



PINELLAS SUNCOAST TRANSIT AUTHORITY
3201 SCHERER DRIVE, ST. PETERSBURG, FL 33716
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FINANCE & PERFORMANCE MANAGEMENT
COMMITTEE MEETING
AGENDA – NOVEMBER 18, 2015; 9:00 AM
PSTA AUDITORIUM

			<u>TIME</u>	<u>PAGE</u>
1.	CALL TO ORDER		9:00	
2.	PUBLIC COMMENT		9:00	
3.	ACTION ITEMS		9:05	
	A. October 21, 2015 Meeting Minutes	CHAIR BARKLEY		3
	B. Outsourced Bus Shelter Installation	10 min HENRY LUKASIK		7
	C. Clever Devices Software/Support	10 min DEBBIE WOODWARD		9
	D. Automatic Vehicle Monitoring	10 min WALT LENZ		10
	E. AV Equipment (PSTA Meeting Rooms)	10 min DEBBIE WOODWARD		23
4.	INFORMATION ITEMS		9:45	
	A. Reserve Analysis	15 min DEBBIE LEOUS		25
5.	REPORTS		10:00	
	A. Monthly Financial Statement	DEBBIE LEOUS		41
	B. Quarterly Investment Report	DEBBIE LEOUS		47
	C. Quarterly Reserves Report	DEBBIE LEOUS		51
	D. Ridership/Performance	BRAD MILLER		52
	E. Capital Projects Update	DEBBIE LEOUS		53
6.	FUTURE MEETING SUBJECTS		10:30	
	• Banking Services			
	• HVAC Maintenance & Repair			
	• Resurface Lanes			
	• Chiller Replacement			

- Intergovernmental Project Coordination
- Shelter Deployment Plan

7.	OTHER BUSINESS	10:30
8.	ADJOURNMENT	10:30

THE NEXT MEETING IS JANUARY 15, 2015 AT 9:00 AM



ACTION ITEM

3A: October 21, 2015 Meeting Minutes



Action: Approve Meeting Minutes

Staff Resource: Clarissa Keresztes, Admin Assistant

**FINANCE & PERFORMANCE
MANAGEMENT**

-
- Staff recommends approval of the minutes of the October Finance & Performance Management Committee meeting.
-

Attachments:

1. Minutes



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**FINANCE & PERFORMANCE MANAGEMENT
COMMITTEE MEETING
MINUTES – OCTOBER 21, 2015**

The Finance & Performance Management Committee of the Pinellas Suncoast Transit Authority (PSTA) Board of Directors held a meeting in the Auditorium at PSTA Headquarters at 9:00 AM on this date. The purpose of the meeting was to approve the September 16, 2015 meeting minutes and the 2016 meeting schedule, and to recommend approval of the bus and facility maintenance supplies contract and the Gillig replacement bus purchase. The following members were present:

Joe Barkley, Committee Chair
Brian Scott, Committee Vice-Chair
Mark Deighton
Dave Eggers
Bill Jonson

Also Present:

Brad Miller, CEO
PSTA Staff Members
Members of the Public

CALL TO ORDER

Committee Chair Barkley opened the meeting at 9:02 AM.

ACTION ITEMS

Approval of Minutes – Mr. Scott made a motion, seconded by Mr. Jonson to approve the September 16, 2015 minutes. There were no public comments. Motion passed unanimously.

2016 Meeting Schedule – The Committee approved the schedule and agreed that changes would be made later as needed.

PSTA Bus and Facility Maintenance Supplies – Henry Lukasik, Director of Maintenance, delivered a presentation on automated shop supply vending machines. The Committee asked a few questions relating to who purchases and maintains the vending machines as well as the billing procedure. After Mr. Lukasik answered the Committee’s questions, Mr. Jonson made a motion, seconded by Mr. Scott to recommend approval of a contract with the Fastenal Company for various bus and PSTA facility maintenance, repair, and operating supplies based off consortium-negotiated prices in an amount not to exceed \$300,000 or 18 months, whichever comes first. There were no public comments. Motion passed unanimously.

PUBLIC COMMENT

Phil Compton, Sierra Club, (also speaking for Jon-Paul Rosa, Jasmina Forcan, and Bruce Nissen), spoke about the upcoming replacement bus purchase and presented the Committee with an analysis from the Proterra Company regarding electric buses.

