services CEO's Evaluation Riders Code of Conduct 	<ul style="list-style-type: none"> Fare Structure Recc. Central Ave BRT Update
September 9, 2015 (6:00 PM) Public Hearing	
Action Items	Information Items
<ul style="list-style-type: none"> Approve Tentative Millage and FY16 Budget Fare Adjustment Hearing/Approval 	
September 23, 2015 (6:00 PM)	
Action Items	Information Items
<ul style="list-style-type: none"> Approve Final Millage/ FY16 Budget (Public Hearing) PSTA's Marketing Plan Multi-Line Insurance Collective Bargaining Unit Janitorial Services/ Supplies Wifi Upgrade 	<ul style="list-style-type: none"> Capital Projects Update Private Contractor Customer Service Issues - DART
October 28, 2015	
Action Items	Information Items
<ul style="list-style-type: none"> 2016 Meeting Schedule Approve Board Officers/ Committee Appts. 	<ul style="list-style-type: none"> Phase II Redesign Shelter Plan-Phase 2&3

KEY MEETINGS/DATES

Executive Committee

- Aug. 3, 2015; 11:00 AM – PSTA
- Sept. 9, 2015; 10:00 AM - PSTA

Legislative Committee

- Aug. 5, 2015; 9:30 AM – PSTA
- Sept. 2, 2015; 9:30 AM – PSTA

PSTA-HART Exec Committees

- Tentative: August 31, 2015

MPO Meeting

- Sept. 9, 2015; 1:00 PM – Clearwater MPO Offices
- September 21, 2015; 9:00 AM – MPO Workshop

TRAC

- Aug. 18, 2015; 4:00 PM

Finance & Performance Mgmt. Committee

- Aug. 19, 2015; 9:00 AM

Planning Committee

- Aug. 19, 2015; 10:30 AM

TBARTA Board Meeting

- Aug. 28, 2015; 9:30 AM – FDOT, Tampa