



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

PLANNING COMMITTEE MEETING
AGENDA – JULY 20, 2016; 3:00 PM
PSTA AUDITORIUM

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1. CALL TO ORDER	
2. PUBLIC COMMENT	
3. ACTION ITEMS	
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• February Service Improvements	
• BRT Beach Services	
7. OTHER BUSINESS	
8. ADJOURNMENT	

THE NEXT MEETING IS AUGUST 17, 2016 AT 10:30 AM



ACTION ITEM

3A: June 15, 2016 Meeting Minutes



Action: Approve Meeting Minutes

Staff Resource: Clarissa Affeld, Admin Assistant



-
- Staff recommends approval of the minutes of the June Planning Committee meeting.
-

Attachments:

1. Minutes



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PLANNING COMMITTEE MEETING MINUTES – JUNE 15, 2016

The Planning Committee of the Pinellas Suncoast Transit Authority (PSTA) Board of Directors held a meeting in the Auditorium at PSTA Headquarters at 10:30 AM on this date. The purpose of the meeting was to approve the May 18, 2016 meeting minutes, recommend approval of the FY 2017 Capital Improvement Program (CIP) and bus purchase, the October 2016 service improvements, and the Florida Department of Transportation (FDOT) Central Avenue Bus Rapid Transit (BRT) funding. The following members were present:

Ken Welch, Committee Chair
Mark Deighton, Committee Vice-Chair
Samantha Fenger
Pat Gerard
Darden Rice
Patricia Johnson, Alternate

Also Present:

Brad Miller, CEO
PSTA Finance Committee Members
PSTA Staff Members
Members of the Public

CALL TO ORDER

Finance Committee Chair Joseph Barkley continued chairing throughout the CIP/Bus Purchase presentation, which began at 10:30 AM.

ACTION/PRESENTATION (with Finance)

FY 2017 Capital Improvement Program (CIP) and Bus Purchase – Mr. Miller explained that this is a three-part action item. Part A is to approve the full 2017 - 2021 CIP, including the purchase of five replacement buses in 2017. Part B is to set a fuel economy goal, and Part C is to authorize the use of existing bus contracts with no additional votes. Mr. Miller pointed out some of the major projects that are in the CIP. He said there has been a lot of public input on the bus purchase topic; with some groups suggesting smaller buses and

electric buses. Mr. Miller outlined a plan with a detailed cost analysis utilizing both types of these buses.

Mr. Miller said that if PSTA is able to secure funding from the BP settlement funds for a charging station, then staff will recommend the purchase of two electric buses and if the Agency is awarded a Lo-No grant, then PSTA will recommend the purchase of two to five electric buses. He also added that if the Board voted to increase the ad valorem to the cap, and if PSTA has a sustainable capital program, there would be funds to increase weekend and evening service.

Mr. Eggers asked how many buses need replacement in the next five years and Mr. Miller responded 70 buses, including the five in 2017. Committee members had questions regarding FTA funds, PSTA's Capital budget, and net emissions, which Mr. Miller and Ms. Leous answered. Committee Chair Barkley commented on the lifetime costs of an electric bus and Ms. Rice spoke about possibility of funding from the MPO. Mr. Welch spoke about BP funds for the chargers and Committee Chair Barkley stated his belief that the Board will vote to raise the ad valorem this year.

In response to Committee Chair Barkley's for public comment, Phil Compton, Sierra Club, said that he believes the purchase of the charging station with the BP funds would be appropriate. He also spoke about the electric bus lifecycle costs compared to other bus types.

Mr. Deighton made a motion to recommend approval of the 2017 - 2021 CIP, including the purchase of 35 foot diesel buses and if PSTA receives grant funds, then purchase 2-3 electric buses, to set a fuel economy goal, and to authorize the use of existing bus contracts with no additional votes. There was no second; motion failed.

Committee Chair Welch indicated that he would support the purchase of three hybrid diesels and two electric buses, but not staff's recommendation of five diesels. Mr. Miller pointed out that the purchase of two electric buses is contingent on PSTA receiving BP funds or a grant. Committee Chair Welch stated that he is optimistic about the County Commission supporting PSTA's request for funds.

