



May Board Meeting
Friday, May 21, 2021 – 10:00 AM
Pinellas Suncoast Transit Authority (PSTA)
3201 Scherer Drive
St. Petersburg, FL 33716

NOTICE OF PUBLIC MEETING

MINUTES

CALL TO ORDER

PRESENT

Jim Holton
Cliff Manuel, Jr
Mayor Rick Kriseman
Rich McClain
Commissioner Pat Kemp
Commissioner Kathryn Starkey
Commissioner Reggie Bellamy
David Gwynn
L.K. Nandam
Legal Counsel Isabella Sobel
Executive Director David Green
TBARTA staff

DISCUSSION AND/OR ACTION ITEMS

RRT EXPRESS BUS SERVICE UPDATE – SCOTT PRINGLE

We received an update on four locally preferred alternatives for the RRT. The objective is to provide regional service and complement local connections such as the HART BRT, CSX corridor, Tampa Streetcar extension, future Brightline extension, and the SunRunner. Staff was seeking approval to advance an alternative, but this item will be moved to July due to lack of quorum.

- Alternative 6a operates in mixed traffic from Pasco to Westshore, and express bus lanes from the Howard Frankland bridge to St. Petersburg with 6 stations. The 2020 capital cost is \$48 million. There would be no option to receive any FTA dollars toward this alternative. 2045 ridership numbers are projected to be 1,088 per day. 100% of Pasco riders cross county lines, 20% for Hillsborough and 80% for Pinellas. 28,460 will be served from the transit dependent community and 295,166 will have better access to jobs.
- Alternative 8a operates in dedicated BRT lanes from Wesley Chapel to Tampa, and express bus lanes from Tampa to St. Petersburg with 9 stations. The 2020 capital cost is \$206.9 million with a potential for Federal/State contributions. 2045 ridership numbers are projected to be 6,550 per

day. 100% of Pasco riders cross county lines, 5% for Hillsborough and 51% for Pinellas. 34,846 will be served from the transit dependent community and 338,261 will have better access to jobs.

- Alternative 8b operates in dedicated BRT lanes from Wesley Chapel to Tampa, express bus lanes to Gateway, and dedicated BRT lanes to St. Petersburg with 9 stations. The 2020 capital cost is \$207 million with a potential for Federal/State contributions. 2045 ridership numbers are projected to be 7,400 per day. 100% of Pasco riders cross county lines, 5% for Hillsborough and 47% for Pinellas. 34,846 will be served from the transit dependent community and 338,261 will have better access to jobs.
- Alternative 8c operates in mixed traffic from Pasco to Bearss, dedicated BRT lanes to Tampa, mixed traffic to Westshore, express bus lanes to Gateway, and BRT lanes to St. Petersburg with 9 stations. The 2020 capital cost is \$89.7 million with a potential for Federal/State contributions. 2045 ridership numbers are projected to be 5,700 per day. 100% of Pasco riders cross county lines, 5% for Hillsborough and 51% for Pinellas. 34,846 will be served from the transit dependent population and 338,261 will have better access to jobs.

LEGISLATIVE SUBCOMMITTEE REPORT – COMMISSIONERS LONG & STARKEY

State Legislative Update (Ron Pierce, RSA)

The FY 2022 \$1.5m appropriation was included in the final budget. The funds would come from the transportation trust fund. Our enabling act bill was included as a part of the DOT package but has not yet been signed into law by the Governor. This allows for each mayor to appoint a designee to attend Board meetings on their behalf.

Federal Legislative Update (Harry Glenn and Steve Palmer, Van Scoyoc)

The President's FY 2022 budget request should be released by May 28. The President has proposed a 15% increase in discrepancy spending. The House and Senate are not sure where the surface transportation reauthorization bill fits into the context for Biden's jobs plan. The Senate introduced a bill that would authorize \$73b for zero emission buses. This would allow us to enter into bus acquisition. The Senate banking committee unanimously approved Nuria Fernandez nomination as the new Federal transit administrator. It will now go to the whole Senate for approval.

FINANCE COMMITTEE REPORT – COMMISSIONER LONG

April Financials (Melonie Williams)

Year to date through the month of April, the net surplus of \$349,000 was \$23,000 under the budget of \$373,000. On the revenue and expense side we were \$1.8 million under budget due to the timing of the PD&E and technology studies. At the end of April there was approximately \$542,000 in the bank.

FY2020 Audit Results (Clifton, Larson, Allen)

Lance Schmidt from CLA presented the financial audit for the year ending September 30, 2020. Three reports were issued:

- Financial statements – received an unmodified opinion.
- Independent auditors report on internal controls – no findings or comments.
- State single audit compliance – received an unmodified opinion.

The four findings from FY 2019's audit were resolved. In addition, CLA looked more closely at expenses. There were significant increases (employee benefits + the use of consultants) which come with increased grant revenues.