ACTION ITEM

Gillig Replacement Bus Purchase – Mr. Miller provided an updated presentation on the replacement bus purchase which included some revised assumptions. He indicated that staff is recommending the purchase of seven diesel hybrid or diesel buses and the submission of a Federal grant application for a Lo-No grant to purchase electric buses.

The Committee had a lengthy discussion and many questions relating to the costs, emissions, and operational costs of electric buses versus other bus types. There also were questions relating to the level of PSTA reserves to cover the cost of the replacement buses, and the Committee deliberated at length about the merits of purchasing seven or nine buses.

Mr. Scott made a motion, seconded by Mr. Eggers to recommend the purchase of nine Gillig diesel buses at a cost not to exceed \$4.5 million, and to authorize PSTA to submit a Federal No-Lo Grant application, and to continue to develop a long-term bus replacement strategy. Mr. Eggers inquired about the reserves and requested an analysis. Mr. Barkley stated his belief that PSTA has a social responsibility to at least purchase the hybrids with the BAE Series transmission. There was discussion about purchasing as many buses as possible in order to remove the old 2001 diesel buses from the streets. There were no public comments. Motion passed (4:1) with Mr. Barkley dissenting.

REPORTS

Monthly Financial Statement - Debbie Leous, Chief Financial Officer, reported on the year-to-date financial performance indicating that there is a \$1.3 million positive variance to the budget. She indicated that expenses were contained in all areas except in supplies due to bus overhauls.

Ridership/Performance – Mr. Miller remarked that September was a very strong month in terms of ridership, ending the fiscal year with record ridership for the fourth year in a row.

PSTA Contracts – The Committee was provided with the quarterly PSTA contracts report. Mr. Miller explained that this report is also reviewed quarterly by the Finance Committee.

FUTURE MEETING SUBJECTS

The Committee was provided with a list of upcoming meeting subjects.

OTHER BUSINESS

Mr. Jonson suggested that staff obtain a comparative cost analysis from Tallahassee on their electric busses.

ADJOURNMENT

The meeting was adjourned at 10:38 AM. The next meeting will be held on November 18, 2015 at 9:00 AM.

ACTION ITEM



3B: Outsourced Bus Shelter Installation



Action: Approve a Three Year Contract plus the Option for Two, One-Year Renewals with Certus Builders to Augment Staff for Bus Shelters Installation and Related Services at a Cost Not to Exceed of \$375,000.

Staff Resource: Henry Lukasik, Director of Maintenance
Cassandra Borchers, CDO

FINANCE & PERFORMANCE
MANAGEMENT

Background:

- As part of the Path Forward strategic plan, providing customer oriented services is a key priority. This includes the quality of the wait experience by providing PSTA bus stop amenities, including shelters.
- PSTA recently revised its shelter to a modern design with solar lighting options in addition to other passenger amenities. The new shelter procurement included new sizes to accommodate areas of high need where obtaining right-of-way may have been an issue in the past.
- Earlier this year, the Planning Committee and Board reviewed a Shelter Deployment Plan that included focus areas of providing shelters at high ridership stops (new and replacements) as well as a secondary focus of coordinating the installation of new shelters with municipal and county planning areas to maximize investments.
- The first shelters (a total of 36) have been ordered and will arrive within the next 10-30 days.
- While PSTA predominately utilizes internal staff resources for the installation of shelters and various other amenities, requests for new shelter installations may exceed the capacity of the internal staff due to current workloads.

Summary:

- A solicitation was released to secure the services of a supplier to augment staff in this endeavor on an “as needed basis.”
- The use of a supplier for selected work will speed PSTA’s responsiveness to communities requiring or desiring new shelters while maintaining current obligations for facilities maintenance. Costs may also be lower for outsourcing in cases where a large group of shelters may be needed, such as the removal of shelters at Williams Park in St. Petersburg.

- This contract will provide firm fixed pricing for each service that may be required on a per request basis (task work order), i.e. installation of the shelter, concrete construction, Maintenance of Traffic (MOT) (if needed), and dismantling of existing shelters.
- Two suppliers responded to the Request For Proposal (RFP):
 - Certus Builders
 - Trias Construction
- A selection committee comprised of PSTA management staff evaluated each of the proposals submitted.
- Certus Builders was selected as the highest ranked, lowest cost supplier, and is the recommendation for contract award.
- PSTA will be billed on a task work order basis and has no obligation to use the supplier unless PSTA deems it necessary or prudent.
- The first task work order expected will focus on the overnight removal of shelters from Williams Park, including all heavy machinery or vehicles required for the return of existing shelters to the PSTA facility.