Ms. Rice made a motion, seconded by Ms. Gerard to recommend approval of the 2017 CIP including the purchase of five hybrid diesels and pursue extra funds available for two electric buses that could convert two of the hybrids, to set a fuel economy goal, and to authorize the use of existing bus contracts with no additional votes. There were no public comments. Motion passed unanimously.

[Ms. Gerard left the meeting at 11:42 AM and did not return.]

At this point, Planning Committee Chair Welch took over the meeting.

PUBLIC COMMENT

There were no public comments on remaining agenda items.

ACTION ITEMS

Approval of Minutes – Ms. Rice made a motion, seconded by Mr. Deighton to approve the minutes of the May 18, 2016 meeting. The motion passed unanimously.

[Ms. Johnson left the meeting at 11:46 AM and did not return.]

October 2016 Service Improvements – Cassandra Borchers, Chief Development Officer, presented maps showing the proposed service changes on Routes 61, 62, Dunedin/Palm Harbor Connector, Route 66, the Jolley Trolley, and the Oldsmar/Tampa Connector. She indicated that Route 18 will be streamlined to reduce travel time and improve on-time efficiency and Route 19 will be split into two separate routes.

Ms. Borchers stated that there will be one more public hearing on the services changes scheduled for June 18th. She reviewed public comments to date and outlined the public outreach planned for July through October. She said that the TRAC recommended approval of the changes with one dissenting vote due to the service changes in downtown Dunedin. Ms. Rice made a motion, seconded by Mr. Deighton to recommend approval of the service changes. There were no public comments. Motion passed unanimously.

FDOT Central Avenue BRT Funding – Ms. Borchers stated that the Federal Transit Administration (FTA) approved PSTA moving into Project Development (PD) for the Central Avenue BRT. She said staff is asking the Committee to recommend approval of the FY 2017 FDOT Central Avenue BRT Joint Participation Agreement (JPA) and recommend adoption of Resolution #16-06. Ms. Rice made a motion, seconded by Ms. Fenger to recommend approval of the JPA and Resolution #16-06. There were no public comments. Motion passed unanimously.

INFORMATION ITEMS

Draft 2017 Budget – Debbie Leous, Chief Financial Officer, spoke about the FY 2016 projected forecast. She indicated that the projected surplus for FY 2016 is \$767,921, which will be added to the existing reserves of \$2,628,446. Ms. Leous noted that this is the fifth straight year of substantial savings. She explained that the draft FY 2017

budget also focuses on areas that can be improved upon based on benchmarking data such as employee training, capital investment, and service frequency. She said that the FY 2017 budget is balanced without an ad valorem adjustment, but an adjustment could provide increased service.

Ms. Leous explained the key expense variances between the FY 2016 forecasted budget and the FY 2017 budget. She indicated that the FY 2017 budget looks extremely strong. The Committee had questions relating to fuel prices and the FY 2016 forecasted expenses/revenues.

FUTURE MEETING SUBJECTS

The Committee was provided with a list of upcoming meeting subjects. Committee Chair Welch requested a scenario in the budget projections assuming PSTA raises the ad valorem to the cap.

OTHER BUSINESS

No other business was discussed.

ADJOURNMENT

The meeting was adjourned at 12:08 PM. The next meeting will be held on July 20th at 10:30 AM.

ACTION ITEM



3B: Dunedin Service Changes



Action: Recommend Approval of the Proposed Dunedin Area Service Changes

CONSENT OR ACTION ITEM

Staff Resource: Cassandra Borchers, CDO
Heather Sobush, Planning Manager



Background:

- In June 2016, PSTA presented the proposed October 2016 service changes to the Planning Committee.
- The Committee approved the recommendations with the exception of service changes to routes serving Dunedin. Staff was asked to re-review the proposed changes to specifically identify how fixed route service to the following areas would be maintained:
 - Dunedin High School
 - Douglas Avenue
 - The marina area on Alternate 19
 - Main Street Dunedin between Milwaukee and Alternate 19

Summary:

- Staff re-reviewed the proposed service changes and worked with the Jolley Trolley to identify routing options in the downtown Dunedin area.
- As a result, the current proposed service changes (as shown in the attached maps) for the Dunedin area include:
 - Combining the Route 66 and Jolley Trolley to create seven day/week trolley service from Clearwater Beach to Tarpon Springs, with service along Alternate 19, Douglas Avenue, and Main Street Dunedin.
 - Maintain loop serving Dunedin High School (Pinehurst Road, Michigan Avenue, and County Road 1).

- Further discussions with Mayor Bujalski will occur prior to Planning Committee meeting. Final recommendation will be presented at the Planning Committee meeting.

Recommendation:

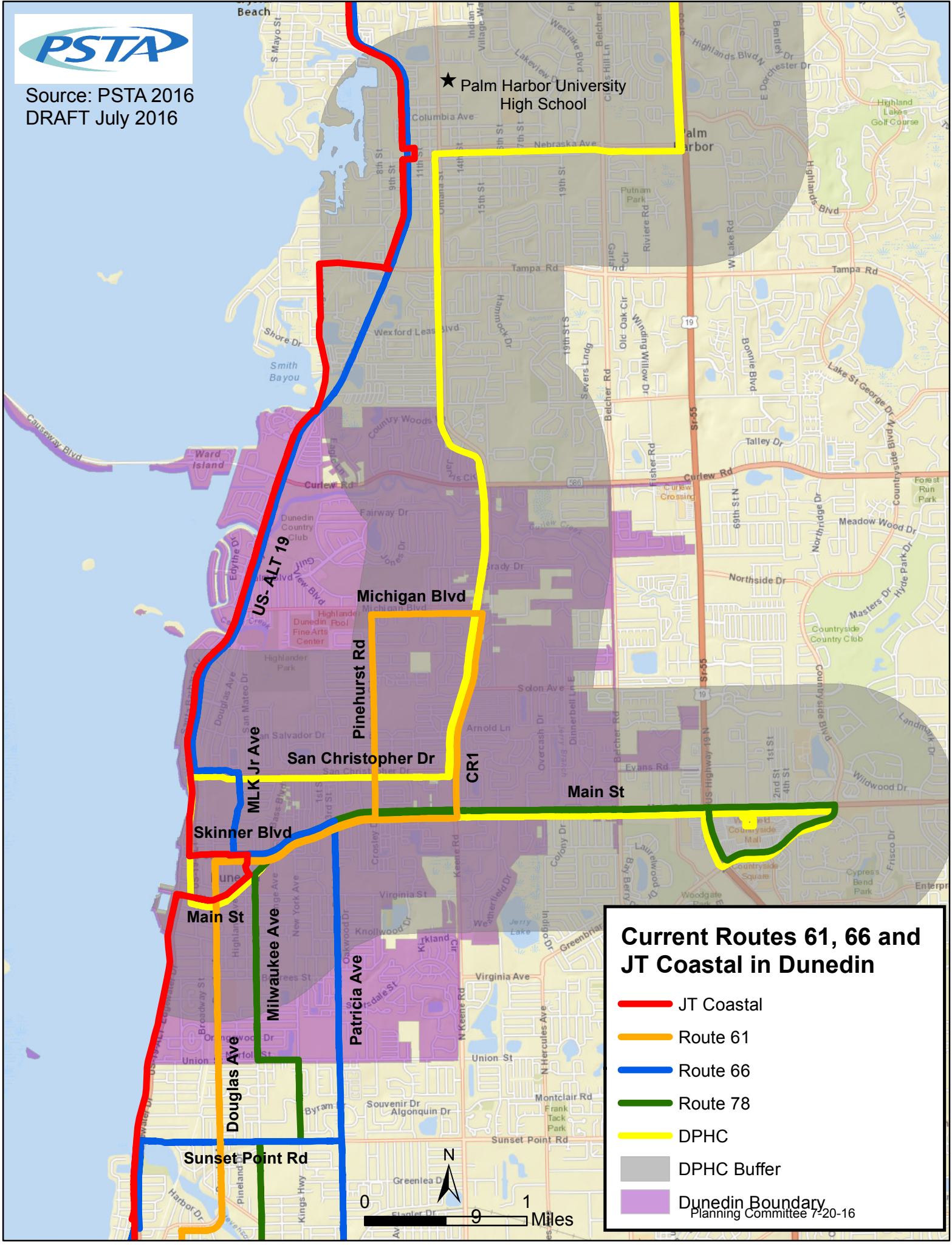
- Recommend approval of the proposed Dunedin area service changes.
-

Attachments:

1. Dunedin Area Route Maps



Source: PSTA 2016
DRAFT July 2016



Current Routes 61, 66 and JT Coastal in Dunedin

- JT Coastal
- Route 61
- Route 66
- Route 78
- DPHC
- DPHC Buffer
- Dunedin Boundary

Planning Committee 7-20-16



Source: PSTA 2016
DRAFT July 2016

★ Palm Harbor University High School

1

2

1

3

2

3

4

4

The proposed JT Coastal route serves the Downtown Palm Harbor leg the same as the current JT Coastal does; coming north on Alt-19, the bus makes a right on Florida Ave, a left on 11th St, a left on Nebraska Ave, and a right onto Alt-19.

The proposed Dunedin Palm Harbor Connector will run south on Alt-19 instead of Omaha St in order to provide an east-west connection between Route 19 and the JT Coastal. There will be no change in walking distance between the JT Coastal or the DPHC and Palm Harbor University High School. The school will remain in the DPHC flex service area.

The Ozona leg of the Jolley Trolley Coastal is still served in the proposed routing. Ozona will be served on the same trips it is currently has service (all trips after approximately 4 pm on Friday, and all day Saturday and Sunday). For all other trips, the route will continue on Alt-19.

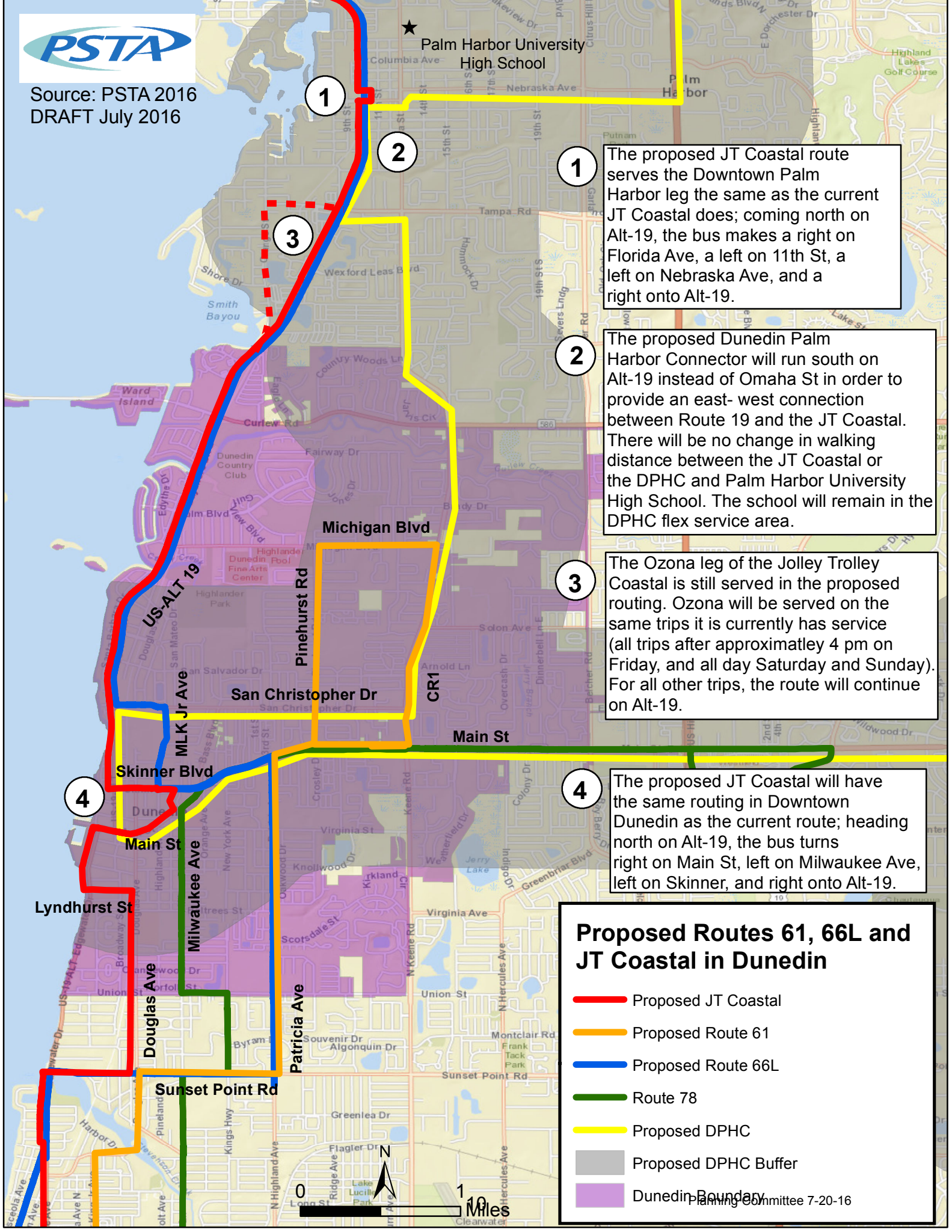
The proposed JT Coastal will have the same routing in Downtown Dunedin as the current route; heading north on Alt-19, the bus turns right on Main St, left on Milwaukee Ave, left on Skinner, and right onto Alt-19.