POLICY COMMITTEE REPORT – RICH MCCLAIN

TD Tampa Bay Mid-Year Report (Chris DeAnnuntis)

TD Tampa Bay has grown from 70 participants to over 700 within six months. There has been no advertising campaign, only word of mouth for the program. This service has empowered disadvantaged residents to travel from county to county for medical appointments and employment opportunities. Hillsborough county represents 43% of the trips, and is also the most traveled county. The average travel time is 45 minutes with a cost around \$50. Competitor trips range from \$39 (Uber) & \$65 (WAV). This program is receiving high ratings in all satisfaction areas.

CHAIRMAN'S REPORT

We ended this years Legislative session on high note. Kudos were given to staff, Board members & lobbyists for helping to facilitate this. We look forward to having a quorum at the July meeting.

EXECUTIVE DIRECTOR'S REPORT

Thanked PSTA for organizing a great ribbon cutting for the AVA shuttle pilot. Another ribbon cutting will be on Friday, June 4th for the bus on shoulder pilot that we're also helping to fund. There is also a possibility for a third potential AVA shuttle pilot that would operate along 22nd street in St. Pete. Our agreement with PSTA committed up to \$400k for the two pilots, we have funds left over to cover this third pilot but would need authorization to use towards it. We may bring this back to the Board for further action.

Our current lease expires at the end June of 2022, so we are on the hunt for new office space.

We have received two more awards for our Envision 2030. Last month we received two from the Hillsborough Planning Commissioner and this week we were notified from APTA that we also received two AdWheel awards. Both were for best marketing and communications, one for electronic media and the other for comprehensive campaign.

PRESENTATION

Tampa Bay Partnership Job Access Report (Dave Sobush)

Dave Sobush presented results from the Tampa Bay Partnership Job Access study. This study builds off a 2011 Brookings report that evaluated the 100 largest MSA's, ranking them according to what share of jobs within the communities were accessible within a 90-minute transit commute. At the time, Tampa ranked 93rd. Four different scenarios were studied using a 60-minute transit commute to assess how each would impact job access. Key takeaways included:

- Local bus service along arterial roads makes the greatest impact and increases job access by 29% (+26K jobs) for the typical Tampa Bay worker.
- Regional Rapid Transit has a larger impact on job access than planned premium service projects that serve a single county.
- The Envision 2030 Regional Transit Vision Network increases the number of jobs accessible to the average Tampa Bay worker by 57.9%, putting nearly 58,000 additional jobs within a 60-minute commute.
- Implementing Envision 2030 would catapult Tampa Bay from 15th to 9th in job access, ahead of regional competitors Charlotte, Phoenix, and Raleigh. Among the 49 largest MSAs in the United States, Tampa Bay would jump from 41st to 27th in job access.

****NEXT BOARD MEETING****

July 16, 2021 – 10:00 AM

PSTA Board Room

3201 Scherer Drive

St. Petersburg, FL 33716

Tampa Bay Area Regional Transit Authority meetings are open to the public. If a decision made at a meeting is appealable, any person who decides to appeal will need a record of the proceedings and may need to ensure a verbatim record of the proceedings is made, including testimony and evidence upon which the appeal is based. Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in a Tampa Bay Area Regional Transit Authority meeting is asked to advise the agency at least 2 business days before the meeting by calling 1(800) 998-7433. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800) 955-8771 (TDD) or 1(800) 955-8770 (Voice).



July Board Meeting
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L.K. Nandam
Alan Zimmet
David Green
TBARTA staff

DISCUSSION AND/OR ACTION ITEMS

FLORIDA AVENUE BRT – CHRIS COCHRAN & JUSTIN WILLITS, HART

This project is currently in the second phase 2A/Task 5, Recommended Alternative PD&E, and will continue through end of the year. Once complete the HART Board will vote to either pursue federal CIG funding for the project or move forward with other supported projects. The corridor runs between downtown Tampa and USF. The projected capital cost is estimated at \$95m to \$119m, and the annual operating cost is estimated at \$3.2m to \$5.4m. Weekday ridership estimates range from 85,000 to 10,900 with transit dependent numbers ranging from 4,700 to 6,000. The phase 1 service recommendation aims to make the trip in 35 minutes every 10-15 minutes. They also discussed curbside/mixed traffic concepts per area and station design. Project coordination is taking place with FDOT, the City of Tampa and THEA. Next steps include TOD input on station locations, refining the guideway, updating “stops” model and updating an operations plan.

RRT LOCALLY PREFERRED ALTERNATIVE – BRIAN PESSARO

The Board was presented with four alternatives for the RRT in April. They were scheduled to select the locally preferred alternative this month but could not vote due to lack of quorum. The alternatives are: