



PINELLAS SUNCOAST TRANSIT AUTHORITY  
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TRANSIT RIDERS ADVISORY COMMITTEE MEETING  
 AGENDA – JANUARY 20, 2015; 4:00 PM  
 PSTA AUDITORIUM

THERE WILL BE A HOMELESS INITIATIVE DISCUSSION THAT WILL PRECEDE THE TRAC MEETING AT 3:45 PM

			<u>TIME</u>	<u>PAGE</u>
1.	CALL TO ORDER		4:00	
2.	WELCOME TO NEW REGULAR MEMBERS		4:05	
3.	PUBLIC COMMENT		4:05	
4.	ACTION ITEMS		4:10	
	A. November 18, 2014 Meeting Minutes	5 min CHAIR MANN		2
	B. Bus Seating Options (For Customers)	15 min HENRY LUKASIK		9
5.	INFORMATION ITEMS		4:30	
	A. TRAC Membership Terms	10 min CASSANDRA BORCHERS		10
	B. By-Law Clarifications	5 min CASSANDRA BORCHERS		11
	C. Fare Collection Survey Results	15 min CHRIS COCHRAN		21
	D. Homeless Initiative Update	5 min ROSS SILVERS		32
6.	FUTURE MEETING SUBJECTS		5:05	
	• Board Workshop – February 18, 2015			
7.	OTHER BUSINESS		5:05	
8.	ADJOURNMENT		5:10	

THE NEXT MEETING IS FEBRUARY 17, 2015 AT 4:00 PM



**ACTION ITEM**

**4A: November 18, 2014 Meeting Minutes**

**Action: Approve Meeting Minutes**

**Staff Resource:** Terri Rick, Administrative Assistant



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- Staff recommends approval of the minutes of the November 18, 2014 Planning Committee meeting.
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**Attachments:**

1. Minutes



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**TRANSIT RIDERS ADVISORY COMMITTEE MEETING  
MINUTES – NOVEMBER 18, 2014**

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The Transit Riders Advisory Committee (TRAC) of the Pinellas Suncoast Transit Authority (PSTA) held a meeting in the Auditorium at PSTA Headquarters at 4:00 PM on this date. The following members were present:

Present:

Lugene Blancher, Mid County  
Susan Dargusch, Beaches  
Stephanie Lieshman, South County, Vice-Chair  
Elaine Mann, North County, Chair  
Lee Ann McIlravey, Mid County  
Vivan Peters, Alternate Mid County  
Kimberly Rankine, DART  
Demetrius Sullivan, Student  
Lori Thomas, South County

Absent:

Brian Chandler, North County  
Abraham Olivares, Mid County  
Jaksa Petrovic, Professional  
G. W. Rolle, South County  
David Winchell, Alternate North County

Also Present:

PSTA Staff Members  
Members of the Public

**CALL TO ORDER**

The meeting was called to order at 4:05 PM by Vice Chair, Stephanie Leishman.

## **PUBLIC COMMENT**

Ms. Carol Greek of Largo informed the Committee of her concerns regarding Route 52 and the bus leaving the stop before the scheduled time, causing her to miss connections. She was also concerned about overcrowding on the bus and suggested additional buses on this route.

## **APPROVAL OF MINUTES**

Mr. Blancher made a motion, seconded by Ms. Thomas to approve the minutes as amended. The motion passed unanimously.

## **INFORMATION ITEMS**

Post Greenlight Next Steps - Cassandra Borchers, Chief Development Officer, talked to the Committee about changes to PSTA's Transit Development Plan (TDP) and other plans in light of the referendum outcome on November 4, 2014.

Since the Greenlight Pinellas Referendum did not pass, PSTA staff will revise technical documents to reflect only the currently available funding sources. Staff will work with the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization (MPO) to revise the TDP and transit element of the Long Range Transportation Plan (LRTP), respectively.

Ms. Borchers then opened the discussion to the members. Comments included a discussion about the Greenlight Plan and ways to improve communication with the public. Committee comments included:

- Public Engagement Speakers need to be convincing and well-versed on a variety of topics, including details about any plan presented
- Public needs to be able to trust PSTA and how money is handled
- Too much emphasis may have been placed on light rail
- A large percentage of the public did not understand what Greenlight Pinellas was all about
- Future plans should emphasize Bus Rapid Transit (BRT)
- Conduct a study by voting precinct or zip code to ascertain what each geographic area knows and desires

Committee members are concerned about routes being cut from an already lean service

due to the failure of the referendum. Ms. Borchers said that staff was currently studying this situation and further discussions about system changes, and especially cuts to service, will be brought to the TRAC.