Proposed Routes 61, 66L and JT Coastal in Dunedin

- Proposed JT Coastal
- Proposed Route 61
- Proposed Route 66L
- Route 78
- Proposed DPHC

- Proposed DPHC Buffer
- Dunedin Boundary

Planning Committee 7-20-16



ACTION ITEM



3C: FY 2017 Millage Rate/Proposed Service Improvements



Action: Recommend Approval of the Proposed Millage Rate of 0.7500 to be Transmitted to the Property Appraiser and Recommend Approval of the Proposed Service Improvements.

CONSENT OR ACTION ITEM

Staff Resource: Debbie Leous, CFO
Cassandra Borchers, CDO

PLANNING

Millage Rate Increase Recommended:

- In early August 2016, PSTA must submit its proposed property tax millage rate for the FY 2017 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.
- PSTA Millage Rate Cap – By State Statute, PSTA’s millage rate is capped at 0.7500.

Fiscal Impact:

- Revenue Impact – It is estimated that maintaining the property tax rate at the current 0.7305 will result in a \$2,912,330 increase in property tax revenue budgeted in FY 2017 over FY 2016 budgeted property tax revenue. Increasing the property tax rate to 0.7500 will result in an estimated \$1,087,000 additional increase that will be dedicated to service enhancements.
- 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 .6838. The proposed millage rate of 0.7500 exceeds the rolled-back rate by 9.68%. As a result, we are required to report at the public hearings that the rate charged is greater than the rolled-back rate.

Recommended Service Improvements:

- The recommended service improvements described below were based on a set of goals consistent with the 2013 Community Bus Plan and PSTA Path Forward Strategic Plan.
 - Goal: 60 minute or better service on all operating days
 - Route 73 will be brought to 60 minute service on Saturday
 - Routes 11, 14 and 23 will be brought to 60 minute service on Sunday
 - Goal: Improved frequencies on high performing routes
 - Routes 52, 59 and 78 will be increased to 30 minute service on Saturday
 - Route 78 will be increased to 30 minute service on Sunday
 - Goal: Consistent span for similar routes (Core, Frequent Local, Supporting)
 - Routes 14, 59 and 78 will be brought closer to the end time of other routes in their groupings on Weekdays
 - Routes 7, 14, 52, 59 and 78 will be brought closer to the end time of other routes in their groupings on Saturday
 - Routes 4, 7, 14, 18, 19, 23 and 78 will be brought closer to the end time of other routes in their groupings on Sunday

Recommendations:

- Recommend approval of the proposed millage rate of 0.7500 to be transmitted to the property appraiser and recommend approval of the proposed service improvements.
-

Attachments:

1. PowerPoint (to follow)

INFORMATION ITEMS



4A: Central Ave BRT Public Workshops



Action: Information Item

Staff Resource: Cassandra Borchers, CDO
Heather Sobush, Planning Manager

PLANNING

Background:

- In May 2016, PSTA received approval from the Federal Transit Administration (FTA) for the Central Avenue Bus Rapid Transit (BRT) project to enter into the Project Development phase.
- One of the key early decisions needed to advance the project is whether the BRT route terminates in St. Pete Beach, Treasure Island, or Madeira Beach. As such, technical criteria have been developed to evaluate the beach alternatives. In addition to the technical criteria, public support will factor into the selection of the preferred beach alternative.
- To gauge public support, PSTA and its consultant team are engaging the public in multiple ways. Three stakeholder groups have been identified consisting of local businesses, community leaders, neighborhood groups, and others. Public workshops and an online presence will allow for public comment from the broader community.

Summary

- Stakeholder workshops were held on June 7, 2016 and included a presentation on the project and existing conditions along each of the corridor alternatives. Stakeholders were also surveyed on preferences related to how the BRT should operate and what it should serve.
- The corridors are currently being screened using the technical evaluation criteria. The results of this screening will be presented to project stakeholders and the general public in August at the following public workshop:
 - August 1, 2016, 4:00-6:00 PM
SPC Downtown Campus, Room DC-210
244 2nd Ave N., St. Petersburg

- The results of the corridor screening, a summary of the public comment received at the stakeholder meetings and workshops, and a summary of meetings with the local jurisdictions will be presented to the Planning Committee and PSTA Board in August.
-

Attachments:

1. PowerPoint



Central Avenue Bus Rapid Transit

Planning Committee

July 20, 2016

Pinellas Suncoast Transit Authority (PSTA)
St. Petersburg, Florida

Project Development Status

- Kickoff – June 2016
- Board approved JPA with FDOT for \$500k in June
- Currently working to evaluate beach termini alternatives
 - Stakeholder meetings – June 7
 - Downtown St. Petersburg & Beaches
 - Discussed existing conditions
 - Preference survey on project priorities
 - One-on-one meetings
 - Treasure Island & St. Pete Beach City Councils
 - Upcoming public workshops

Workshop Participation

AldenBeachResortPublic
 TravelResortServices CityofSt.Petersburg
 St.PetersburgCollegeEDGEDistrict
 SierraClubDowntownPartnership
 St.PetersburgAreaChamberofCommerce
 TampaBayBeachesChamberofCommerce
 TBARTADowntownNeighborhoodAssociation
 BusinessCommunityAt-large ForwardPinellas
 CityofTreasureIsland
 CityofMadeiraBeach