Fiscal Impact:

- \$375,000 maximum over five (5) years, which, if needed will be 100% funded through PSTA Federal formula grant funding.

Recommendation:

- Approve a three year with two additional one-year options for bus shelter installation and related services on an as-needed basis with Certus Builders.

Attachments:

1. Contract ([CLICK TO VIEW/PRINT](#))
2. Proposed Tabulation ([CLICK TO VIEW/PRINT](#))

ACTION ITEM



3C: Clever Devices Software/Support



Action: Approve a One Year Annual Support Agreement from Clever Devices with a Not to Exceed Cost of \$245,517

Staff Resource: Debbie Woodward, Director of IT
Walt Lenz, Senior Project Dir.-Technology

FINANCE & PERFORMANCE
MANAGEMENT

Background:

- In September 2012, PSTA purchased Clever Devices' Real-Time Bus Information System which has been an enormous success and benefit to PSTA's customers and is now the principle technological backbone for all PSTA's operational real-time communication.
- PSTA's Real-Time Bus Information System Software Support Agreement and warranty with Clever Devices has expired and starting in 2015, PSTA began purchasing annual software system support for this system.
- PSTA has negotiated a one year support agreement with Clever Devices, a decrease from the support cost last year.
- The Agreement includes three components of support; Software Warranty, Database Support/QA, and On-Site System Engineer.

Fiscal Impact:

- \$245,517 for one year, which is funded by the Information Technology's operating budget.

Recommendation:

- Approve the Software Support Agreement with Clever Devices for one year at a not to exceed cost of \$245,517.

Attachments:

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

ACTION ITEM

3D: Automatic Vehicle Monitoring



Action: Recommend Approval to Purchase Clever Device's Bus Fleet Maintenance Report/Real-Time Monitoring Software Version 3 at a Not To Exceed Cost of \$240,363.00

Staff Resource: Walt Lenz, Senior Project Dir.-Technology
Henry Lukasik, Director of Maintenance

**FINANCE & PERFORMANCE
MANAGEMENT**

Background:

- In 2010, PSTA purchased the Clever Devices system which included the Automatic Vehicle Monitoring (AVM) base product. We currently utilize AVM Version 2.
- The Clever Device AVM system provides vehicle health monitoring using on-board Intelligent Vehicle Network designed specifically for bus maintenance personnel. Our current version (AVM-2) is primarily used in the PSTA bus yard to diagnose fault codes and other mechanical information from the mechanical components of the bus.
- It is recommended to upgrade to AVM-3. This third generation system will provide substantially more and better information and auto-generated reports that will save PSTA's maintenance personnel time during their inspections routines. Most importantly, the AVM-3 product offers real-time monitoring of buses while in revenue service. For the first time, the PSTA Maintenance Department will be able to diagnose engine or other fault codes on buses operating around Pinellas County and not relying only on bus operator verbal feedback on the bus conditions.
- AVM collects data from systems on the bus using all available networks and interfaces. The data collected from the systems allows our operations to forecast, plan and drive decisions that optimizes all opportunities for our fleet.
- Additionally, upgrading to the latest version of AVM is critical due to the fact that Clever Devices no longer is providing additional product upgrades for AVM-2 and that older version resides on an XP operating system which is no longer supported by Microsoft.

Fiscal Impact:

- \$240,363 which is funded by Federal Transit Administration (FTA).

Recommendation:

- Approve upgrade to the AVM Version 3 (AVM-3) System.
-

Attachments:

1. PowerPoint
2. Quote ([CLICK TO VIEW/PRINT](#))



Automatic Vehicle Monitoring (AVM) System Upgrade

Finance & Performance Management Committee
November 18, 2015

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



Background

- Automatic Vehicle Monitoring (AVM) is part of the Real Time bus information system
- System records vehicle information that Maintenance staff can use to determine service needs
- Data recorded is downloaded to the system each night



Current AVM

- System records vehicle information that Maintenance staff can access via various reports
 - Does not actively or automatically monitor or alert
 - Reports are pulled manually
 - Does not provide data in real time
- On Windows XP platform
 - XP version no longer supported by Clever Devices
- Limited pre-set parameters



