

---

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Transit Development Plan**

**Progress Report**

**FY 2018 - FY 2027**



Prepared By:

Pinellas Suncoast Transit Authority  
3201 Scherer Drive  
St. Petersburg, FL 33716

Phone: (727) 540 1800

Fax: (727) 540-1913

## TABLE OF CONTENTS

<b>INTRODUCTION</b> .....	1
BACKGROUND AND CURRENT APPROACH .....	1
IDENTIFICATION OF THE SUBMITTING ENTITY .....	1
PSTA MISSION .....	2
PSTA’S STRATEGIC PLAN AND GOALS .....	2
<b>SERVICE AREA DESCRIPTION</b> .....	4
EXISTING SERVICE .....	4
FIXED ROUTE OPERATION STATISTICS .....	8
DEMAND RESPONSE TRANSPORTATION OPERATING STATISTICS .....	10
FAREBOX RECOVERY .....	11
OPERATING PRIORITIES .....	13
CAPITAL PRIORITIES .....	14
<b>IMPLEMENTATION PLAN AND PROGRESS REPORT</b> .....	15
Appendix A .....	A-1
Appendix B .....	B-1

## LIST OF TABLES

Total Fixed Route Ridership .....	8
Ridership by Route .....	9
Demand Response Ridership .....	10
PSTA Fare Structure .....	11
Farebox Recovery .....	12
Ten Year Operating Priorities .....	13
Ten Year Capital and Planning Priorities .....	14

## LIST OF MAPS

Municipalities and Unincorporated Areas of Pinellas County .....	4
PSTA Existing Service .....	6
Existing ADA Service .....	7
Shelter Deployment Locations .....	15

## INTRODUCTION

### BACKGROUND AND CURRENT APPROACH

The 2016-2025 Ten-Year Transit Development Plan (TDP), adopted December 2015, is the strategic guide for public transportation in Pinellas County over the next ten years. The Florida Department of Transportation (FDOT) requires public transit providers that receive state funding to develop and adopt a TDP consistent with Chapter 14-73.001 of the Florida Administrative Code (FAC), and section 341.071 of the Florida Statutes (FS). A major update to a TDP is conducted every five years and includes a review of transit planning and policy documents, a documentation of study area conditions and demographic characteristics, an evaluation of existing Pinellas Suncoast Transit Authority (PSTA) services, a summary of market research and public involvement efforts, the development of a situation appraisal and needs assessment, and the preparation of a ten-year transit development plan. An annual progress report is done in the years following the major update to document progress toward the implementation plan from the major update, to add a new 10<sup>th</sup> year in the implementation plan and budget, and to introduce new projects and services needed to meet the goals and objectives defined in the major update.

### IDENTIFICATION OF THE SUBMITTING ENTITY

Agency: Pinellas Suncoast Transit Authority  
Phone Number: (727) 540-1800  
Mailing Address: 3201 Scherer Drive, St. Petersburg, FL 33716

Authorizing Agency  
Representative: Bradford Miller, Chief Executive Officer

For further information about this plan, please contact

Heather Sobush, Planning Manager  
Pinellas Suncoast Transit Authority  
3201 Scherer Drive,  
St. Petersburg, Florida 33716

(727) 540-1868 or [hsobush@psta.net](mailto:hsobush@psta.net)

## PSTA MISSION

PSTA’s mission is to safely connect people to places.

## PSTA’S STRATEGIC PLAN AND GOALS

In May 2015, PSTA adopted a strategic direction shown in Figure 1 that supports PSTA’s mission and is used to guide operations, planning, and implementation of improvements to the public transportation system in Pinellas County. PSTA updated its Path Forward strategic plan in May 2017 to include the revised mission statement.

Figure 1: PSTA Path Forward



This strategic plan includes both short- and long-term goals, and strategies to achieve each goal, as listed below:

**1. Provide customer-oriented public transit services.**

*Strategy 1:* Continuously improve PSTA bus services for both riders and the community.

*Strategy 2:* Engage the broader community with ongoing communication and outreach.

*Strategy 3:* Build an inspired workforce that is empowered and accountable for ever-improving customer service.

**2. Develop a strong governance model for effective public transportation leadership.**

*Strategy 1:* With assistance from the Executive Committee, develop high-level policy consensus.

*Strategy 2:* Strengthen existing PSTA Board Committees' roles in assisting the full Board.

*Strategy 3:* Fully participate in collaborative transportation policy and priority setting with other federal, state, and regional partners.

*Strategy 4:* Make policy decisions that support community development, transportation, and land use objectives.

**3. Provide effective, financially viable public transportation that supports our community.**

*Strategy 1:* Examine all possible financing options including strategic cost control measures.

*Strategy 2:* Appropriately maximize revenue sources already available to PSTA.

*Strategy 3:* Remain committed to sustainable decision making (financial, environmental, and social).

*Strategy 4:* Proactively seek new external partnership opportunities.

**4. Develop a sustainable capital program.**

*Strategy 1:* Prioritize bus replacements.

*Strategy 2:* Use reserves to purchase buses if needed.

*Strategy 3:* Seek partners to prioritize transit capital funding.

*Strategy 4:* Advocate for strong federal, state, and local capital funding.

**5. Implement customer-oriented service redesign.**

*Strategy 1:* Focus resources where transit works best.

*Strategy 2:* Identify transportation alternatives for affected customers.

*Strategy 3:* Use a data-driven and customer sensitive approach.

**6. Incrementally expand transit service.**

*Strategy 1:* Seek funding for incremental expansion projects.

*Strategy 2:* Support pilot projects that fit within the community and PSTA plans.

*Strategy 3:* Leverage partnership with the Pinellas MPO and others.

**7. Increase public transit access.**

*Strategy 1:* Update the Community Bus Plan as needed to address and embrace changes within the community.

*Strategy 2:* Make incremental progress toward the planned county-wide high frequency grid network.

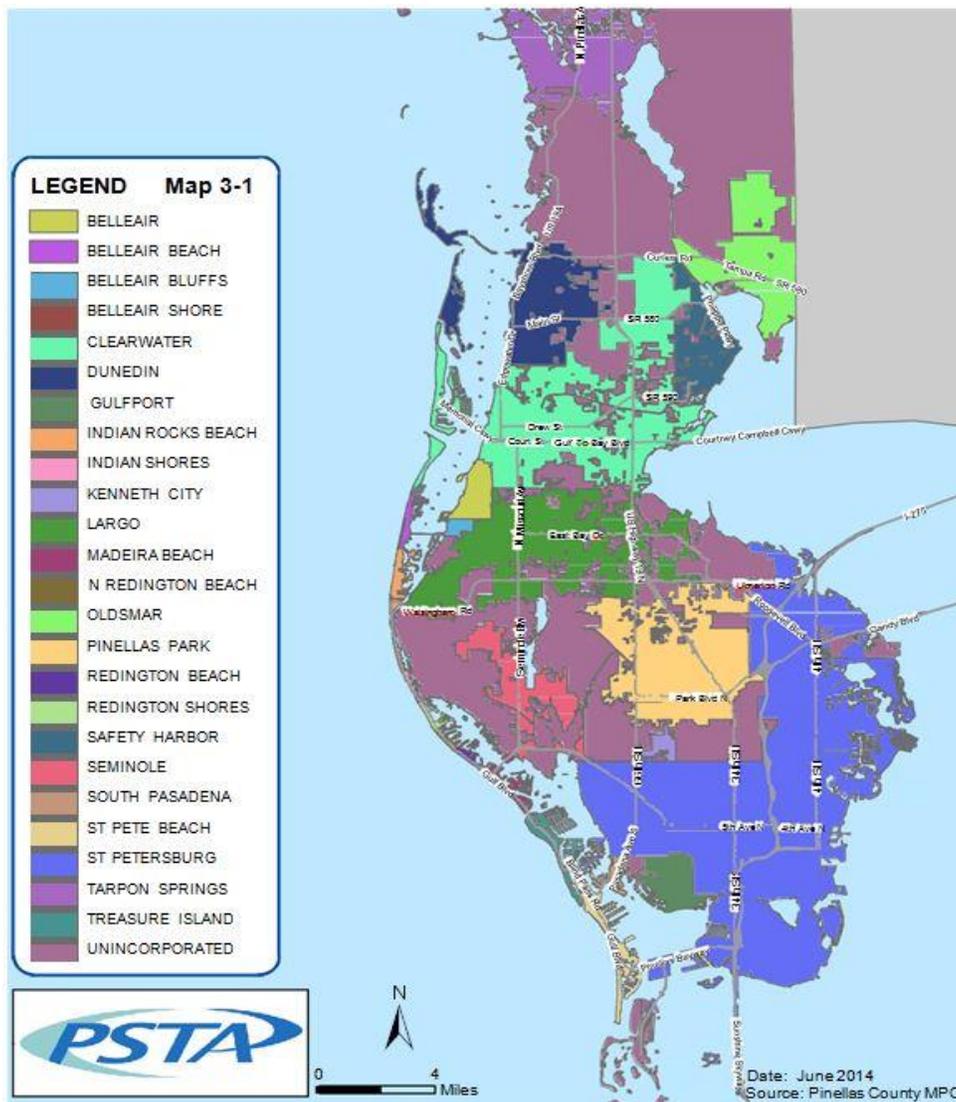
*Strategy 3:* Examine a variety of new revenues and delivery alternatives, always with a focus on strategic cost control.

## SERVICE AREA DESCRIPTION

### EXISTING SERVICE

Located on the west coast of Florida, Pinellas County is an urban county comprised of 24 municipalities, the largest of which are the cities of St. Petersburg and Clearwater. Pinellas County is the most densely populated county in Florida, with a population of 960,730 persons living within 280 square miles. Approximately 30 percent of the county's total population lives in unincorporated Pinellas County. Map 1 illustrates the municipalities and unincorporated areas of Pinellas County.

Map 1: Municipalities and Unincorporated Areas of Pinellas County



PSTA provides public transportation service to Pinellas County. PSTA serves 21 of the 24 communities in Pinellas County as well as unincorporated areas. Service is not provided to Belleair Beach, Belleair Shores, or Kenneth City. PSTA’s route network can be generally categorized as a hub and spoke system with four major hubs: downtown St. Petersburg, Grand Central Station in St. Petersburg, Pinellas Park Transit Center, and Park Street Terminal in downtown Clearwater. Map 2-2 provides an overview of PSTA service. Map 2-3 illustrates the three-quarter mile ADA transit service area.

In addition to the public transportation service provided throughout Pinellas County, PSTA provides regional service to parts of the City of Tampa and Hillsborough County. As of June 2017, the PSTA system consists of the following transit services:

- 43 bus routes including 36 Local routes, 2 directly-operated trolley routes, 3 contracted trolley routes, 3 North County Connector routes, and 2 Regional Express routes serving approximately 4,900 stops across the PSTA service area.
- Contracted DART paratransit service.
- Direct Connect – first/last mile service throughout Pinellas County.

PSTA currently utilizes 206 fixed-route vehicles (178 peak vehicles) and operates about 632,000 annual revenue vehicle hours (FY16), supporting approximately 12.6 million annual fixed route passenger boardings (FY16).