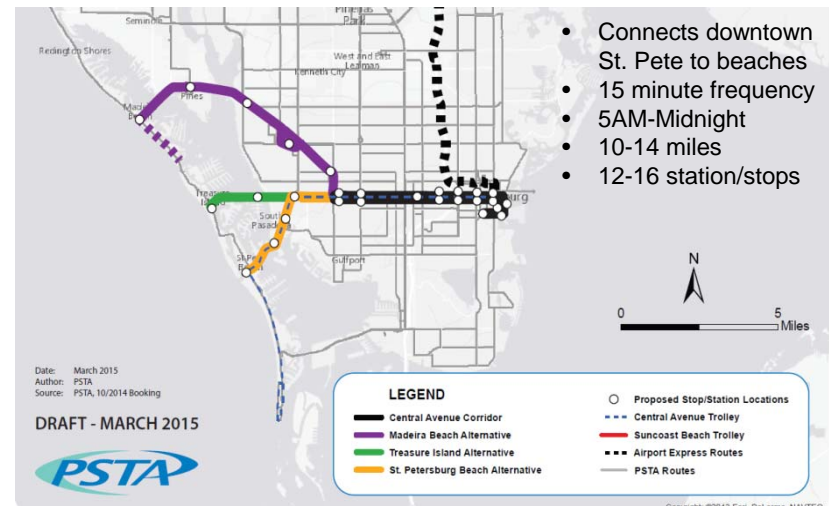
Upcoming Outreach

- Review project and technical evaluation results
- Take comments on preferred beach alternative
- Public Workshop Dates
 - St. Petersburg College Downtown Campus
August 1, 4:00-6:00 pm
 - St. Petersburg College Gibbs Campus
August 2, 4:00-6:00 pm
- Presentations to Beach City Councils
 - Madeira Beach: August 9
 - South Pasadena: August 23

Next Steps

- August
 - Review technical analysis results and public comments
- September
 - Select a preferred beach routing alternative
- October
 - Identify downtown termini
 - Begin environmental analysis of preferred alignment
 - Begin development of design concepts

BRT Corridor and Alternatives



- Connects downtown St. Pete to beaches
- 15 minute frequency
- 5AM-Midnight
- 10-14 miles
- 12-16 station/stops

REPORTS



5A: Project & Partner Updates



Action: Information Item

PLANNING

Staff Resource: Heather Sobush, Planning Manager

Background:

- In addition to the PSTA projects presented as full information or action items to the Board, the PSTA Planning Staff engages with partner agencies and their projects on a regular basis to ensure the inclusion of transit.
- As an update to the Planning Committee, the Planning Department will give a short verbal report on the advancement of partner projects of interest to the Board or smaller PSTA projects.

Downtown St. Petersburg Circulation Study

- Parallel to the Central Avenue Bus Rapid Transit (BRT) project, PSTA, in coordination with the City of St. Petersburg, is conducting a Downtown St. Petersburg Circulation study.
- The study will evaluate existing transit circulation in downtown St. Petersburg and circulation needs and will identify alignment options for a circulation service or network of circulation services and develop a preliminary operation plan for the preferred circulation alternative.
- The Agency Stakeholder Kick-Off Meeting was held on June 23, 2016. Staff also met with the St. Petersburg Downtown Partnership staff to review the project scope and schedule.
- A public workshop will be held on August 1st from 4:00-6:00 at the St. Petersburg College Downtown Campus, in conjunction with the BRT workshop the same day/time.

Clearwater Intermodal

- PSTA executed a Federal Transit Administration (FTA) grant in 2010 for \$1.25 million for preliminary engineering, conceptual design, and environmental work for a Clearwater Intermodal Center to replace the aging and long over-capacity Park Street Terminal.

- In coordination with the FTA and City of Clearwater staff, PSTA staff had previously used the federal site selection process to identify a preferred site, at the northwest corner of Court Street and Myrtle Avenue, was selected.
- PSTA staff has engaged one of its General Services Consultants to draft a scope of work that includes conceptual site plan alternatives, environmental documentation, preliminary site design, and public outreach. The work will also include capital and operating cost estimates, which will allow PSTA to work with project partners to identify and program funding for future construction.

Metropolitan Planning Organization (MPO) and Florida Department of Transportation (FDOT) Coordination

- PSTA, MPO, and FDOT staff meet monthly to ensure ongoing coordination.
 - Staff will provide an update on the July 12th meeting which included discussion on:
 - Joint Forward Pinellas/PSTA Work Session
 - Project Prioritization and Funding
 - Corridor Studies (SR 60, US 19, Alt. 19)
 - Transfer Area Analysis
-

Attachments: None