AVM3 Upgrade

- Real-time performance information monitoring while vehicles are still on the road
- Maintenance personnel can perform remote diagnostics
- “Maintenance Action Necessary” announcements allows for a proactive, effortless triage of vehicles prior to being parked for the night or returned to service
- System-generated work orders
- Web-based interface with user-defined monitoring parameters and comprehensive configurable dashboards
- Advanced statistical reporting and trend analysis



AVM3 – Duty Cycle Dashboard

Bus Specifications

4810

Specifications

- Manufacturer: New Flyer
- Model: 2011 Xcelsior Diesel
- Year: 2011
- Garage: East New York

Duty Cycle

Days	133
Miles	10726
Hours	1354
MPG	5.33
Fuel	2011
PC/M	4.12
Carbon	44242

Fault Summary

Fault Description	Flash Code	Severity	Count	Duration	Guide
Multiplex - Check for Restricted Engine Air Filter		●	1	00:00	
Coolant Level: Low		●	2	02:41	
Low Air Indicator Active		●	1	01:51	
Aftertreatment Outlet NOx Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1887	●	1	00:00	
DOLA Indicates Locked When It Should Be Unlocked	55	●	1	00:10	
DOLB Indicates Locked When It Should Be Unlocked	56	●	1	00:00	

Total Faults

Fault IQ Score: 50

Count of all Faults that have occurred during the duty cycle

Current Fault IQ Score (Health Risk)