Homeless Initiative Update - Ross Silvers, Mobility Manager, presented an update on plans to help the homeless of the community access information and resources that will assist them.

Mr. Silvers contacted the Homeless Leadership Board staff for assistance on resources. The Homeless Leadership Board keeps a comprehensive list of resources, and working together with PSTA staff, the list was updated. The resource list includes information on housing, food, clothing, legal assistance, transportation, income, substance abuse and medical issues.

Mr. Silvers is scheduled to speak to a sub-committee of the Homeless Leadership Board. This sub-committee is comprised of all the CEO's of those institutions that serve the homeless. The resource list will be presented to them for approval. Once approved, the list will be made available in a brochure format as well as an interactive map.

Chris Cochran, Senior Planner, presented a demonstration of the map which will be published on the PSTA web site. The public can access the map, click on a location and discover all resources near that location. The map will include descriptions and contact information of each resource. It is intended for use by those working at shelters, resources, etc. who will help direct the homeless to the services they need.

Mr. Silvers asked the TRAC to suggest ideas on how to best get this resource information into the hands of the homeless and those working to help the homeless. G.W. Rolle asked Mr. Silvers to suggest to the TRAC that they form a sub-committee to formulate a plan. After much discussion, Susan Dargusch made a motion, seconded by Lori Thomas, to schedule a workshop 15 minutes prior to the January TRAC meeting to explore the necessity of a sub-committee. The motion passed unanimously.

Fare Policy Public Engagement - Rita Hoffman, Statistical Data Manager, updated the Committee on the progress of the fare policy changes which are being considered to include new technology. Price changes are not being considered at this time. Fare policy objectives include:

- Promote Transit Utilization and Occupancy
- Establish Equitable Fares (Title VI)
- Optimize Fare Revenue Stream

- Improve Customer Satisfaction, Mobility and Access
- Improve Operations
- Respect Customer Privacy.

The TRAC was asked to suggest public engagement options and based on those suggestions, staff will reach out to the public with a survey the week of December 1<sup>st</sup> through December 7<sup>th</sup>. As well as paper copies available at terminals, the survey will be available on line through Survey Monkey and will ask the public to comment on such technology improvements as a plastic value-loaded card and mobile phone ticketing.

The survey will target current and potential riders, permanent residents, seasonal residents and tourists. The survey will be advertised to the public in the following ways:

- PSTA web site
- Social media
- Real Time subscribers text message
- Cards distribution at terminals and on buses
- Notices on buses
- Posting at terminals

In order to receive a large response, an incentive to filling out the survey will be offered. Riders will be offered a 31-day Go Card and tourists will be offered \$50 gift card for a national restaurant chain, both to be awarded through a drawing.

TRAC members were concerned that the public might object to PSTA spending money to improve technology while at the same time cutting routes due to lack of funding. Members were assured that new technology would be funded by a grant which cannot be used for bus service changes. The Committee asked that any materials regarding the Fare Policy include information about the grant funding.

PSTA staff will send a sample of the survey to the TRAC members for their review and suggestions prior to the survey going live. The results of the survey will be discussed at the next TRAC meeting.

2014 Title VI Program & Policies Update - Mr. Cochran reviewed the Title VI Program and Policies update. The plan was previously presented to the Finance Committee and approved by the PSTA Board in October of 2014. PSTA is required to submit to the Federal Transit Administration (FTA) a Title VI update that documents the level and quality of transit service provided for minority and low-income areas, pursuant to Title

VI of the Civil Rights Act of 1964. The Act states, "Title VI is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The report focuses on equality to low-income, minority, and limited English proficiency individuals.

Every three years, PSTA is required to document the progress of proposed plans and policies laid out in its prior Title VI Report, provide detailed information on how these plans and policies meet all current requirements, and update these policies as needed to maintain compliance. PSTA is considered a large transit company and is therefore required to report on the following areas:

- Service standards
- Demographic analysis
- Customer demographics
- Monitoring program
- Major service, disparate impact (minority service), and disproportionate burden (low-income service) policies
- Equity analysis

Pinellas County demographic statistics compiled (based off census data) are as follows:

- 23.12% of Pinellas County is Minority – African American and Hispanic particularly
- 212,125 of the population is considered minority
- 13.08% of Pinellas County population is considered low income
- 117,956 of the population is considered low-income
- 5.36% of Pinellas County is limited English proficient
- 46,927 of the population is considered limited English proficient

Mr. Cochran advised the Committee that this Title VI Report will be available on the web site with an opportunity for public comment.