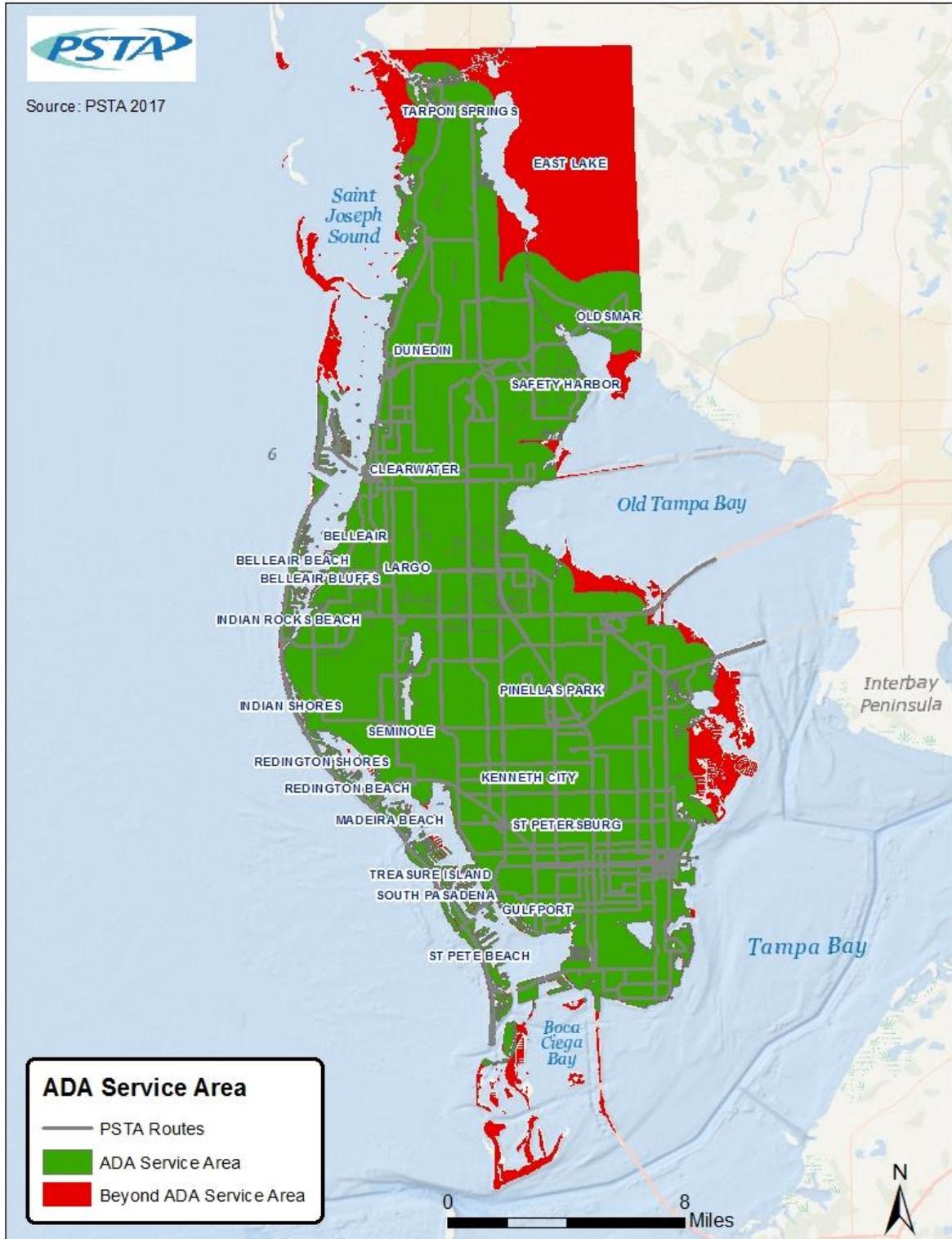
Figure 2: PSTA Buses at a Transfer Center



Map 2: PSTA Existing Service



Map 3: PSTA Existing ADA Service Area



## FIXED ROUTE OPERATION STATISTICS

Table 1 shows PSTA fixed-route ridership from FY 2005/06 through FY 2015/16. As shown in the table, ridership exceeded 12.6 million passenger trips in FY 2015/16. The FY 2015/16 system wide average passengers per revenue hour was 20.04, and passengers per revenue mile was 1.39. The ridership decrease in FY 16 is reflective of the national decrease in transit ridership for this fiscal year. Table 2 details the ridership by route for FY 2015/16.

**Table 1: Total Fixed Route Ridership**

Fiscal Year	Total Ridership	% Change From Previous Year
2005/06	11,141,770	9.00%
2006/07	11,298,669	1.40%
2007/08	12,522,319	10.80%
2008/09	11,865,604	-5.20%
2009/10	12,541,131	5.40%
2010/11	12,380,638	-1.30%
2011/12	13,713,646	10.80%
2012/13	13,491,328	0.02%
2013/14	13,614,858	0.91%
2014/15	13,950,951	2.47%
2015/16	12,682,856	-11.00%
Total Change From 2006 -2016	1,541,086	13.83%

**Figure 3: Total Fixed Route Ridership**

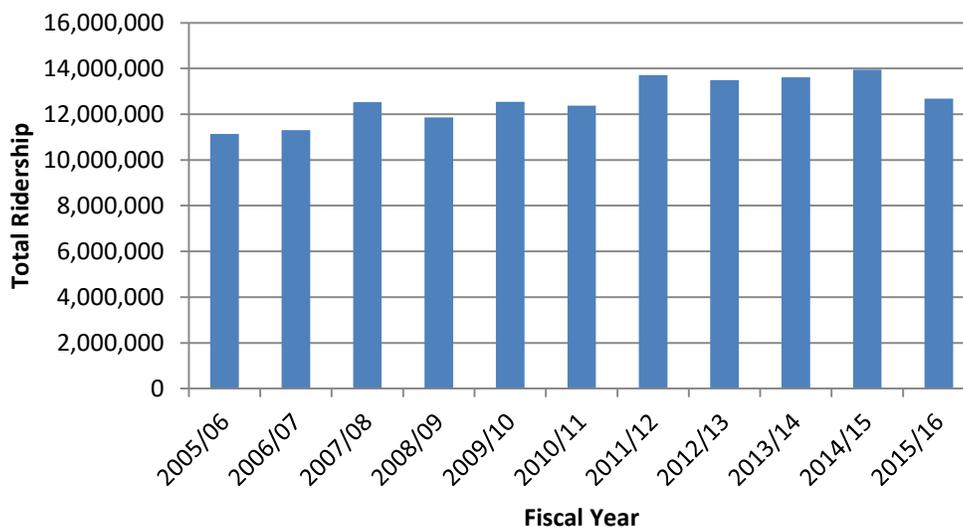


Table 2: Ridership by Route 2015/2016

Route	Pax/Rev Hour	Pax/ Rev Mile	Ridership-FY16
<b>4 (CORE)</b>	24.39	1.78	1,007,280
<b>5</b>	16.95	1.38	206,700
<b>7</b>	19.02	1.57	168,203
<b>11</b>	21.14	1.56	254,027
<b>14</b>	25.15	1.87	391,485
<b>15</b>	22.31	1.54	154,713
<b>18 (CORE)</b>	22.36	1.76	1,216,127
<b>19 (CORE)</b>	25.65	1.68	1,554,431
<b>20</b>	16.03	1.08	151,057
<b>22</b>	6.23	0.45	27,297
<b>23</b>	12.60	0.94	204,186
<b>32</b>	17.11	2.22	44,572
<b>38</b>	15.77	1.05	150,816
<b>52 (CORE)</b>	26.78	1.87	1,296,988
<b>58</b>	8.80	0.51	45,388
<b>59 (CORE)</b>	20.32	1.34	720,751
<b>60 (CORE)</b>	35.68	3.60	503,950
<b>61</b>	15.78	1.26	212,386
<b>62</b>	12.61	0.77	175,828
<b>66</b>	13.82	0.92	260,117
<b>67</b>	15.08	0.89	114,485
<b>68</b>	15.53	1.00	89,037
<b>73</b>	15.38	0.99	112,932
<b>74</b>	17.06	1.15	567,019
<b>75</b>	16.90	1.30	172,775
<b>76</b>	19.82	1.49	121,730
<b>78</b>	29.36	2.15	237,707
<b>79</b>	18.24	1.26	537,872
<b>90</b>	16.72	0.93	28,246
<b>97</b>	16.55	1.14	46,812
<b>98</b>	20.34	1.28	32,020
<b>444</b>	3.01	0.23	8,329
<b>100X*</b>	9.10	0.45	52,766
<b>300X*</b>	7.55	0.33	34,917
<b>CAT (CORE)</b>	25.45	2.10	878,123
<b>JT Beach Route</b>	15.76	0.94	150,678
<b>JT Coastal</b>	8.86	0.52	43,888
<b>JT Saf Har</b>	3.48	0.17	6,447
<b>LOOPER</b>	8.78	1.02	48,869
<b>Oldsmar/Tampa Connector</b>	3.47	0.21	24,222
<b>Palm Harbor/Dunedin Connector</b>	2.09	0.06	14,277
<b>SCBT (CORE)</b>	19.04	1.02	614,738
<b>Total</b>	20.04	1.39	12,682,856

## DEMAND RESPONSE TRANSPORTATION OPERATING STATISTICS

Demand response trip volumes increased from 258,714 one-way passenger trips in FY 2005/06 to 303,041 one-way passenger trips in 2015/16, a 17 percent increase over ten years. The slight decrease in ridership in FY16 is several percent less than the decrease in ridership system-wide. Table 3 and Figure 4 show the change in total demand response trip volume over time.

Table 3: Demand Response Ridership

Fiscal Year	Total Ridership	% Change From Previous Year
2005/06	258,714	1.30%
2006/07	256,309	-0.90%
2007/08	239,754	-6.50%
2008/09	228,463	-5.20%
2009/10	258,111	13.00%
2010/11	303,291	17.50%
2011/12	304,684	0.46%
2012/13	316,451	3.89%
2013/14	318,363	0.66%
2014/15	320,253	0.59%
2015/16	303,041	-5.37%
Total Change From 2006 – 2016	44,327	17.13%

Figure 4: Demand Response Ridership

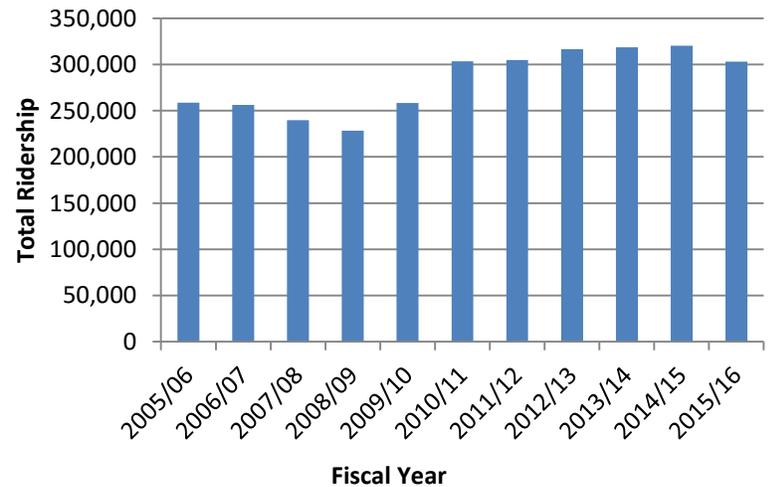


Figure 4: DART Rider taking a Yellow Cab



## FAREBOX RECOVERY

PSTA's fare structure is presented in Table 4. The fares include a 1-Day, 3-Day, 7-Day, and 31-Day Unlimited Ride.

**Table 4: PSTA Fare Structure**

Fare Structure	Cash - 1 Ride	1-Day	3-Day	7-Day	31-Day
Children (5 Years and Under)	Free	--	--	--	--
Regular	\$2.25	\$5.00	\$10.00	\$25.00	\$70.00
Reduced	\$1.10	\$2.50	\$5.00	\$12.50	\$35.00
Regional (100X and 300X)	\$3.00	\$6.00	\$18.00	\$30.00	\$85.00
Regional Reduced	\$1.50	--	--	--	--
DART	\$4.50	--	--	--	--
Additional Fares: Transportation Disadvantaged 10-Day \$5.00, 31-Day \$11.00					

Reduced fares are available for senior citizens (65 and over), people with disabilities, Medicare cardholders, adult students and youth (18 and younger). Children 5 years and younger ride free.

### Farebox Recovery

PSTA regularly monitors its farebox recovery ratio and evaluates potential enhancements to productivity and performance that would increase farebox recovery ratio. Table 5 shows the farebox recovery ratios over the past ten years. Activities conducted to enhance the ratio include:

- Fare increase: A fare increase was implemented October 2015.
- Monitoring: PSTA continuously monitors its route performance to determine whether adjustments need to be made. In October 2015, PSTA used its route performance monitoring system to support service modifications to address low performing routes.
- Public Engagement: PSTA encourages comments from the public. The public provides valuable information on how to make services more convenient and useful to patrons. By providing services that better meet the needs of its customers, PSTA can increase ridership. Increasing ridership can increase farebox recovery.
- Paratransit: PSTA will continue to increase ridership by transitioning passengers from paratransit service to fixed-route service.
- Marketing: PSTA's marketing campaign, which includes television and print advertisements, helps bring in additional passengers and revenue.
- Cost Containment: PSTA is continuing to work to limit expenses where possible to help increase the farebox recovery ratio.
- Farebox recovery has decreased due to the expansion of the Transportation Disadvantaged program resulting in lower per trip revenue and a decrease in ridership in FY16.

Table 5: Farebox Recovery

Fiscal Year	Total Expenses	Fare Revenue	Farebox Recovery
2005/2006	\$46,025,915	\$9,045,137	19.70%
2006/2007	\$48,418,065	\$10,717,941	22.10%
2007/2008	\$50,981,021	\$11,298,758	22.60%
2008/2009	\$51,494,018	\$11,500,513	22.30%
2009/2010	\$49,811,888	\$10,845,845	21.80%
2010/2011	\$49,747,458	\$12,572,895	25.30%
2011/2012	\$49,505,055	\$14,029,482	27.90%
2012/2013	\$54,044,243	\$13,839,582	25.61%
2013/2014	\$54,647,577	\$13,276,487	24.06%
2014/2015	\$55,469,915	\$12,193,394	21.79%
2015/2016	\$56,844,151	\$11,777,978	18.99%

Source: PSTA Finance Department

These expenses are based upon financial audit reports and exclude depreciation and purchased transportation expenses.

## OPERATING PRIORITIES

PSTA's Strategic Plan will guide the implementation of PSTA's priority projects over the ten-year period. PSTA currently receives funding from several competitive state and federal capital grant programs and will continue to seek funds through these and other programs. PSTA's ten-year operating priorities are shown in Table 6 and capital priorities are shown in Table 7.

Table 6: Ten-Year Operating Priorities

### System Plan Development/Operational Analysis

- Expand Night and Weekend Service
- Expand Frequency on Highest Performing Routes First then Systemwide

### Central Avenue Bus Rapid Transit

### Bus Rapid Transit on Core Routes (incremental increase from today's service including expanded night and weekend service and increased frequency)

- East Bay/49th
- Gulf-to-Bay
- 4th St./Ulmerton
- US 19
- Alternate 19/Seminole Blvd

### Regional Express Routes (Existing Urban Corridor routes plus incremental increase in service hours and frequency and new routes)

- 100X
- 300X
- Clearwater Beach Express (New Service to TIA)
- St. Petersburg Airport Express (New Service to TIA)/Enable Bus on Shoulders on I-275
- Downtown to Downtown Express (Expanded 100X)

### Community Circulator Service (Incremental increase in service hours/frequency on existing community circulators plus new/redesigned circulator service)

- New Gateway/Carillon Area Circulator
- Redesigned/Expanded service to downtown St. Petersburg

### Expand Innovative Service Programs

- Direct Connect
- TD Late Shift
- Mobility on Demand (Paratransit)
- Autonomous Vehicle Pilot

## CAPITAL PRIORITIES

---

Table 7: Ten-Year Capital and Planning Priorities

### Sustainable Annual Bus Replacements

### Central Avenue Bus Rapid Transit

### Tampa Bay Regional Farebox

### Bus Rapid Transit on Core Routes

- Pre-NEPA Corridor Studies
- Environmental and Design
- Construction/Right-of-Way/Shelters

### Revenue Vehicle Expansion

- Regional Express Routes
- Community Circulators
- Increased Frequency
- Expanded Evening and Weekend Service

### Amenities/Facilities

- Shelters
- BusBays and BusWays
- Downtown Clearwater Intermodal Center
- Gateway Area Intermodal Center
- Passenger Wait Facilities (Shelters and Amenities)
- Park and Ride Enhancements and Expansion
- Rehabilitation of Support Facilities

### Advanced Technologies

- Integrated Mobility & Fare Payment App
- Renewable Energy Technology
- Autonomous Vehicle

# IMPLEMENTATION PLAN AND PROGRESS REPORT

The implementation plan includes initiatives and projects designed to achieve the goals of PSTA's Path Forward Strategic Plan in Figure 1. This plan includes new projects that have been added since the major update. Progress toward these initiatives and projects is documented below and includes a discussion of any discrepancies between the 2016-2025 Major Update and its implementation over the past two years.



## FOCUS ON CUSTOMER-ORIENTED PUBLIC TRANSPORTATION SERVICES

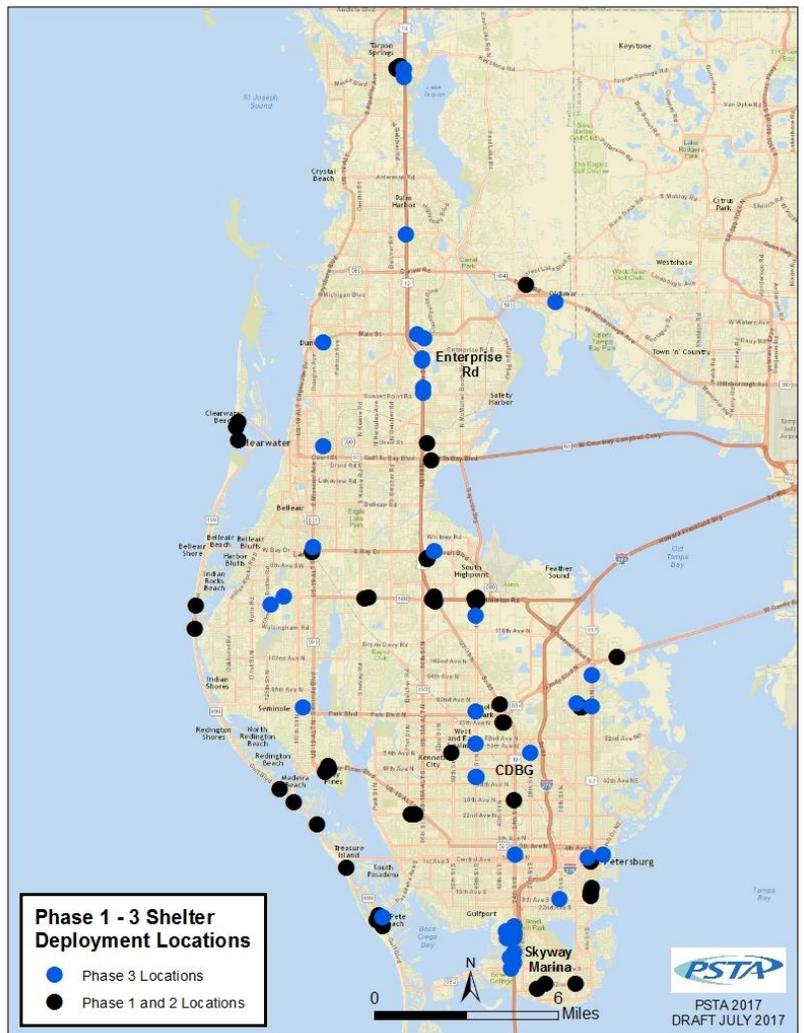
PSTA is focused on continuous improvement of PSTA bus services for both riders and the community. The following projects will directly enhance the public transit system for customers.

### Amenities Program

PSTA continues its regularly scheduled program of amenity provisions and replacement based on priority needs throughout the system. In April 2015, the PSTA board approved a new shelter vendor to begin placing new shelters at locations throughout the system beginning the same year following the Board approved Bus Shelter Program. Placement of shelters throughout the system will follow the Board approved recommendations of a newly employed Bus Shelter Program.

The 2015 PSTA Bus Shelter Program was developed to maximize the utility in placing newly designed and purchased bus shelters at locations that met a number of stringent criteria. Criteria include both a customer needs based approach as well as long-term support of community development initiatives and revitalization. Through the Amenity Partnership and Art in Transit Programs, PSTA partners with cities and private entities, to purchase and install upgraded bus shelters, ADA - compliant landing pads, and other transit-related amenities such as benches, bicycle racks, and

Map 4: Shelter Deployment Locations



trash cans. For privately funded artistic shelters, PSTA coordinates with developers and local jurisdictions on design specifications.

**2017 Progress:** *In 2016, PSTA completed Phase I of the shelter deployment plan, replacing over 36 shelters at transit centers, and developed a deployment schedule for Phase II. An order for 39 shelters for Phase II deployment was placed in April 2016 and focused on expanding shelter coverage to stops with over 40 average daily boardings. Phase 2 shelters were delivered in fall 2016 and installed in late 2016. In April 2017, 59 shelters were ordered as part of Phase III of the shelter deployment plan. The shelters are expected to be delivered and installed in late 2017. Map 4 shows the deployment locations of new shelters.*

*As part of Phase III, PSTA implemented a Shelter Match Program. The Shelter Match Program allows municipalities and other partners to split the cost of standard PSTA shelters, related amenities, concrete work and installation 50/50 with PSTA. Three local jurisdictions have expressed interest in the shelter match program so far, with 1 commitment included in the shelter ordered for Phase III.*

*Moving forward, PSTA has committed ongoing funding for additional shelters through both the traditional shelter deployment program and a new Shelter Match Program. The Shelter Match Program is designed to apply shared funding opportunities among municipalities and organizations looking to place customized shelters on the street. The match is a strategic approach to help place shelters in locations where PSTA might not be placing a standard shelter as part of the Shelter Deployment Program due to limited boardings that do not meet our threshold. In these cases, partners have the option of purchasing a standard shelter through our existing shelter vendor contract, or working with PSTA to share the cost of placing a custom shelter that may represent a theme, artistic representation, or other unique circumstances. It is a goal of the agency to continue to seek out innovative partnerships and leverage shared opportunities to assist in funding improved amenities within the system.*

**2017 Progress:** *In February 2017, PSTA applied for \$58,810 of Community Development Block Grant funding from the 2017-2018 Public Infrastructure Grant through the Community Development Division of the Pinellas County Planning Department. These funds, along with a \$29,350.75 match from PSTA, will be used to add 7 new shelters in Pinellas County's Target Areas and Community Redevelopment Areas. In June 2017, PSTA was awarded \$68,310 for bus shelters at the 7 initial locations, and 1 additional location.*

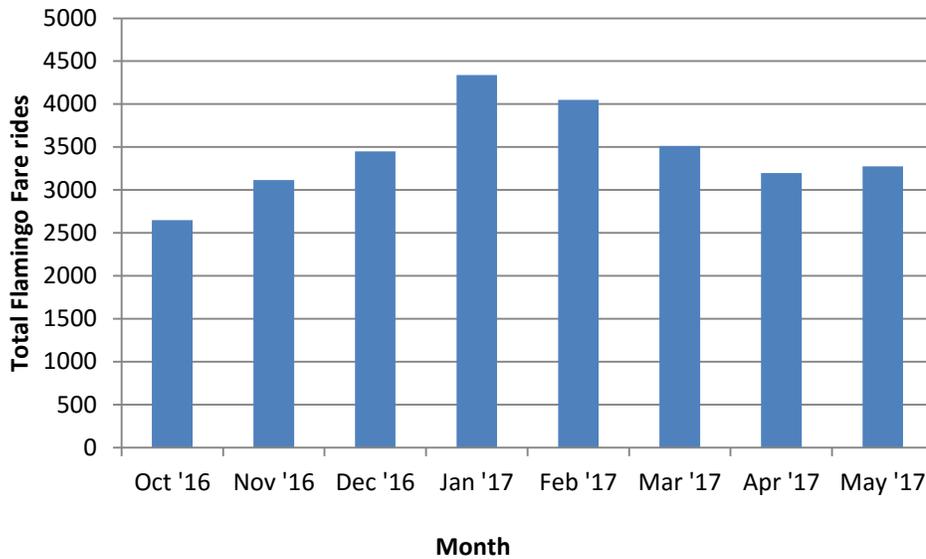
### **Regional Fare Collection Project including SmartCard/Mobile Pay**

PSTA and HART are leading the development of a regional fare collection system that will allow interoperability with seamless common fare media for passengers throughout the Tampa Bay region. Participating counties include Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota. This project includes identification of equipment and technology needs, development of common fare policies, a common website, and a back office; plus procurement and implementation of smart cards and the mobile application.

**2017 Progress:** *PSTA, HART and 4 other Tampa Bay transit agencies recently introduced a regional fare payment system that includes both SmartCards and a Mobile Ticketing App. PSTA and HART launched a pilot program with a visual app (Flamingo) in September 2016. With this app, riders can purchase a 3 day,*

7-day, or monthly unlimited ride regional ticket that is good on all PSTA and HART rides (fixed route, express, flex, and streetcar services). To use the regional ticket, passengers show the bus operator their valid tickets on their phones. Utilization of the mobile ticketing app by PSTA riders has grown throughout the pilot as shown in Figure 5. Full rollout of the regional fare payment system is expected in 2018.

Figure 5: Flamingo Mobile App Usage



### Regional Service Coordination

PSTA coordinates with HART, PCPT, and TBARTA on regional transit funding and services. The four agencies share FTA Section 5307 formula funding through an interlocal agreement and coordinate on regional transit routes and services.

PSTA also coordinates with HART and PCPT to maintain and improve connections between systems. Regional connection points and transfer centers are maintained by PSTA in Tarpon Spring, Clearwater, and Largo facilitating transit service connections between PSTA, PCPT, and HART. PSTA also makes connections with HART routes at the Marion St., Britton Plaza, Westshore Plaza, and Northwest Transfer Centers in Hillsborough County. Coordination efforts include route planning and the provision of passenger benches and shelters, route and schedule information, and shared bus stop locations. Passengers can purchase a regional bus pass for seamless travel between Pinellas and Hillsborough Counties on Routes 100X, 200X, and 300X and for unlimited trips on the HART and PSTA systems. New regional express routes from Clearwater Beach to Tampa International Airport (TPA), from downtown St. Petersburg to TPA, and from downtown St. Petersburg to downtown Tampa are included in PSTA’s priority project list.

**2017 Progress:** PSTA is currently working to identify funding for additional regional express routes included on the priority list. PSTA is participating in the Pinellas MPO's SR60 Multimodal Corridor Study, which will further evaluate regional express bus service in addition to other modes and services. PSTA is also participating in the Regional Transit Feasibility Plan to identify a premium transit route that serves major activity centers in the region. In 2018, PSTA will participate in the Gateway Intermodal Center Study to identify a location for an intermodal center in the Gateway Area that will serve as a connection between regional transit services, Pinellas County's largest employment center, and the local bus network. PSTA is also coordinating with FDOT on the Bus on Shoulders project that would benefit an expanded 100X for downtown Tampa to downtown St. Petersburg.

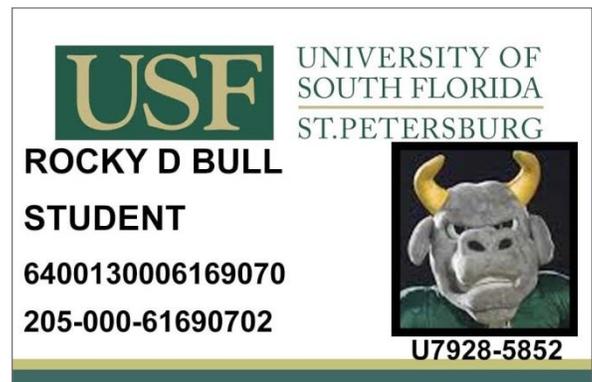
## UPASS Program

In 2014, PSTA implemented the Universal Pass (UPASS) Program with the City of St. Petersburg, St. Petersburg College, USF St. Petersburg, and MYcroSchool Pinellas. This program allows agency employees and students to get unlimited rides by simply showing their identification badges to the driver. Each agency/ school pays a set fee to PSTA for this benefit. PSTA plans to evaluate and pursue similar UPASS program opportunities with other major employers and colleges/universities. Since its inception, monthly UPASS ridership has grown from 10,000 rides per month to well over 45,000 rides per month.

Figure 6: USF Student ID

PSTA's UPASS program currently includes:

- St. Petersburg College
- University of South Florida, St. Petersburg
- MyCro School
- Ready for Life
- City of St. Petersburg
- Pinellas Technical College
- Schiller International University



**2017 Progress:**

As of August 2017, PSTA is partnering with the TradeWinds hotel on a trial visitor/employee UPASS program and exploring options for additional UPASS program partners. PSTA's next step is to explore additional partnership opportunities with other beach community employers with high concentrations of workers and visitors.

## Park and Ride Facilities

To augment the existing network of county park-and-ride facilities, PSTA has been actively developing a park-and-ride program that will consist of a regional network of facilities that will connect inter- and intra-county commuter express services and meet regional travel needs. Although many informal park-and-ride facilities exist throughout the county, only two are officially maintained and operated either by FDOT or PSTA. The two facilities include Ulmerton Road near Starkey Road in Largo and 22nd Avenue North at I-275 in St. Petersburg. Park-and-ride program funding in the amount of \$200,000 was received from FDOT in May 2012. Using the \$200,000 Park and Ride funding from FDOT, PSTA improved its Ulmerton Road Park and Ride. The improved facility opened in June 2016.

**2017 Progress:** PSTA has been working with community partners to implement temporary park and rides for special events. In Spring 2017, PSTA partnered with the City of Clearwater to operate free rides to and from the beach from three park and ride locations in downtown Clearwater during the spring break season. In June 2017, PSTA partnered with St. Pete Pride, the City of St. Petersburg, and Pinellas County Schools to operate a park and ride at St. Pete High during the day of St. Pete Pride.



## **DEVELOP A STRONG GOVERNANCE MODEL FOR EFFECTIVE PINELLAS PUBLIC TRANSPORTATION LEADERSHIP**

---

The PSTA Board and its five committees, staff leadership, and transportation partner agencies work together to lead transportation service planning and provision for Pinellas County.

### **Strategic Partnerships**

PSTA works closely with local and regional transportation partners to prioritize transit projects as part of the multi-modal transportation network. The Pinellas MPO prioritizes transportation projects for funding through various federal and state programs. Regional projects included on the MPO's list are brought forth to the Transportation Management Area Group, which includes representation from the three MPOs in the Tampa Bay urbanized area (Hillsborough, Pasco, and Pinellas), for prioritization at the regional level.

TBARTA incorporates priority projects from the MPO and transit agencies in its Master Plan covering the entire Tampa Bay region. Partnerships with each of these agencies to prioritize PSTA projects at the local and regional level are critical to receive funding through certain state and federal programs.

**2017 Progress:** PSTA was awarded state funding for design of a busway from downtown Clearwater to Clearwater Beach and will coordinate closely with Forward Pinellas, FDOT, and City of Clearwater staff. PSTA staff and board members participated in the kick-off workshop for the Regional Transportation Planning & Coordination Best Practices Study, which also included MPO and TBARTA Board Members as well as other key stakeholders from the region. The study is expected to result in recommendations for a framework for improving regional coordination (including the project prioritization process) and enhancing the regional transportation planning coordination structure.

## Legislative Agenda

PSTA's Legislative Committee works directly with PSTA's federal and state lobbyists to advance funding to implement priority PSTA projects. The 2016-2017 state legislative priorities include the Central Avenue BRT, Clearwater to TIA Express Bus, and Tampa Bay Regional Fare Collection. PSTA federal legislative priorities include increased bus and bus facility discretionary funding and a Federal Transit Administration Small Starts Application for Central Avenue BRT.

*2017 Progress: PSTA's 2017-2018 legislative agenda will be developed in Fall 2017.*



## PROVIDE EFFECTIVE, FINANCIALLY VIABLE PUBLIC TRANSPORTATION THAT SUPPORTS OUR COMMUNITY

PSTA is committed to examining all possible financing options, taking strategic cost control measures, maximizing existing revenue sources, sustainable decision making, and seeking new partnership opportunities.

## Sustainability Plan

The incorporation of sustainability principles into planning and operations has become more common in the public transportation industry in recent years. Sustainability is a way to make our communities more livable by integrating and balancing economic, social and environmental needs. The American Public Transportation Association (APTA) has defined what this means for public transportation agencies:

- Employing practices in design and capital construction, such as using sustainable building materials, recycled materials, and solar and other renewable energy sources to make facilities as 'green' as possible.
- Employing practices in operations and maintenance such as reducing hazardous waste, increasing fuel efficiency, adding hybrid vehicles to the bus fleet, creating more efficient lighting and using energy-efficient propulsion systems.
- Employing community-based strategies to encourage land use and transit-oriented development designed to increase public transit ridership.

PSTA's Sustainability Plan was last updated in 2011 and includes goals, strategies, and representative sustainability initiatives. PSTA's 2015 Path Forward strategic plan includes environmental, economic and social sustainability principles, including continuous improvement for riders and community, public outreach commitments, and sustainable capital programs and decision making. PSTA will be updating its sustainability plan to reflect the Path Forward Priorities. PSTA will coordinate with Pinellas County, the Pinellas MPO, and other transit agencies in the Tampa Bay Area.

*2017 Progress: PSTA staff are in the process of drafting a Sustainability Plan that will be made available to internal staff, TRAC committee and board members, and the community through the website. The plan document will summarize past achievement, current initiatives & action items, and stretch goals related to PSTA's environmental, financial, and social sustainability goals. One notable achievement documented in the plan was the re-introduction of an internal recycling program for administrative offices in July 2017. This document also details PSTA's sustainable fleet management program that prioritizes the replacement of vehicles beyond useful life with hybrid-electric and all-electric buses.*

## Service Partnerships

Since 2010, PSTA has partnered with the Jolley Trolley Group and local jurisdictions to provide trolley services between Clearwater Beach, downtown Clearwater, and north coastal communities including Clearwater, Dunedin, Palm Harbor, and Tarpon Springs. In February 2014, in partnership with the City of Safety Harbor, trolley service was extended from Dunedin to Safety Harbor with a stop in between at Countryside Mall. The trolley routes serve select destination points and provide connections to numerous PSTA routes. PSTA also has agreements with the City of St. Pete Beach and Treasure Island, which do not currently belong to the Transit Authority, to jointly purchase PSTA transit service that operates in these communities along the Gulf Boulevard corridor.

Since 2004, PSTA has partnered with the City of St. Petersburg and the Looper Group to provide circulator service in Downtown St. Petersburg. The City provides in-kind maintenance to Looper vehicles.

Through the Transportation Disadvantaged Program, PSTA partners with a number of non-profit agencies to provide transportation to lower income, disabled, and/or older residents who are unable to utilize the fixed route transit system or cannot afford to use PSTA's DART services. These partnerships are important to maximize transportation options for those who are considered transportation disadvantaged.

***2017 Progress:** During 2017, PSTA worked closely with the St. Petersburg Downtown Partnership, the Looper Group, Inc., and the City of St. Petersburg on the downtown St. Petersburg Circulator Study, which identified opportunities for improving circulator service in downtown St. Petersburg. The recommended alternative includes a more streamlined route that operates with greater frequency and service span. The improved route will utilize Looper Trolley vehicles and two new electric buses PSTA will receive in 2018. PSTA will continue to coordinate with the St. Petersburg Downtown Partnership, the Looper Group, Inc., City of St. Petersburg, and Duke Energy to finalize funding commitments, implement the improved service in 2018, and construct an electric bus charging station.*

*In early 2017, PSTA conducted a procurement for trolley services in North County, ultimately awarding a contract to the Jolley Trolley. The contract includes provisions for technology improvements on the trolley vehicles to allow PSTA to collect ridership data and provide real time information to riders.*

*With the City of Safety Harbor opting not to renew funding for the Safety Harbor Jolley Trolley, the trolley service between Dunedin, Countryside Mall, and Safety Harbor was discontinued. PSTA added flexible Connector route between Countryside Mall and downtown Safety Harbor to provide continued service to Safety Harbor.*

## Interagency Partnerships and Collaboration

PSTA coordinates and collaborates with other transportation agencies and local jurisdictions on specific projects to ensure transit components and services are implemented in a cost effective and efficient manner.

### ***Transportation Project Coordination***

PSTA staff regularly meets with local jurisdictions and FDOT in the review of roadway projects to coordinate safe bus stop and/or bus bay locations, shelter permitting, roadway modification impacts to operations, and maintenance of traffic. Since PSTA's vision plan includes premium transit on many corridors that have current or planned major roadway projects, staff is coordinating closely with FDOT to integrate premium transit services and features in design plans where possible and appropriate. Enhanced transit improvements such as shoulder running buses, bus bays, bus bypass lanes, queue jumps, transit signal priority, enhanced stops, and bicycle/pedestrian access infrastructure could be considered as part of these projects. Deliberate and thoughtful inter-agency dialogue will help to ensure projects are carefully coordinated to complement each other and/or leverage available funding for improvements.

Current or upcoming major projects that include a transit component or affect transit services include the following.

- Alt 19 Corridor Strategy Plan (MPO, FDOT)
- US 19 Corridor Master Plan Pilot Project (MPO, FDOT)
- US 19 Interchange Projects (FDOT)
- Bus on Shoulders Study (FDOT)
- Gateway Expressway (FDOT)
- Gandy Boulevard Design Build (FDOT)
- Express Bus in Express Lanes Study (FDOT, Hillsborough & Pinellas MPOs)
- Tampa Bay Next (FDOT)
- Tampa Bay Regional Transit Feasibility Plan (FDOT, HART)
- Howard Frankland Bridge Transit Corridor Evaluation (FDOT, MPO, PSTA)
- Pasadena Ave Corridor Study (FDOT)
- Bicycle and Pedestrian Transit Access Study (FDOT)
- Roadway Safety Audits (FDOT)
- MPO Emphasis Area Studies (MPO) Bus Transfer Analysis (MPO)

***2017 Progress:*** *PSTA regularly participates in transportation projects led by the FDOT, MPO, and local jurisdictions. PSTA staff meets monthly with FDOT and Forward Pinellas to coordinate on transportation projects.*

*PSTA coordinated closely with the City of St. Petersburg, City of South Pasadena, and FDOT on projects within the Central Avenue BRT corridor, including various roadway projects planned with the City of St. Petersburg and on Pasadena Avenue to ensure successful implementation of the BRT project. This coordination is expected to continue in FY2018.*

*PSTA staff also participated on (and will continue to do so) a Technical Review Team for the Tampa Bay Regional Transit Feasibility Plan, which kicked off in 2017. The Plan will establish a regional premium transit vision for connecting the major activity centers in the region and prioritize projects for implementation.*

*State funding for design of a busway from downtown Clearwater to Clearwater Beach was included in the FY2017 state budget. PSTA will coordinate closely with Forward Pinellas, FDOT, and City of Clearwater staff on the project, which will improve travel time of existing trolley services that travel between downtown Clearwater and Clearwater Beach, as well as planned regional express service between Clearwater Beach and Tampa International Airport.*

### ***Development Coordination and Review***

Staff works closely with local communities to review development and redevelopment plans and incorporate passenger amenities as part of the project. This program is very successful with regard to the placement of passenger shelters and benches throughout the community. Staff participates with local communities on redevelopment projects and provides input on conceptual site designs with the objective of improving transit access through site design, enhanced transit facility partnerships, and placement of passenger amenities.

***2017 Progress:*** *PSTA continues to coordinate with local communities on development plans.*

### ***Regional Transportation Interagency Exchange (R/TIES)***

In 2013, FDOT formed R/TIES, which consists of representatives from the MPOs and transit agencies in FDOT District 7. The group developed evaluation criteria and an application process to identify and prioritize regional transit projects seeking funding through FDOT. PSTA will continue to participate in R/TIES and coordinate with other transportation agencies in the region to develop and implement regional projects.

***2017 Progress:*** *PSTA staff continued participation in the R/TIES group and submitted service development and Urban Corridor grant applications for review in April 2017. PSTA will receive the fully request amount of \$900,000 over 3 years for the operating costs of the redesigned circulator route in downtown St. Petersburg.*

## SUSTAINABLE CAPITAL PROGRAM



PSTA has 118 buses that have reached their useful life as of August 2017. The agency has established a sustainable fleet plan to provide for extending the life of an aging bus fleet and to annually purchase a minimum of 8-9 buses. The Board and staff are currently exploring fuel technology options to ensure that environmentally sustainable bus purchases are balanced with the fiscal constraints facing the Agency.

**2017 Progress:** The PSTA board approved the purchase of two electric buses for a redesigned circulator route in downtown St. Petersburg that will begin revenue service in Fall 2018. In addition, the Pinellas County Commission agreed to pay for the charging infrastructure in downtown St. Petersburg using BP Settlement funds. The City of Clearwater is sharing the costs of a new transit center in Clearwater Beach that is beginning construction this year and is scheduled to open in early 2018.

In June 2017, PSTA submitted a grant application for 5 electric buses to the Federal Transit Administration's Low-No Program and also responded to a Request for information (RFI) from the Florida Department of Environmental Protection regarding Volkswagen (VWI) Settlement Funds. PSTA intends to apply for VWI Settlement funds for both hybrid and electric buses, and electric bus charging infrastructure when the application is released. PSTA developed a preliminary electric bus implementation plan to guide the expansion of electric buses within the PSTA fleet.



## CUSTOMER ORIENTED SERVICE REDESIGN

PSTA implemented a System Redesign using the recommendations from the 2013 Community Bus Plan as the framework.

The system redesign process involved reviewing all of PSTA's routes and developing recommendations for streamlining routes, increasing efficiency, and improving the customer experience. The routes were grouped by geography/interconnected routes to make analysis more efficient. The system redesign was originally planned to have 10 phases, but was condensed to 3 phases after the completion of Phase I.

### *System Redesign Process*

For each group/phase of the system redesign, PSTA followed a six-step process:

1. Utilize the 2015 Route Performance Evaluation to identify performance of routes included in the phase.
2. Consult the 2013 Community Bus Plan recommendations.
3. Conduct a targeted technical analysis involving review of current demographic and ridership data and rider surveys.
4. Review financial implications of any proposed route modifications.
5. Identify transportation alternatives for any riders affected by route modifications.
6. Engage the public and present final recommendations for PSTA board action.

## 2017 Progress:

Following the implementation of the Phase I and II redesign in 2016, PSTA implemented Phase II recommendations in 2017.

Phase III – After the Phase II redesign of downtown St. Petersburg, PSTA planning staff focused on making service improvements for the rest of Pinellas County. The county wide improvements were originally to be done in 8 geographically grouped phases, but are now being completed in 2 phases. The first round of improvements was completed in October 2016, and the second in February 2017. For each route, staff reviewed recommendations made by the Community Bus Plan, examined where ridership was highest and lowest along the route, transfer affinities, and various route performance measures. Recommendations were presented to the TRAC Committee, public, PSTA operators, and others for comment. The final recommendations were based on the input received. The Board approved service changes to Routes 4, 7, 11, 14, 18, 19, 23, 52, 59, 61, 62, 66L, 67, 73, 74, 78, Dunedin Palm Harbor Connector, Tampa Oldsmar Connector, and the Jolley Trolley Coastal.



## INCREMENTAL EXPANSION

By implementing premium transit service pilot projects and upgrading over capacity facilities, PSTA can incrementally expand toward the long-term vision while showing the community the benefits of investing in transit improvements. PSTA is actively seeking funding for incremental expansion projects.

### Central Avenue Bus Rapid Transit

An Alternatives Analysis was previously completed for the Central Avenue BRT service in St. Petersburg's Central Avenue corridor from downtown St. Petersburg to the Gulf beaches. The Central Avenue BRT service would support local revitalization and economic development plans as well as tourism. It will also complement local service provided by the existing Central Avenue Trolley by providing faster, limited stop travel from downtown to the beaches, seven days a week on 1st Avenue North and 1st Avenue South. This BRT route would be the first of what is envisioned as a future network of rapid transit services connecting workers, residents, and visitors to economic centers and tourist destinations

**2017 Progress:** During 2017, PSTA and its project consultants conducted additional technical analysis and public outreach as part of the Project Development project. PSTA coordinated closely with FTA on the required environmental analysis and with the City of St. Petersburg on preliminary design and public outreach. PSTA also coordinated with stakeholders in the City of South Pasadena and St. Pete Beach. A TIP amendment was approved by the MPO in July. The project was then amended in the STIP in August. The Small Starts Submittal package will be submitted in FTA no later than September 10.

### **Downtown St. Petersburg Circulator Study (NEW)**

PSTA began an analysis of transit circulation within downtown St. Petersburg in June 2016. The analysis looks at the following to help PSTA identify options for a modified or new network of circulator services in downtown St. Petersburg: existing circulator bus; the grid network of regular PSTA routes; travel needs in downtown St. Petersburg; and connectivity to other transportation services including the planned bus rapid transit line between downtown and the beaches, planned ferry service, and bike share stations.

**2017 Progress:** *Following technical analysis on more than 12 alternatives and public outreach with downtown St. Petersburg stakeholders, a recommended alternative was identified in Summer 2017. The recommend alternative is a streamlined version of the Looper trolley route that will be operated with greater frequency across a longer service span, starting in October 2018. The route will also be the first to utilize two new electric buses that PSTA will receive in 2018 (in addition to existing trolleys). In July 2017, the St. Petersburg City Council approved a resolution of support for the general alignment and funding.*

### **Clearwater Beach to Tampa International Airport Express**

The Clearwater Beach to TIA Express service would provide regional connectivity between Pinellas County Beaches and TIA as well as major employment centers including downtown Clearwater, the Westshore Area, and downtown Tampa, supporting both tourism and regional economic development. This express service will complement local service provided by the existing and highly successful Route 60, the most productive local route in the PSTA system. The Clearwater Beach to TIA Express is expected to attract new ridership with expedited, limited stop service seven days a week. PSTA is currently seeking additional funding sources beyond already identified state grant funding to fully fund the service.

**2017 Progress:** *Funding for design of a busway from downtown Clearwater to Clearwater Beach that was included in the FY2018 state budget and the Clearwater Beach Transit Center partnership project with the City of Clearwater (opening in 2018) will both benefit the planned Clearwater Beach to TIA Express Bus service. PSTA continues to work with partners to identify funding for the service.*

### **Downtown St Petersburg to Downtown Tampa Express (NEW)**

The downtown St. Petersburg to downtown Tampa Express Bus service would allow people to travel seamlessly between downtown St. Petersburg and downtown Tampa via the Gandy Bridge. This service would extend the commuter service route provided by the 100X to downtown St. Petersburg and provide increased service span and frequency. In addition, the service would provide an alternative for people during construction of the Howard Frankland Bridge and Tampa Bay Next projects.

**2017 Progress:** *PSTA continues to work with partners to identify potential funding for this project. PSTA is also coordinating with FDOT on its Bus on Shoulders Study as the results may positively benefit this service.*

### **Downtown St. Petersburg to Tampa International Airport Express**

The downtown St. Petersburg to TIA Express would provide new regional connectivity between downtown St. Petersburg, the Gateway Area, and TIA using the Tampa Bay Next Express Lanes and related improvements. The service would connect directly into the Central Avenue BRT for service to the beaches.

This route is expected to generate new ridership and support both the tourism industry and regional economic development.

**2017 Progress:** PSTA continues to work with partners to identify potential funding for this project. PSTA is also coordinating with FDOT on its Bus on Shoulders Study as the results may positively benefit this service.

**Clearwater Intermodal Center**

The Clearwater Intermodal Center would replace the currently over capacity Park Street Terminal in downtown Clearwater. A site selection process is currently underway, to be followed by environmental analysis and design. The Clearwater Intermodal Center project is being coordinated with the City of Clearwater’s economic development and downtown improvement plan.

**2017 Progress:** PSTA conducted a site selection process and identified a preferred site on the northwest corner of Court St. and Myrtle Ave. PSTA developed a scope of work in partnership with City of Clearwater staff to complete preliminary engineering and application for Categorical Exclusion under the NEPA process. The proposed scope is aimed at delivering a concept site plan with up to three alternative designs. The scope also includes development of an incremental phasing plan that would allow for both temporary and ongoing permanent facilities to be placed on the property.

Figure 7: PSTA Trolley at Clearwater



**Evening, Weekend and Frequency Improvements (NEW)**

PSTA plans to add later service hours and/or increased frequency to select routes throughout the service area. The goal is for the selected routes to have consistent service hours and frequency on weekdays, Saturdays and Sundays.

Figure 8: February 2017 Service Changes

**2017 Progress:** In February 2017, PSTA expanded service hours and/or frequency on 12 routes. Half of this service enhancement is funded through an FDOT Service Development Grant for the first two years of operation. Figure 8 shows the list of enhancements made to the 12 routes.

Route	Earlier Weekday	Later Weekday	Later Saturday	Later Sunday	More Frequent Saturday	More Frequent Sunday
4				✓		
7			✓	✓		
11				✓		✓
14		✓	✓	✓		✓
18				✓		
19				✓		
23				✓		✓
52			✓		✓	
59		✓	✓		✓	
66L	✓					
73			✓		✓	
78		✓	✓	✓	✓	✓

## Rideshare Services (NEW)

Application based rideshare services such as Uber and Lyft allow consumers to submit a trip request through their smartphones which is then routed to drivers who use their own cars to provide the trips. Taxi cab companies have also begun offering similar smartphone apps. Like many other transit agencies around the country, PSTA has started to partner with rideshare companies to provide first/last mile connections, feeder services, guaranteed ride home services, and transportation at times public transit is not available. PSTA is also working to develop a pilot program using rideshare service. In 2016, PSTA contracted with Uber and United Taxi to implement the Direct Connect Program in Pinellas Park and East Lake to allow PSTA riders to get to select bus stops at a discounted rate. Later in 2016, PSTA introduced the Transportation Disadvantaged (TD) Late Shift Program to provide 23 free rides per month to TD customers using Uber or United Taxi when buses are not in service (10pm to 6am). Through this program, TD customers can also get one on-demand trip monthly from Uber or United Taxi for \$3.00 for urgent daytime needs.

***2017 Progress:** PSTA expanded its Direct Connect Program to 8 locations to provide more first/last mile connections throughout Pinellas County. For the Late Shift Program, PSTA was awarded a second Mobility Enhancement Grant from the Florida Commission for the Transportation Disadvantage for FY2018.*

*PSTA also received a grant award through the FTA's Mobility on Demand Program to develop and utilize an integrated app that will allow PSTA to demonstrate how Transportation Network Companies can be employed to provide same-day, on-demand and potentially lower cost paratransit services. PSTA has partnered with Lyft, Goin' Software, United Taxi, CareRide, and CUTR on this project, which began in Spring 2017.*

## Automated Vehicle Technologies

FDOT is working to create a framework for deployment of automated vehicle technologies on public roadways through the Florida Automated Vehicles (FAV) Initiative. According to the FAV, automated vehicles include both autonomous and connected vehicle technologies. An autonomous vehicle (AV) is any vehicle equipped with advanced sensors (radar, LIDAR, cameras, etc.) and computing abilities to perceive its surroundings and activate steering, braking, and acceleration without operator input. Connected vehicles (CV) employ vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communication to provide real-time warnings to a human driver to help them avoid crashes.

Additional information can include traffic signal status, traffic congestion and construction warnings, as well as impending severe weather events. Both technologies have the potential to improve safety and efficiency of our transportation system in Florida since over 90 percent of traffic crashes are due to human error. CV technologies can also allow back office systems such as the traffic signal control system to react to real-time information from the vehicle.

Public transportation agencies throughout Florida, including PSTA, have been partnering with FDOT to test various technologies. In addition, transit agencies outside of Florida are conducting automated vehicle technology demonstration projects to evaluate driver assist systems for shoulder running buses, automated docking of bus rapid transit vehicles, and crash warning and avoidance systems.

*2017 Progress: PSTA staff participated in an Automated Vehicle Symposium in July 2017 and continues to monitor advancements in automated vehicle technologies so that it can integrate new projects and services when possible. PSTA also partnered with Pinellas County on an Advanced Transportation & Congestion Management Technologies Deployment (ATCMTD) grant application submitted to the Federal Highway Administration in June 2017. If awarded, PSTA will partner with Pinellas County to implement an autonomous vehicle project in Pinellas County.*

## FINANCIAL PLAN SUMMARY

---

PSTA's ten-year financial plan reflects the Path Forward strategic plan and is built on PSTA's draft FY2018 budget (to be adopted in September 2017).

Funding for implementation of the long-term vision has not yet been identified. As such, the TDP financial plan does not make any assumptions about new revenue sources. Any new revenues received to implement PSTA's priority projects and incrementally expand toward the long-term vision will require Board discussion and be reflected in future year TDP progress reports.

The Financial Plan included in Appendix A has been updated for this Progress Report to include the new 10<sup>th</sup> year.

## Appendix A - Ten Year Operating Budget Projections

	Projected Budget			Proposed Budget			Projected Budget			Projected Budget			Projected Budget		
	Fiscal Year	2017	% Change	Fiscal Year	2018	% Change	Fiscal Year	2019	% Change	Fiscal Year	2020	% Change	Fiscal Year	2021	% Change
<b>Revenues</b>															
Passenger Fares	\$	11,031,217	0.63%	\$	11,100,717	0.00%	\$	11,100,717	0.00%	\$	11,100,717	0.00%	\$	11,100,717	0.00%
Auxiliary		562,335	4.77%		589,165	2.00%		600,948	2.00%		612,967	2.00%		625,226	2.00%
Non-Transportation		513,870	41.28%		726,020	2.00%		740,540	2.00%		755,351	2.00%		770,458	2.00%
Taxes		41,500,000	9.34%		45,374,410	4.30%		47,325,510	-0.35%		47,161,779	3.30%		48,718,118	3.30%
Local Beach Trolley & Rt. 35		1,178,540	7.78%		1,270,197	7.00%		1,359,111	7.00%		1,454,249	7.00%		1,556,046	7.00%
State Reimbursement - Fuel Tax		608,470	9.70%		667,490	2.00%		680,840	2.00%		694,457	2.00%		708,346	2.00%
State Grants		8,066,352	13.31%		9,140,010	3.50%		9,459,910	3.50%		9,791,007	3.50%		10,133,692	3.50%
Federal Grants		5,633,649	1.95%		5,743,677	0.00%		5,743,677	0.00%		5,743,677	0.00%		5,743,677	0.00%
Federal Grants MPO Pass-Thru		80,000	0.00%		80,000	0.00%		80,000	0.00%		80,000	0.00%		80,000	0.00%
Transfer (To) From Reserves		0			0			0			0			0	
<b>Total</b>	\$	69,174,433	7.98%	\$	74,691,686	3.21%	\$	77,091,253	0.39%	\$	77,394,204	2.64%	\$	79,436,280	2.66%
<b>Expenditures</b>															
Salaries		30,351,840	4.16%		31,614,400	3.50%		32,720,904	3.50%		33,866,136	3.50%		35,051,451	3.50%
Fringe Benefits		11,152,804	20.25%		13,411,194	10.00%		14,752,313	10.00%		16,227,544	10.00%		17,850,298	10.00%
Services		3,956,305	15.69%		4,577,205	2.50%		4,691,635	2.50%		4,808,926	2.50%		4,929,149	2.50%
Diesel Fuel		4,392,830	-1.36%		4,333,075	3.50%		4,484,733	3.50%		4,641,689	3.50%		4,804,158	3.50%
Supplies		5,689,920	-2.99%		5,519,955	4.60%		5,773,873	4.60%		6,039,471	4.60%		6,317,287	4.60%
Insurance		1,628,410	2.01%		1,661,100	2.50%		1,702,628	2.50%		1,745,194	2.50%		1,788,624	2.50%
Utilities		1,012,480	-3.17%		980,370	2.50%		1,004,879	2.50%		1,030,001	2.50%		1,055,751	2.50%
Taxes & Licenses		886,950	-2.31%		866,440	2.00%		883,769	2.00%		901,444	2.00%		919,473	2.00%
Purchased Transportation - DART		6,856,250	2.40%		7,020,810	2.60%		7,203,351	3.40%		7,448,265	4.00%		7,746,196	4.00%
Purchased Transportation - TD		877,130	0.80%		884,190	2.60%		907,169	3.40%		938,013	4.00%		975,534	4.00%
Purchased Transportation - Trolleys		1,912,430	24.08%		2,372,973	3.00%		2,444,162	4.00%		2,541,928	3.00%		2,618,186	3.00%
Miscellaneous		733,735	28.04%		939,475	2.50%		982,962	2.50%		987,036	2.50%		1,011,712	2.50%
<b>Total</b>	\$	69,451,084	6.81%	\$	74,181,177	4.52%	\$	77,532,378	4.70%	\$	81,175,657	4.79%	\$	85,088,019	4.86%
<b>Revenue Over / (Under) Expenditures</b>	\$	(276,651)		\$	510,509		\$	(441,125)		\$	(3,781,453)		\$	(5,631,739)	

Projected Budget			Projected Budget			Projected Budget			Projected Budget			Projected Budget		
Fiscal Year	% Change	Fiscal Year	% Change	Fiscal Year	% Change	Fiscal Year	% Change	Fiscal Year	% Change	Fiscal Year	% Change	Fiscal Year	% Change	
2022		2023		2024		2025		2026		2027		2027		
0.7305 Millage		0.7305 Millage		0.7305 Millage		0.7305 Millage		0.7305 Millage		0.7305 Millage		0.7305 Millage		
\$ 11,100,717	0.00%	\$ 11,100,717	0.00%	\$ 11,100,717	0.00%	\$ 11,100,717	0.00%	\$ 11,100,717	0.00%	\$ 11,100,717	0.00%	\$ 11,100,717	0.00%	
637,731	2.00%	650,486	2.00%	663,496	2.00%	676,766	2.00%	690,301	2.00%	704,107	2.00%	718,184	2.00%	
785,867	2.00%	801,584	2.00%	817,616	2.00%	833,988	2.00%	850,647	2.00%	867,660	2.00%	884,999	2.00%	
50,325,816	3.30%	51,986,568	3.30%	53,702,125	3.30%	55,474,285	3.30%	57,304,947	3.30%	59,196,010	3.30%	61,146,573	3.30%	
1,664,969	7.00%	1,781,517	7.00%	1,908,223	7.00%	2,039,659	7.00%	2,176,435	7.00%	2,319,205	7.00%	2,467,525	7.00%	
722,513	2.00%	736,963	2.00%	751,702	2.00%	766,736	2.00%	782,071	2.00%	797,712	2.00%	813,653	2.00%	
10,488,371	3.50%	10,855,464	3.50%	11,235,405	3.50%	11,628,644	3.50%	12,035,647	3.50%	12,456,895	3.50%	12,893,100	3.50%	
5,743,677	0.00%	5,743,677	0.00%	5,743,677	0.00%	5,743,677	0.00%	5,743,677	0.00%	5,743,677	0.00%	5,743,677	0.00%	
80,000	0.00%	80,000	0.00%	80,000	0.00%	80,000	0.00%	80,000	0.00%	80,000	0.00%	80,000	0.00%	
\$ 81,549,861	2.68%	\$ 83,736,976	2.70%	\$ 86,000,961	2.72%	\$ 88,344,462	2.75%	\$ 90,770,442	2.77%	\$ 93,281,983	2.77%	\$ 95,875,973	2.77%	
36,278,252	3.50%	37,547,991	3.50%	38,862,171	3.50%	40,222,347	3.50%	41,630,129	3.50%	43,087,184	3.50%	44,593,113	3.50%	
19,635,328	10.00%	21,598,861	10.00%	23,758,747	10.00%	26,134,622	10.00%	28,748,084	10.00%	31,622,892	10.00%	34,781,600	10.00%	
5,052,378	2.50%	5,178,687	2.50%	5,308,154	2.50%	5,440,858	2.50%	5,576,879	2.50%	5,716,301	2.50%	5,860,138	2.50%	
4,972,304	3.50%	5,146,335	3.50%	5,328,457	3.50%	5,518,883	3.50%	5,705,834	3.50%	5,905,638	3.50%	6,118,800	3.50%	
6,607,882	4.60%	6,911,845	4.60%	7,229,790	4.60%	7,562,360	4.60%	7,910,229	4.60%	8,274,100	4.60%	8,654,488	4.60%	
1,833,545	2.50%	1,879,384	2.50%	1,926,369	2.50%	1,974,528	2.50%	2,023,891	2.50%	2,074,488	2.50%	2,126,223	2.50%	
1,082,145	2.50%	1,109,199	2.50%	1,136,929	2.50%	1,165,352	2.50%	1,194,466	2.50%	1,224,348	2.50%	1,254,905	2.50%	
937,862	2.00%	956,619	2.00%	975,751	2.00%	995,266	2.00%	1,015,171	2.00%	1,035,474	2.00%	1,056,173	2.00%	
8,056,044	4.00%	8,378,286	4.00%	8,713,417	4.00%	9,061,954	4.00%	9,424,432	4.00%	9,801,409	4.00%	10,193,300	4.00%	
1,014,555	4.00%	1,055,137	4.00%	1,097,342	4.00%	1,141,236	4.00%	1,186,885	4.00%	1,234,360	4.00%	1,283,785	4.00%	
2,696,732	3.00%	2,777,634	3.00%	2,860,963	3.00%	2,946,792	3.00%	3,035,196	3.00%	3,126,252	3.00%	3,219,975	3.00%	
1,037,005	2.50%	1,062,930	2.50%	1,089,503	2.50%	1,116,741	2.50%	1,144,660	2.50%	1,173,277	2.50%	1,202,200	2.50%	
\$ 89,204,032	4.93%	\$ 93,602,908	5.00%	\$ 98,285,593	5.08%	\$ 103,274,939	5.15%	\$ 108,595,876	5.23%	\$ 114,275,623	5.23%	\$ 120,275,623	5.23%	
\$ (7,654,371)		\$ (9,865,932)		\$ (12,284,632)		\$ (14,930,477)		\$ (17,825,434)		\$ (20,993,640)		\$ (24,399,640)		

## Appendix B - Capital Improvement Program-DRAFT

Project Title		Funding	Total Project Budget	Life to Date Costs As of 6/30/17	FY 2018 Project Budget	FY 2019 Project Budget	FY 2020 Project Budget	FY 2021 Project Budget	FY 2022 Project Budget
<b>Vehicles</b>									
1	Bus Training - Gillig	FL 90-X841	6,700	6,700	-	-	-	-	-
2	Heavy Duty Vehicle Lift	FTA	2,000,000	-	-	-	2,000,000	-	-
3	Bridge Crane	FL 90-X689	154,000	154,000	-	-	-	-	-
4	Portable Brake Dynamometer	FL-2017-024	150,000	150,000	-	-	-	-	-
5	Wheel Alignment Machine	FTA	300,000	-	300,000	-	-	-	-
6	Parallelogram Lift	FTA	250,000	-	250,000	-	-	-	-
	<b>Total Equipment for Buses</b>		<b>\$ 2,860,700</b>	<b>\$ 310,700</b>	<b>\$ 550,000</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>
7	Radio Replacement/Upgrade - Buses	FTA	1,700,000	-	-	-	1,700,000	-	-
	<b>Total Radios</b>		<b>\$ 1,700,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,700,000</b>	<b>\$ -</b>	<b>\$ -</b>
8	Farebox Rebuild	FL 90-X873	500,000	500,000	-	-	-	-	-
9	Farebox Rebuild	FL-2017-024	177,060	177,060	-	-	-	-	-
	<b>Total Farebox Rebuild</b>		<b>\$ 677,060</b>	<b>\$ 677,060</b>	<b>\$ -</b>				
10	Replacement Connector Buses (6)	FL-2017-024	1,168,000	-	1,168,000	-	-	-	-
11	Replacement Connector Vehicles	Restricted Funds - FL-2017-024	253,157	-	253,157	-	-	-	-
12	Replacement Connector Vehicles (2)	Section 5310	288,000	-	288,000	-	-	-	-
13	Replacement Connector Vehicles	FDOT	36,000	-	36,000	-	-	-	-
14	Replacement Connector Vehicles	Capital Reserve Funds	36,000	-	36,000	-	-	-	-
	<b>Total Connector Vehicles</b>		<b>\$ 1,781,157</b>	<b>\$ -</b>	<b>\$ 1,781,157</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
15	Replacement Buses with Tooling and Training (FY 2016)	FL 90-X873	5,442,243	5,442,243	-	-	-	-	-
16	Replacement Buses (FY 2017)	FL 90-X841	788,432	-	788,432	-	-	-	-
17	Replacement Buses with tooling and training (FY 2017)	FL-2017-024	1,515,247	2,453	1,513,247	-	-	-	-
18	Replacement Buses with tooling and training (FY 2017)	Restricted Funds - FL-2017-024	97,706	-	97,706	-	-	-	-
19	Replacement Buses with tooling and training	FTA Carry Forward Funds	3,261,300	-	399,096	1,863,991	998,213	-	-
20	Replacement Buses with tooling and training	FTA	18,970,136	-	6,260,904	4,995,809	2,774,315	2,497,004	2,442,104
21	Replacement Buses	Capital Reserve Funds	5,831,727	-	921,868	-	921,868	2,354,704	2,555,155
22	Hybrid Component Replacement Program	Capital Reserve Funds	2,530,000	-	1,045,000	495,000	330,000	330,000	330,000
	<b>Total Buses</b>		<b>\$ 38,437,244</b>	<b>\$ 5,444,696</b>	<b>\$ 10,104,385</b>	<b>\$ 7,354,800</b>	<b>\$ 5,024,396</b>	<b>\$ 5,181,708</b>	<b>\$ 5,327,259</b>
23	Pilot Electric Buses with tooling and training	FL-2017-024	1,711,625	-	1,711,625	-	-	-	-
24	Electric Bus Charging Stations - Install	Pinellas County	173,000	-	173,000	-	-	-	-
25	Electric Bus Charging Stations	Pinellas County	416,000	-	416,000	-	-	-	-
26	Facilities Electrical Upgrades (Equip & Charging)	FL-2017-024	150,000	75,000	75,000	-	-	-	-
27	Electric Charging Station Install	FTA	577,000	-	77,000	500,000	-	-	-
28	Replacement Electric Buses	FTA	5,523,588	-	-	-	1,808,696	1,829,996	1,884,896
	<b>Total Electric Buses</b>		<b>\$ 8,551,213</b>	<b>\$ 75,000</b>	<b>\$ 2,452,625</b>	<b>\$ 500,000</b>	<b>\$ 1,808,696</b>	<b>\$ 1,829,996</b>	<b>\$ 1,884,896</b>
29	Support Vehicles - Vans	Capital Reserve Funds	17,500	7,500	10,000	-	-	-	-
30	Support Vehicles - Shop Trucks	Capital Reserve Funds	62,000	-	62,000	-	-	-	-
31	Support Vehicles - Road Supervisors	Capital Reserve Funds	224,000	-	224,000	-	-	-	-
	<b>Total Support Vehicles</b>		<b>\$ 303,500</b>	<b>\$ 7,500</b>	<b>\$ 72,000</b>	<b>\$ 224,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Project Title	Funding	Total Project Budget	Life to Date Costs As of 6/30/17	FY 2018 Project Budget	FY 2019 Project Budget	FY 2020 Project Budget	FY 2021 Project Budget	FY 2022 Project Budget
32 Wheelchair Securement Equipment	Section 5310	274,451	274,451					
33 Wheelchair Securement Equipment	FDOT	34,306	34,306					
34 Wheelchair Securement Equipment	Capital Reserve Funds	34,306	34,306					
<b>Total Wheelchair Securement Equipment</b>		<b>\$ 343,063</b>	<b>\$ 343,063</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
35 Wheelchair Ramp Equipment	Section 5310	40,000	40,000					
36 Wheelchair Ramp Equipment	FDOT	5,000	5,000					
37 Wheelchair Ramp Equipment	Capital Reserve Funds	5,000	5,000					
<b>Total Wheelchair Ramp Equipment</b>		<b>\$ 50,000</b>	<b>\$ 50,000</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
<b>Total Vehicles</b>		<b>#REF!</b>	<b>#REF!</b>	<b>#REF!</b>	<b>#REF!</b>	<b>#REF!</b>	<b>#REF!</b>	<b>#REF!</b>
<b>Passenger Amenities</b>								
38 Passenger Benches (2017)	FL-2017-024	31,250	4,864	26,386				
39 Passenger Benches (future)	FTA	57,500		32,500	25,000			
40 Bus Stop Poles/Hardware	FTA	15,000		15,000				
41 Bus Stop Trash Cans	FTA	18,900		18,900				
42 Purchase Simne Seats	FTA	31,000		31,000				
<b>Total Other Passenger Amenities</b>		<b>\$ 153,650</b>	<b>\$ 4,864</b>	<b>\$ 123,786</b>	<b>\$ 25,000</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
43 Pedestrian Access/Walkways (FY 2016-2017)	FL 90-0723	556,988	556,988					
44 Pedestrian Access/Walkways (FY 2017)	FL 90-0758	500,000	500,000					
45 Pedestrian Access/Walkways (FY 2017)	FL 90-0811	76,109	76,109					
46 Pedestrian Access/Walkways (FY 2018)	FL 90-0841	200,000		200,000				
47 Pedestrian Access/Walkways (FY 2018)	FL-2017-024	200,000		200,000				
48 Pedestrian Access/Walkways	FTA	800,000		800,000	200,000	200,000	200,000	200,000
<b>Total Pedestrian Access/Walkways</b>		<b>\$ 2,333,097</b>	<b>\$ 1,133,097</b>	<b>\$ 400,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>
49 Passenger Shelters	FL 90-X689	764,384	764,384					
50 Passenger Shelters	FL 90-X783	200,000	200,000					
51 Passenger Shelters-Design	FL 90-X783	22,500	12,487	10,013				
52 Passenger Shelters	FL 90-X841	400,000	400,000					
53 Passenger Shelters	FL 90-X873	55,908	55,908					
54 Passenger Shelters	FL-2017-024	168,900		168,900				
55 Passenger Shelters	FTA	1,232,500		1,232,500	170,000	425,000	212,500	425,000
<b>Total Passenger Shelters</b>		<b>\$ 2,844,192</b>	<b>\$ 1,376,871</b>	<b>\$ 234,821</b>	<b>\$ 170,000</b>	<b>\$ 425,000</b>	<b>\$ 212,500</b>	<b>\$ 425,000</b>
56 CDBG Shelter Project	FL 90-X873	28,404		28,404				
57 CDBG Shelter Project	CDBG Grant - Pinellas County	60,125		60,125				
<b>Total CDBG Shelter Program</b>		<b>\$ 88,529</b>	<b>\$</b>	<b>\$ 88,529</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
58 Skyway Marina District Shelter Project	Skyway Marina District	71,325	71,325					
<b>Total Skyway Marina District Shelter Program</b>		<b>\$ 71,325</b>	<b>\$ 71,325</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
59 Passenger Shelters Match Program (FY 2017)	FL 90-X873	48,901	48,901					
60 Passenger Shelters Match Program (FY 2017)	City of Madeira Beach	1,930	1,930					
61 Passenger Shelters Match Program (FY 2017)	Capital Reserve Funds	4,670	4,670					
62 Passenger Shelters Match Program (FY 2017)	Skyway Marina District	38,513	38,513					
63 Passenger Shelters Match Program (FY 2018)	FL-2017-024	31,100	31,100					
64 Passenger Shelters Match Program (FY 2018)	FTA	247,500		30,000	30,000	75,000	37,500	75,000
<b>Total Passenger Shelters Match Program</b>		<b>\$ 372,613</b>	<b>\$ 125,113</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 75,000</b>	<b>\$ 37,500</b>	<b>\$ 75,000</b>



Project Title	Funding	Total Project Budget	Life to Date Costs As of 6/30/17	FY 2018 Project Budget	FY 2019 Project Budget	FY 2020 Project Budget	FY 2021 Project Budget	FY 2022 Project Budget
93 Mobility On Demand (MOD) Sandbox	FL2017-031	500,000	26,943	473,057	-	-	-	-
94 Mobility On Demand (MOD) Sandbox	Capital Reserve Funds	125,000	11,580	113,420	-	-	-	-
	<b>Total MOD Sandbox</b>	<b>\$ 625,000</b>	<b>\$ 38,523</b>	<b>\$ 586,477</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
95 Transit Asset Management Consultant	FL90-X758	70,000	17,500	52,500	-	-	-	-
	<b>Total TAM Consultant</b>	<b>\$ 70,000</b>	<b>\$ 17,500</b>	<b>\$ 52,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
96 SR 60 Multi Modal Study	FL90-X841	47,137	47,137	-	-	-	-	-
	<b>Total SR 60 Multi Modal Study</b>	<b>\$ 47,137</b>	<b>\$ 47,137</b>	<b>\$ -</b>				
97 Long Range Planning	FTA	300,000	-	-	100,000	-	-	-
	<b>Total Long Range Planning</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ -</b>
98 Regional Fare Media Project	FL90-X689	28,149	28,149	-	-	-	-	-
99 Regional Fare Media Project	FL90-X723	979,208	979,208	-	-	-	-	-
100 Regional Fare Media Project	FL90-X758	1,109,548	484,991	316,635	307,922	-	-	-
101 Regional Fare Media Project	FL90-X783	346,269	346,269	-	-	-	-	-
102 Regional Fare Media Project	FL90-X811	668,639	668,639	-	-	-	-	-
103 Regional Fare Media Project	FL90-X841	155,579	91,266	64,313	-	-	-	-
104 Regional Fare Media Project	FTA	601,841	601,841	-	-	-	-	-
105 Regional Fare Media Project	FDOT	832,580	832,580	-	-	-	-	-
	<b>Total Regional Fare Media Project</b>	<b>\$ 4,693,664</b>	<b>\$ 4,004,794</b>	<b>\$ 380,948</b>	<b>\$ 307,922</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
	<b>Total Training and Third Party Contracts</b>	<b>\$ 8,417,158</b>	<b>\$ 4,523,989</b>	<b>\$ 1,885,247</b>	<b>\$ 672,922</b>	<b>\$ 445,000</b>	<b>\$ 445,000</b>	<b>\$ 445,000</b>

Facilities	Funding	Total Project Budget	Life to Date Costs As of 6/30/17	FY 2018 Project Budget	FY 2019 Project Budget	FY 2020 Project Budget	FY 2021 Project Budget	FY 2022 Project Budget
106 Clearwater Downtown Intermodal Terminal	FL04-0135	1,250,000	13,905	936,095	300,000	-	-	-
107 Radio Communication Upgrade - Facilities	FL90-X689	89,882	89,882	-	-	-	-	-
108 Chair Replacement Project	FL90-X841	89,906	89,906	-	-	-	-	-
109 Rehab/Renovation Facilities - Scherer Drive	FL90-X841	80,000	3,965	76,035	-	-	-	-
110 Air Compressors	FTA	100,000	-	100,000	-	-	-	-
111 Key Card System	FTA	750,000	-	375,000	-	-	-	-
112 Charging Area - Electric Buses	FTA	3,000,000	-	-	-	-	3,000,000	-
113 Park Street Terminal - Retrofit	Capital Reserve Funds	250,000	50,000	200,000	-	-	-	-
	<b>Total Other Facilities</b>	<b>\$ 5,609,788</b>	<b>\$ 247,658</b>	<b>\$ 1,587,130</b>	<b>\$ 775,000</b>	<b>\$ -</b>	<b>\$ 3,000,000</b>	<b>\$ -</b>
114 St. Pete Transit Center	FDOT	500,000	-	-	500,000	-	-	-
115 St. Pete Transit Center	City of St. Petersburg	500,000	-	-	500,000	-	-	-
	<b>Total St. Pete Transit Center</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
116 A/C Chiller and Building Control System	FL90-X689	500,056	500,056	-	-	-	-	-
117 A/C Chiller and Building Control System	FL2017-024	803,295	539,735	263,560	-	-	-	-
	<b>Total A/C Chiller and Building Control System</b>	<b>\$ 1,303,351</b>	<b>\$ 1,039,791</b>	<b>\$ 263,560</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
118 Granicus Agenda Management System	FL90-X723	22,000	22,000	-	-	-	-	-
119 Audio Visual Equipment - Boardroom	FL90-X873	145,307	145,307	-	-	-	-	-
120 Audio Visual Equipment - Auditorium	Capital Reserve Funds	44,022	44,022	-	-	-	-	-
121 Audio Visual Equipment - Replacement	FTA	213,000	-	-	-	-	-	213,000
	<b>Total Audio Visual Equipment - Boardroom/Auditorium</b>	<b>\$ 424,329</b>	<b>\$ 211,329</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 213,000</b>
122 Service Lane Infrastructure	FL90-X723	130,000	-	130,000	-	-	-	-
123 Service Lane Infrastructure	FL90-X841	115,000	6,000	109,000	-	-	-	-
	<b>Total Service Lane Infrastructure</b>	<b>\$ 245,000</b>	<b>\$ 6,000</b>	<b>\$ 239,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
	<b>Total Facilities</b>	<b>\$ 8,582,468</b>	<b>\$ 1,504,778</b>	<b>\$ 2,089,690</b>	<b>\$ 1,775,000</b>	<b>\$ -</b>	<b>\$ 3,000,000</b>	<b>\$ 213,000</b>

Project Title	Funding	Total Project Budget	Life to Date Costs As of 6/30/17	FY 2018 Project Budget	FY 2019 Project Budget	FY 2020 Project Budget	FY 2021 Project Budget	FY 2022 Project Budget
<b>Technology</b>								
<b>COMPUTER HARDWARE</b>								
124 Fiber Upgrade	FL 90-X723	60,000	19,998	40,002	-	-	-	-
125 UPS Upgrade Project	FL 90-X783	40,950	40,950	-	-	-	-	-
126 Virtual Des.ktop Server Hardware	FL 90-X783	66,100	19,819	46,281	-	-	-	-
127 Replace/Upgrade Phone System and Phones	FL 90-X873	250,000	-	250,000	-	-	-	-
128 Polycorn Conference Phones	FL-2017-024	3,600	-	3,600	-	-	-	-
129 Replacement Work Stations	FL-2017-024	146,000	-	146,000	-	-	-	-
130 Audio/Video Equipment	Capital Reserve Funds	13,852	-	13,852	-	-	-	-
131 Clever Devices Retrofit - Purchase Transportation	Capital Reserve Funds	350,000	-	350,000	-	-	-	-
132 Laptop - Marketing	Capital Reserve Funds	5,511	5,511	-	-	-	-	-
133 Printers	Capital Reserve Funds	70,000	70,000	-	-	-	-	-
134 Bus Wi-Fi	FTA	600,000	-	600,000	-	-	-	-
135 Data Center Upgrade-EOC Move	FTA	300,000	-	300,000	-	-	-	-
136 Photo ID System	FTA	25,000	-	25,000	-	-	-	-
137 Clever Works - New Module (Turn by Turn)	FTA	500,000	-	500,000	-	-	-	-
<b>Total Other Computer Hardware</b>		<b>\$ 2,431,013</b>	<b>\$ 156,278</b>	<b>\$ 874,735</b>	<b>\$ 1,400,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
138 Purchase Servers	FL 90-X723	200,000	64,946	135,054	-	-	-	-
139 Purchase Servers	FTA	175,000	-	175,000	-	-	-	-
<b>Total Purchase Servers</b>		<b>\$ 375,000</b>	<b>\$ 64,946</b>	<b>\$ 135,054</b>	<b>\$ 175,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>COMPUTER SOFTWARE</b>								
140 AVM 3 Project	FL 90-X689	240,363	240,363	-	-	-	-	-
141 APC Software Upgrade	FL 90-X723	27,705	27,705	-	-	-	-	-
142 APC Software Upgrade	FTA	30,000	-	-	30,000	-	-	-
143 Clever Works	FL 90-X758	299,826	299,826	-	-	-	-	-
144 Misc. Computer Software	FL 90-X758	159,418	108,190	51,228	-	-	-	-
145 Hasbus Upgrade - Core	FL 90-X873	482,198	315,241	166,957	-	-	-	-
146 Cisco 3750 POE switch	FL-2017-024	30,000	-	30,000	-	-	-	-
147 Hasbus Upgrade - Additional Modules	FL-2017-024	500,000	-	500,000	-	-	-	-
148 Microsoft Office 20XX Version (Servers)	FL-2017-024	39,000	-	39,000	-	-	-	-
149 Document Image Software	FTA	50,000	-	50,000	-	-	-	-
150 DART Software	FTA	250,000	-	125,000	-	-	-	125,000
151 Virtual Des.ktop Upgrade- workstation software	FL 90-X723	145,000	-	145,000	-	-	-	-
152 Virtual Des.ktop Upgrade- workstation SW Replacement	FTA	145,000	-	-	-	-	-	145,000
<b>Total Computer Software</b>		<b>\$ 2,398,511</b>	<b>\$ 991,326</b>	<b>\$ 932,185</b>	<b>\$ 125,000</b>	<b>\$ 80,000</b>	<b>\$ -</b>	<b>\$ 270,000</b>
<b>Total Technology</b>		<b>\$ 5,204,523</b>	<b>\$ 1,212,549</b>	<b>\$ 1,941,974</b>	<b>\$ 1,700,000</b>	<b>\$ 80,000</b>	<b>\$ -</b>	<b>\$ 270,000</b>

<b>Miscellaneous</b>								
153 Revenue Room Equipment	FL 90-X841	9,000	-	9,000	-	-	-	-
154 Forklift Rebuild	FL 90-X841	30,618	30,618	-	-	-	-	-
155 Miscellaneous Maintenance Tools/Equipment	FL-2017-016	5,785	5,785	-	-	-	-	-
156 Miscellaneous Maintenance Tools/Equipment	FL-2017-016	12,806	12,806	-	-	-	-	-
157 Miscellaneous Maintenance Tools/Equipment	Capital Reserve Funds	485	485	-	-	-	-	-
158 Portable Radios	FL-2017-016	7,891	7,891	-	-	-	-	-
159 Miscellaneous Maintenance Tools/Equipment	FTA	30,077	-	6,077	6,000	6,000	6,000	6,000
160 Forklift Replacement	FTA	200,000	-	-	200,000	-	-	-
<b>Total Other Miscellaneous Expenditures</b>		<b>\$ 296,682</b>	<b>\$ 57,585</b>	<b>\$ 15,077</b>	<b>\$ 206,000</b>	<b>\$ 6,000</b>	<b>\$ 6,000</b>	<b>\$ 6,000</b>
161 Remaining Contingency (as of 6/31/17)		32,194	-	32,194	-	-	-	-
162 Remaining Contingency (as of 6/31/17)		120,581	-	120,581	-	-	-	-
163 Remaining Contingency (as of 6/31/17)		158,059	-	158,059	-	-	-	-
164 Remaining Contingency (as of 6/31/17)		531,935	-	531,935	-	-	-	-
165 Contingency	FTA	1,250,000	-	250,000	250,000	250,000	250,000	250,000
<b>Total Contingency</b>		<b>\$ 2,092,769</b>	<b>\$ -</b>	<b>\$ 1,092,769</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>
<b>Total Miscellaneous and Contingency</b>		<b>\$ 2,389,431</b>	<b>\$ 57,585</b>	<b>\$ 1,107,846</b>	<b>\$ 456,000</b>	<b>\$ 256,000</b>	<b>\$ 256,000</b>	<b>\$ 256,000</b>
<b>Total Capital Expenses</b>		<b>\$ 118,962,134</b>	<b>\$ 17,841,071</b>	<b>\$ 23,740,390</b>	<b>\$ 12,907,722</b>	<b>\$ 44,214,092</b>	<b>\$ 11,162,704</b>	<b>\$ 9,096,155</b>

Funding	Total Project Budget	Life to Date Costs As of 6/30/17	FY 2018 Project Budget	FY 2019 Project Budget	FY 2020 Project Budget	FY 2021 Project Budget	FY 2022 Project Budget
FTA Funding Under Grant	29,792,746	14,926,522	11,376,097	2,491,913	998,213	-	-
FTA Future Funding	42,043,042	601,841	8,091,381	8,696,809	9,964,011	8,478,000	6,211,000
FTA New Starts Funding	10,000,000	-	-	-	10,000,000	-	-
DHS Funding	435,000	194,678	240,322	-	-	-	-
FDOT Funding	1,907,886	1,271,886	136,000	500,000	-	-	-
FDOT New Starts Funding	5,000,000	-	-	-	5,000,000	-	-
Section 5310	602,451	314,451	288,000	-	-	-	-
City of Clearwater	250,000	-	250,000	-	-	-	-
City of St. Petersburg	609,837	109,837	-	500,000	-	-	-
City of Madeira Beach	1,930	1,930	-	-	-	-	-
Pinellas County	649,125	-	649,125	-	-	-	-
Restricted Funds for FTA Projects	350,863	-	350,863	-	-	-	-
Future Funding TBD	12,000,000	-	-	-	12,000,000	-	-
PSTA Capital Reserve Funds	15,347,404	448,074	2,358,602	719,000	6,251,868	2,684,704	2,885,155
<b>TOTAL CAPITAL PROGRAM</b>	<b>\$ 118,990,283</b>	<b>\$ 17,869,220</b>	<b>\$ 23,740,390</b>	<b>\$ 12,907,722</b>	<b>\$ 44,214,092</b>	<b>\$ 11,162,704</b>	<b>\$ 9,096,155</b>