During the Title VI presentation, Mitch McNeely (Pinellas County Citizen) made comments about various topics. Since the topics did not pertain to the presentation, Chair Mann, deferred Mr. McNeely's comments to Mr. James Bradford, Chief Operating Officer, who agreed to have staff address them.

## **FUTURE MEETING SUBJECTS**

- Amenity Partnership Program

## **OTHER BUSINESS**

Ms. Thomas complimented a bus driver during an accident situation on Route 52. The driver took a detour which allowed riders to disembark at a scheduled stop despite traffic blockage.

## **ADJOURNMENT**

The meeting was adjourned at 5:28 PM.

The next meeting of the TRAC will take place on January 20, 2015 at 4:00 PM.





## ACTION ITEM

**4B: Bus Seating Options (For Customers)**

**Action: Approve Change to Non-Fabric Seats**

**Staff Resource:** Henry Lukasik, Director of Maintenance

**TRAC**

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### **Background:**

- PSTA has thirteen 2015 Gillig 40-foot “LF BRT-Model” hybrid buses on order with an expected delivery date of September 2015.
- For many years, the seating on PSTA buses has been the standard pre-formed, fire resistant, molded fiberglass shells with upholstered, molded fiberglass inserts.
- Over time, seats are subjected to years of use, requiring frequent cleaning, maintenance, and/or replacement.
- PSTA is considering an alternative solution; the installation of non-upholstered fiberglass inserts.
- Non-upholstered seating will allow for faster and thorough cleaning of seating.
- Fiberglass inserts will last the life of the bus and will not fade, rot, or deteriorate, thereby decreasing maintenance costs, and increasing the life cycle of the seats.
- Fiberglass inserts come in a variety of colors.
- A demonstration model of seating will be presented at the TRAC meeting for comparison purposes and discussion.
- PSTA is considering installing fiberglass inserts on thirteen new 2015 Gillig buses with no cost difference on the price of seating.
- There is no cost difference between the new fiberglass inserts and the current seating.

### **Recommendations:**

- TRAC is asked to recommend switching to the fiberglass inserts on the thirteen new 2015 Gillig buses or retaining the use of fabric covered seats.



## INFORMATION ITEM

**5A: TRAC Membership Terms**

**Action: Information Item**

**Staff Resource:** Cassandra Borchers, Chief Development Officer

**TRAC**

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### **Summary:**

- When the TRAC was originally defined, staff recommended to the PSTA Board that the membership terms be staggered as to ensure some continuity of membership and knowledge base from year to year.
- In the By-Laws and other descriptions of the TRAC membership, initial terms may either be two or three years beginning in January 2014, with all subsequent terms lasting two years. Two year terms will expire in December 2015 and three year terms will expire in December 2016.
- Staff recommends that term lengths for current members be chosen at random.
- Recommended exceptions include any current regular member that wishes to volunteer for the term expiring December 2015, and establishing the Beach representative as term that will need to be filled through new recruitment and expire in December 2016.

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**Attachments: None**



## INFORMATION ITEM

**5B: By-Law Clarifications**

**Action: Information Item**

**Staff Resource:** Cassandra Borchers, Chief Development Officer

**TRAC**

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### **Summary:**

- To affirm the expectations of members, staff is recommending clarifying changes to the Committee By-Laws to the PSTA Executive Committee and to the Board.
- The recommended changes include better defined attendance requirements, including how bus passes are distributed for participation and maximum absences per calendar year.
  - TRAC Members must attend the monthly TRAC meeting in order to receive the monthly bus pass. Passes will no longer be mailed to members that miss meetings.
  - TRAC members are allowed to miss up to two meetings in each calendar year, regardless of whether the staff is notified of a planned absence or if the absence is without notice.
- The Board Executive Committee will meet in late January and review the proposed clarifications prior to approval by full Board.

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### **Attachments:**

1. TRAC By-Laws, Revision 1 Dated 1/12/15
2. Power Point



BYLAWS OF THE  
TRANSIT RIDERS ADVISORY COMMITTEE

## ARTICLE 1 - NAME

The name of this Committee shall be the Pinellas Suncoast Transit Authority (PSTA) Transit Riders Advisory Committee (TRAC or Committee) effective February 26, 2014, the first meeting taking place March 11, 2014.

## ARTICLE 2 - PURPOSE

The purpose of the Committee shall be to provide insight and recommendations to the PSTA Board of Directors and its committees (as appropriate) on operational and transit service issues. Topics for the committee to review and discuss will be presented by staff to the TRAC prior to discussion by the Board of Directors. The Committee will be comprised of members from the public representing diversity and geographic distribution of people in Pinellas County based on the most recent United States Census Data. Committee members will:

1. Provide knowledge of the transit system and related overall community needs and values
2. Establish comprehension of existing and future programs and projects related to delivery of public transit services.
3. Express overall citizen values and responses for capital and operating projects
4. Promote better public dissemination of general information about PSTA
5. Provide insight on various planning efforts (such as the PSTA Transit Development Plan).

## ARTICLE 3 - MEMBERSHIP

The representation should consist of the following:

12 transit users (defined by at least two (2) trips per week) selected to reflect the diversity and geographic distribution of county residents.

- o 2 representatives from North County, 3 from Mid-County, 3 from South County and one from the Beach Communities
  - o 1 DART user
  - o 1 student
  - o 1 professional in the field of engineering, architecture, planning, legal business, finance, environmental, marketing or public relations, or similar.
- So as to preclude actual or perceived conflict of interest, no person who is an officer or employee of any governmental agency, private non-profit, agency, or social service agency which plans, operates or oversees public transportation within PSTA's service area shall be eligible to become an appointed member of the Committee. No elected officials may serve on the TRAC.

- Members are recommended by the PSTA Board Nominating Committee and approved by the PSTA Board of Directors. PSTA will advertise for applications for new committee members annually or as needed, to fill vacancies or to fill concluding member terms.

#### 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.

#### ALTERNATES

- The Committee will consist of 3 alternate members; 1 from North County, 1 from Mid-County and 1 from South County, to fill in when regular members from each of the geographic areas cannot attend.
- Alternate members shall attend each meeting and be held to the same attendance standards as regular members, including eligibility for monthly bus pass distribution.
- Alternates will have the opportunity to vote on Committee matters when a regular member from his/her geographic area is absent, but will not otherwise have voting privileges.
- Alternate members will fill vacated positions in their region, completing the original term of the member, and as such, will then have full voting privileges.

#### TERMS

- The Committee member terms will be staggered with a mix of 2 and 3 year terms for the initial appointments and 2 year terms for subsequent appointments to ensure member and Committee continuity. Terms will be selected at the first meeting of the second year of the committee's existence. Two year terms will terminate at the last scheduled TRAC meeting in 2015. Three year terms will terminate at the last scheduled TRAC meeting in 2016. Members whose terms have expired are eligible to reapply for the TRAC during the open application process in the fall of each year.
- Members will not serve more than two consecutive terms.

## ARTICLE 4 – OFFICERS AND DUTIES

A Chairperson and Vice-Chairperson of the Committee shall be elected at the last regularly scheduled meeting of each calendar year beginning in 2015.

Any regular member may nominate or be nominated to be an officer. All elections shall be by a simple majority vote of the regular members.

The Chairperson shall preside and maintain order at all meetings. The Committee shall be governed by Robert's Rules of Order, on matters of parliamentary procedure to the extent that the rules and procedures contained therein are not inconsistent with these bylaws. The Chairperson shall be responsible for pertinent Committee correspondence and information releases. The Chairperson shall also serve as a liaison between the TRAC and the PSTA Board of Directors at key Board meetings, or as necessary.

The Vice-Chairperson shall, during the absence of the Chairperson, serve, and exercise all the duties and powers of the Chairperson. The Vice-Chairperson shall also perform such other duties as may be assigned by the Chairperson.

If both the Chairperson and Vice-Chairperson are absent from a meeting, a temporary Chairperson shall be selected by majority vote of the members present. A permanent vacancy of a Chair or Vice Chair shall be filled by a majority vote of the members present at the next regular meeting. The officer so elected shall fill the remainder of the unexpired term of the vacant office.

If, at any time, the Committee feels that an officer is not performing their duties, the Officer may be removed from office by a two-thirds vote of the members present at a regular meeting.

## ARTICLE 5 - MEETINGS

The Committee shall meet monthly at a date, time, and place acceptable to a majority of the membership. The date or time may be changed if a seven (7) day notice is given to the members.

The Chairperson may call special meetings when deemed necessary.

A seven (7) day notice shall be given for regular meetings. Emergency or special meetings may be called with a minimum of three (3) day notice, indicating the reason for the meeting.

Agendas shall be prepared prior to all meetings. Agendas will be mailed electronically, with meeting notices and minutes of the previous meetings, at least four (4) days prior to any regular meeting, and at least two (2) days prior to any emergency or special meeting. Members without access to electronic mail may request a hard-copy agenda and package be mailed to his/her home.



Each member shall have one (1) vote. Members must abstain from any vote where there is a conflict of interest involving any specific action item. Only when a conflict of interest is declared, will a Committee member be allowed to abstain from voting.

A quorum shall consist of one-half (1/2) plus one (1) of the voting membership and shall be required for conduct of all official business. A majority of the quorum shall be necessary to decide an issue before the Committee.

## ARTICLE 6 – AMENDMENTS

Proposed bylaw amendments can be forwarded to the PSTA Board of Directors only by the affirmative vote of a majority of the regular members of the TRAC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) days before a vote on said amendment. All proposed amendments shall be voted on at regular meetings.

TRAC Bylaws and proposed amendments must be approved by the PSTA Board of Directors.

The PSTA Board of Directors can amend the TRAC Bylaws at their discretion by majority vote.





# TRAC Term Limits and By-Law Update

January 20, 2015

# Defined Terms

- 2014 – New Transit Riders Advisory Committee formed by PSTA Board
  - Approved staggered terms initial terms to ensure committee continuity over time (mix of 2 and 3 year)
  - All subsequent terms will be 2 years
- 2015 – All inaugural members have either:
  - Served 1 year, with intent to continue OR
  - Left service

# Term Selection

- 50% of member terms expire Dec 2015
  - Members may apply for another term in Fall 2015
- 50% of member terms expire Dec 2016
  - Members may apply for another term in Fall 2016
- Alternates assume the term of the member they replace
- Recommendation to establish terms:
  1. Beach Representative – Expires in 2016
  2. Any volunteers to select term expiration of 2015
  3. All remaining choose term randomly “out of hat”

# TRAC By-Law Clarifications

- End TRAC Inaugural Year
- Review of 2014 TRAC member attendance, procedures and practices
- Proposed clarifications:
  - TRAC Members must attend meetings to receive bus pass
  - Members may miss up to 2 meetings each calendar year



## INFORMATION ITEM

**5C: Fare Collection Survey Results**

**Action: Information Item**

**Staff Resource:** Chris Cochran, Senior Planner

**TRAC**

### Background

- With the development of new regional fare collection technology, the PSTA staff is in the process of analyzing the fare products offered to ensure that all potential options are compatible with the technology selected and included in the Request for Proposal (RFP) to minimize changes later. It is also an opportunity to streamline and simplify the pass products for our passengers.

### Summary:

- PSTA conducted a survey from December 1 to December 7, 2014 to determine the types of passes and fare collection technology our riders are interested in using. The survey was conducted online, and paper copies were available at the PSTA Customer Service Centers. Passengers were invited to participate via an onboard notice, web banner on PSTA.net, and a text message sent to Real Time subscribers.
- Of the 2,615 responses collected, 90% were full time residents of Pinellas County, and most would be considered regular riders with 65% riding five or more days per week. Nearly 60% of the respondents usually pay on board with cash. Of the 40% who use a bus pass, 48% use a 31-Day GO Card, 20% use a 7-Day, and 20% use a Daily. Those three pass types were selected from the list as likely to be purchased.
- Overall, 20% of the respondents are interested in a 3-day pass. Of seasonal residents and tourists, 64% selected the 3-Day pass as one they would be likely to purchase.
- Riders responded with a high level of interest to the two new fare collection technologies that were described in the survey: 93% responded “maybe” or “likely” to use a durable, reloadable smartcard, and 86% responded “maybe” or “likely” to use a mobile smartphone application.

### Conclusion:

- The Regional Fare Collection project is correctly focused on introducing fare payment technologies that passengers are interested in using. Current multi-day pass types are meeting the needs of the riders, and a 3-day pass targeted to seasonal residents and tourists could be a valid addition to the collection of pass types.

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**Attachments:**

1. PowerPoint

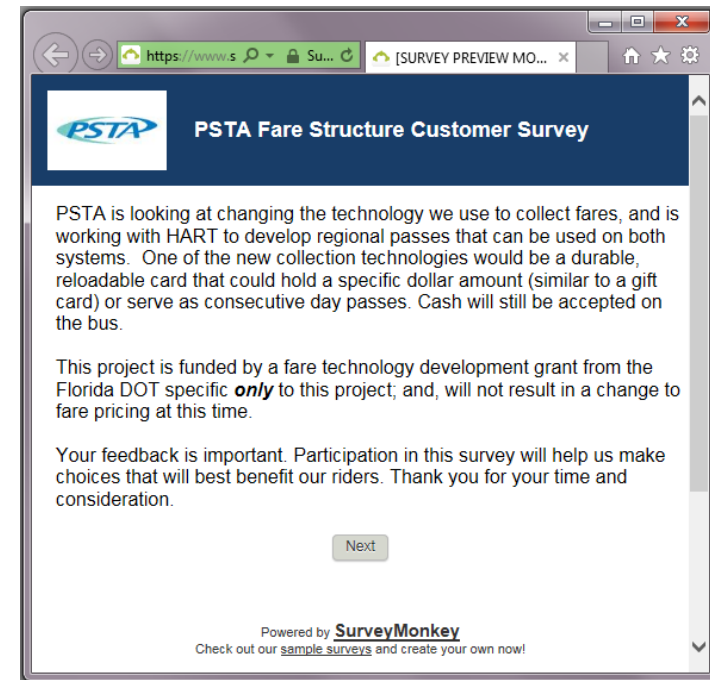


# Passenger Bus Pass Survey Results

Transit Riders Advisory Committee – January 20, 2015  
Board Planning Committee – January 21, 2015

# Background

- Inform Fare Policy Development
- Conducted survey online, with printed surveys also available at the terminals December 1 to 7, 2014
- Advertised
  - On board
  - Web/Social Media
  - Text to real time users





**Question 1:**

Are you a Tampa Bay Resident or a Visitor/Tourist?

Resident (**Question 2:**)  
How many days a week do you ride?

Seasonal Resident (**Question 3:**)  
How many months per year do you live  
in the area?

Visitor/Tourist (**Question 4:**)  
How many days are you staying in the  
area?

**Question 5:**

How do you usually pay your fare?

Cash: Skip to question 8

Bus Pass (**Question 6:**)  
Which type of bus pass?  
**Question 7:**  
Where did you purchase your bus pass?

**Question 8:**

Thinking about consecutive day passes, which two below would you be most likely to purchase? Reduced and Regional Fares would be available for all of these options as well. (You may select up to 2)?

**Question 9:**

Would you be interested in a Family Pass (example: 2 Adults, 2 Children)?

**Question 10:**

Are there other types of passes you think we should consider?

**Question 11:**

Suppose PSTA also offered you the ability to load money on a card in advance of travel (similar to Sunpass). You could use this card in place of cash when paying your fare on the bus. How likely would you be to use this feature?

**Question 12:**

PSTA is also considering a mobile phone application that you could use to load cash value or passes in advance by using your Smartphone. You could then use the app on your phone to pay your fare on the bus. How likely would you be to use this?

**Question 13:**

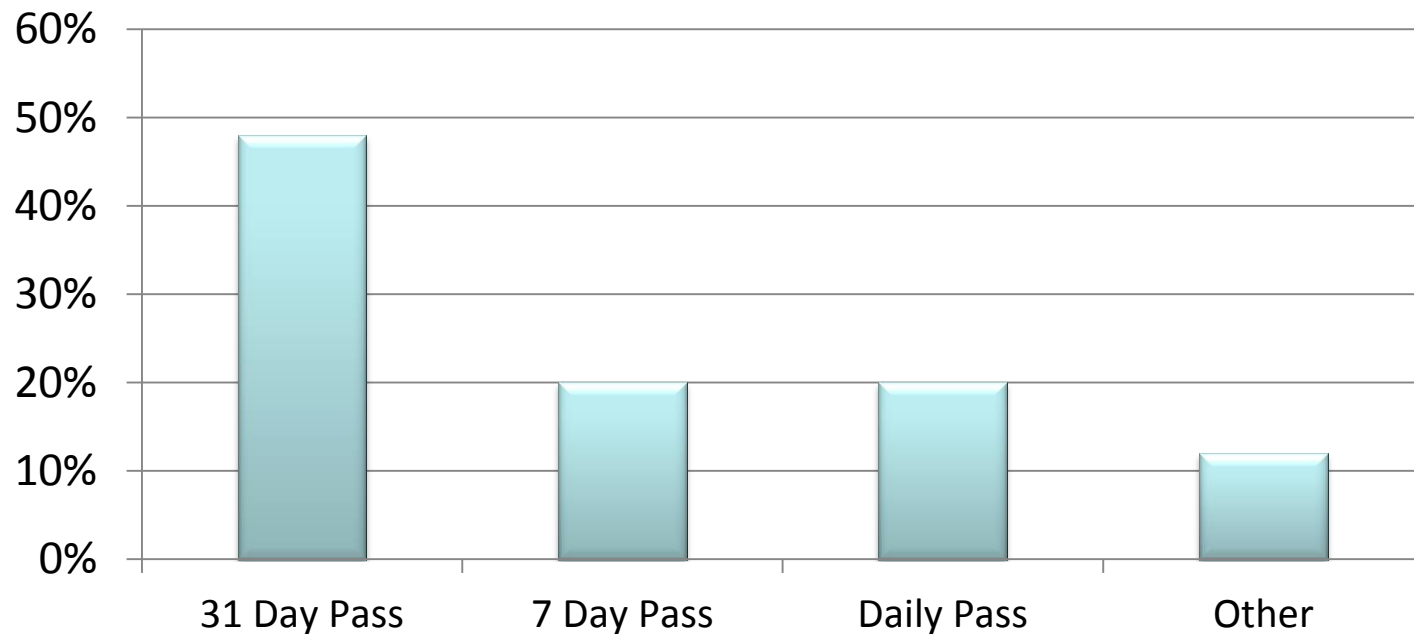
Do you have any additional comments to share about how fares are paid?

**Question 14:**

If you wish to be entered in a prize drawing (31-Day GO card or restaurant gift certificate), please provide your contact information below:

# Results

- 90% of respondents were permanent residents
- 65% riding 5 or more days per week
- 40% use a bus pass



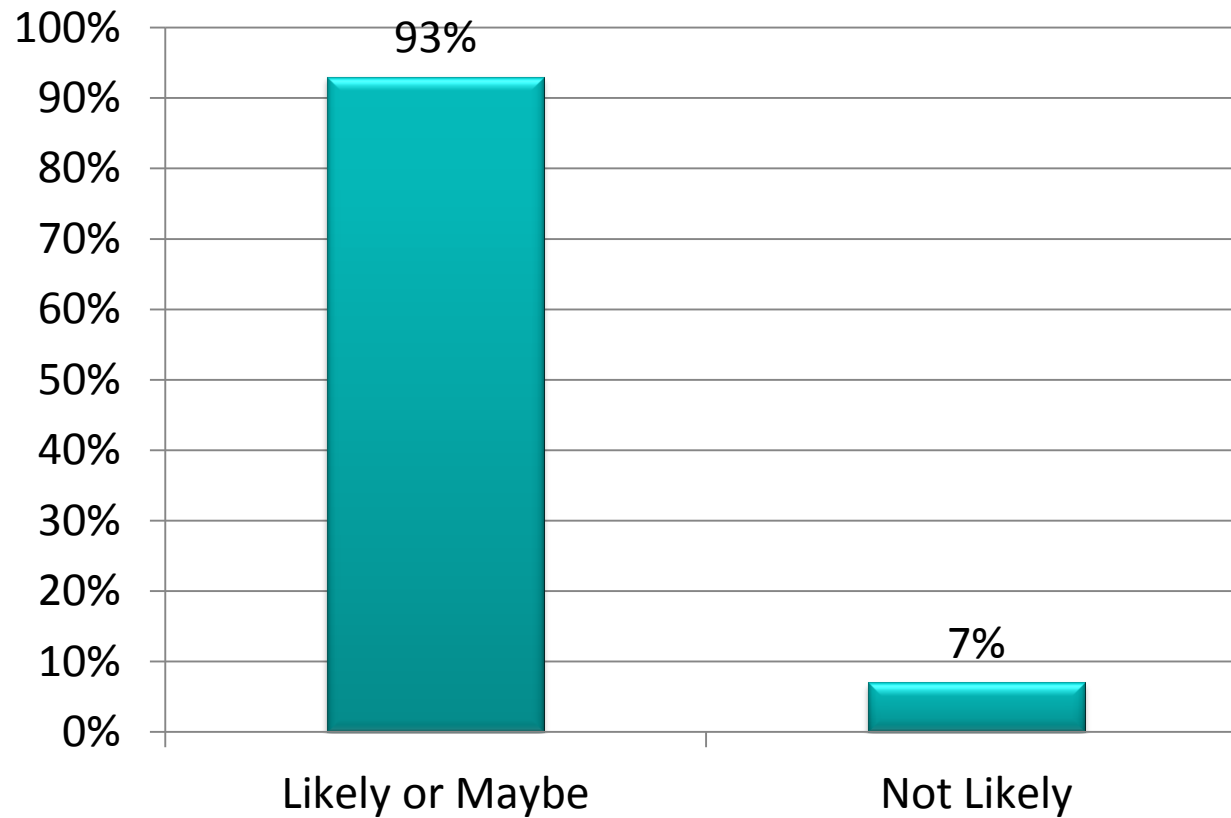
\*Totals include regular and reduced fares for each respective cate

# Interest in New Pass Types

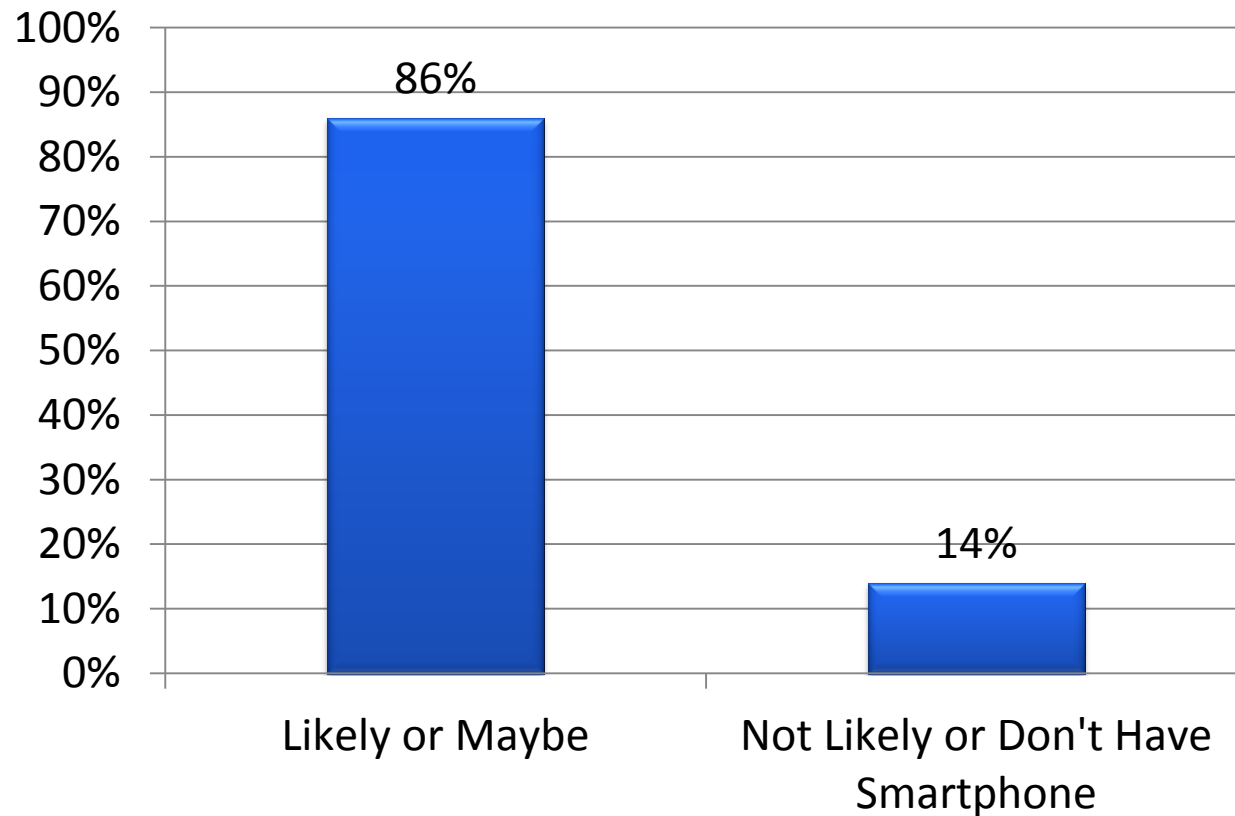
- 3-Day Pass
  - 20% yes overall
  - **64% yes among seasonal residents and visitors**
- Family Pass
  - 42% yes
  - 58% no



# Interest in Smart Card



# Interest in Smartphone App.



# Other Comments

- On board change
- Credit/Debit card options
- Apple Pay/Google Wallet

# Conclusions

- Riders are interested in new fare payment technologies
- Current multi-day pass types are meeting the needs of the riders
- A 3-day pass targeted to seasonal residents and tourists could be a valid addition to the collection of pass types
- Next steps





## INFORMATION ITEM

**5D: Homeless Initiative Update**

**Action: Information Item**

**Staff Resource:** Ross Silvers, Mobility Manager

**TRAC**

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### **Summary:**

- In response to TRAC's interest in ensuring that the homeless know how PSTA can help them, PSTA staff has created an interactive map showing both where vital services are located and which PSTA bus routes serve them. This map will be hosted on the Pinellas County Homeless Leadership Board's website along with the list of these service locations already there.
- PSTA Marketing staff is developing draft print materials to complement the internet based information. The print materials will indicate how to obtain a Transportation Disadvantaged (TD) bus pass to access the service locations identified. The draft print materials will be given to the homeless outreach specialists and providers for comment before finalizing. Available grants have been identified to cover the cost of production. The materials should be completed and available in the spring of this year.

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**Attachments: None**