Bus Specifications

Bus Specific Duty Cycle Information

Total length of time Fault was active

Number of times specific Fault has occurred



AVM3 – Remote Real Time Diagnostics



Figure 13: AVM On Demand Interface



AVM3 – Fleet Statistics

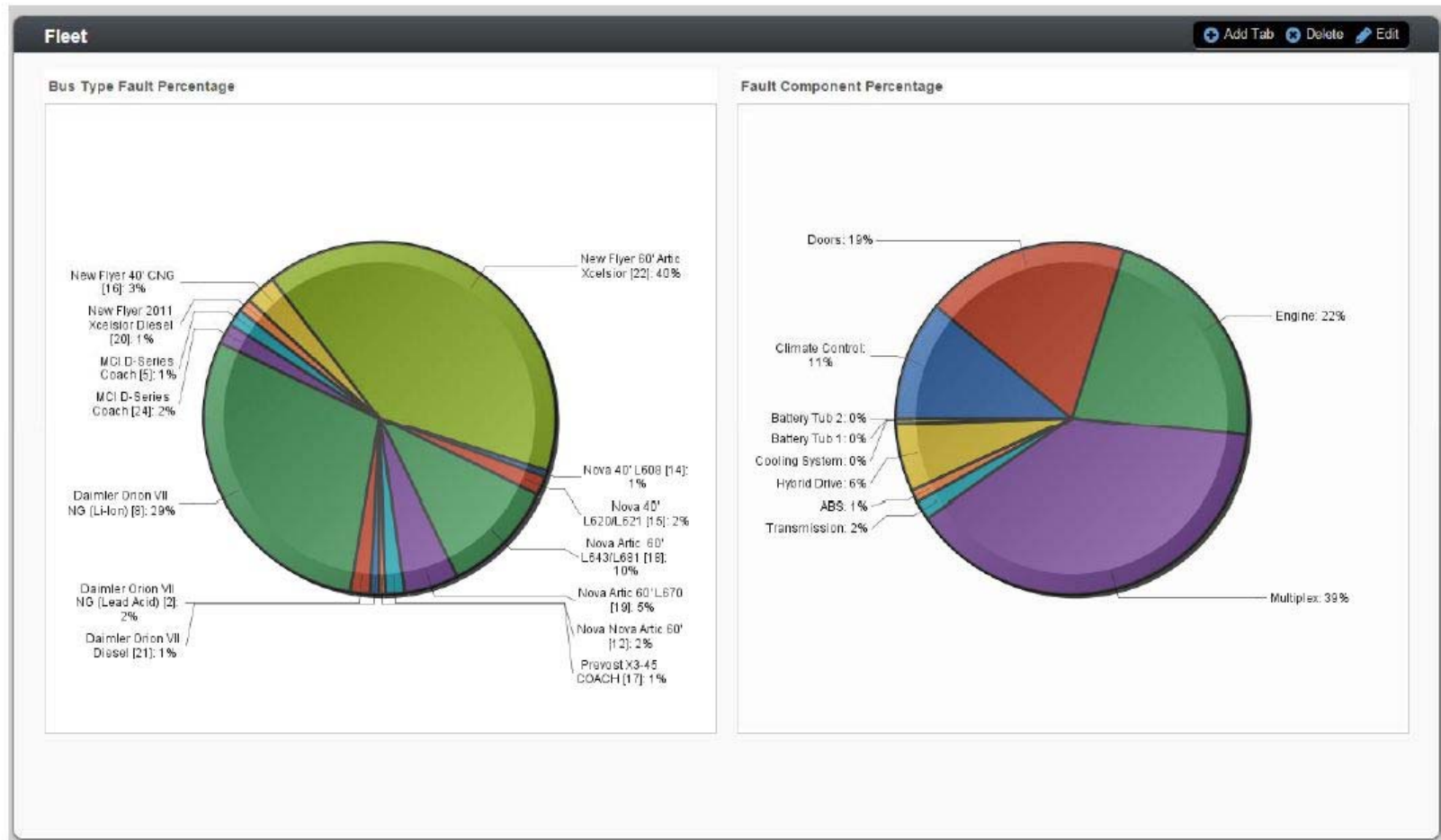


Figure 14: Fleet Dashboard



AVM3 – Fleet at a Glance

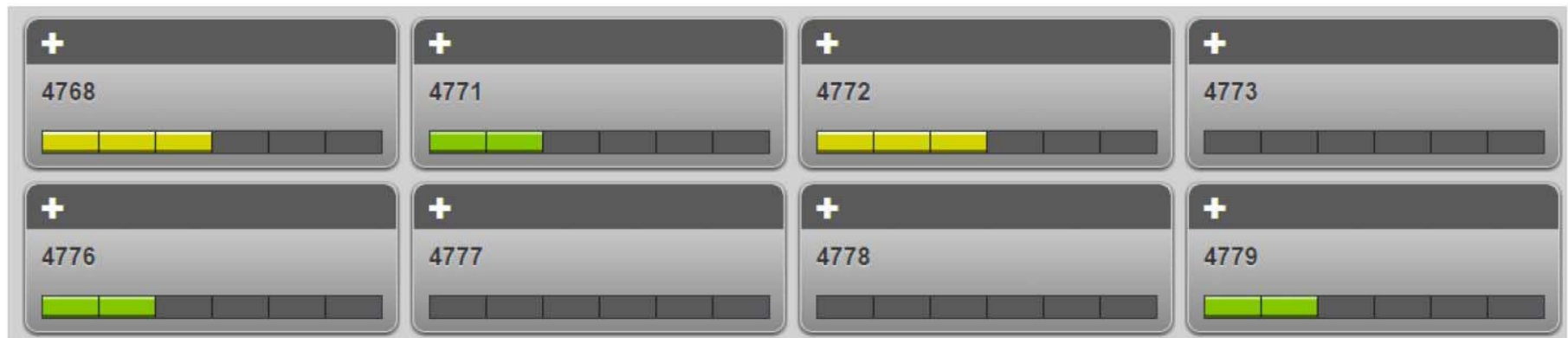


Figure 4: Fault IQ for Individual Buses

AVM3 – Case Studies

- WMATA (Washington, DC)
 - Radiator clogs and causes failure
 - Builds over time causing buses to overheat
 - AVM advised that bus was running hot in the fuel lane so it could be checked before reaching critical failure
- RFTA (Colorado)
 - Differential pressure failures
 - Clogged filters cause road calls
 - AVM data prompted preventative maintenance campaign for specific issue



AVM3 – Case Studies

- NJT (New Jersey)
 - Electric fan constantly engaged
 - No heaters on the bus and engine failures
 - Captured fault and provided data for in depth statistical analysis



Recommendation

- Request recommendation to approve upgrading to Clever Devices' AVM3 system, for an amount not to exceed \$240,363, to include hardware, software, configuration, licensing, training, and one year warranty.
- Project is in the budget, and would be 100% federally funded.



ACTION ITEM



3E: AV Equipment (PSTA Meeting Rooms)



- Action:**
- A. Recommend Approval of a Purchase and Installation Contract plus Five (5) One-Year Service Agreement Options with Collaboration Solutions, Inc. for Audio/Visual Technology Upgrades Not To Exceed \$200,000.**
 - B. Recommend Approval of a One Year Contract with Four Additional One-Year Renewals with Granicus for Peak Agenda Management and Votecast with iLegislate at a Total Cost Not To Exceed \$70,000.**

Staff Resource: Deborah Woodward, Dir. of IT
Lou Emma Cromity, Dir. of Procurement

FINANCE & PERFORMANCE
MANAGEMENT

Background:

- The Audio and Visual (AV) equipment in the PSTA Board Room was purchased in 2005 and is at end of life. Other AV equipment in the remainder of the Administration Building conference areas is outdated analog technology and also at end-of-life.
- Replacing the AV equipment will allow PSTA to take advantage of enhanced technology available in the market today. It will also allow PSTA to address our current concerns with the quality of the delivery of our cameras and microphones.
- Below is a list of the equipment that will be upgraded:
 - Camera and Controls
 - Displays
 - Switching Equipment
 - Microphones
 - Recording System
- PSTA will Piggyback off a St. Johns County School Board contract for the purchases through Collaboration Solution, Inc. for the Audio and Visual Technology Equipment upgrades.

Electronic Board Agenda Management System

- Following Board member requests and discussion with the PSTA Executive Committee about ways to better coordinate Board member activities at PSTA Board meetings, staff has surveyed member local governments and identified an electronic

board agenda management system will improve board document dissemination and efficiency of information updates at PSTA Board and Committee meetings.

- After consulting with Pinellas County, and the Cities of St. Petersburg, Largo, and Dunedin, PSTA has selected the Peak Agenda Management application developed by Granicus, Inc. Peak is only available to government entities and versions of this software are currently deployed by both Pinellas and Sarasota Counties, etc.
- Granicus has offered PSTA comparable pricing to Pinellas County's implementation.

Fiscal Impact:

- \$200,000 for the audio and visual equipment technology upgrades which is 100% Federal Transit Administration (FTA) funded.
- \$70,000 for the Peak Agenda Management and Votecast software which is 100% FTA funded.

Recommendation:

- Award a one year contract with the option for four one-year renewals with Collaboration Solutions, Inc. to upgrade the PSTA's technology for the Administrative Building for a cost not to exceed \$200,000.
- Award a one year contract with the option for four one-year renewals with Granicus to purchase Peak Agenda Management and Votecast with iLegislate for a one-time cost not to exceed \$10,000, an annual maintenance cost of \$12,000 for a total cost not to exceed \$70,000.

Attachments:

1. Quote from Granicus ([CLICK TO VIEW/PRINT](#))
2. Quote From Collaboration Solutions ([CLICK TO VIEW/PRINT](#))

INFORMATION ITEMS



4A: Reserve Analysis



Action: Information Item

Staff Resource: Debbie Leous, CFO

**FINANCE & PERFORMANCE
MANAGEMENT**

Background:

- Following last month's vote to purchase seven hybrid-electric diesel replacement buses, PSTA Commissioner Dave Eggers requested additional information on PSTA's reserve funds and the impact different bus replacement scenarios would have on PSTA resources.
- PSTA's capital program, including its replacement buses rely on Federal Transit formula grants and capital reserve funds.
- Other transit systems such as HART in Hillsborough also fund bus replacements and other capital purchases with Federal STP funds allocated by their MPO as well as County capital funds.

The Future

- Over the next five years PSTA needs to replace 58 buses to meet its bus replacement plan. This is the revised plan already factoring in reduced needs based on replacing buses at 15-year lifespan, longer than the federal recommended 12-years and with a reduced fleet size due to plans to contract out certain PSTA services.
- This presentation is to provide a review of our reserves and the impacts of various bus procurement decisions on the reserves over the fiscal years 2016-2020.

Fiscal Impact:

- N/A

Attachments:

1. PowerPoint



RESERVE ANALYSIS

Finance & Performance Management Committee
November 18, 2015
Deborah Leous

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



PSTA Reserves

- PSTA has designated the following reserves:
 1. Two months of operating reserves
 2. Self Insurance Reserve based on actuarial study
 3. Capital Reserves
 4. Other Post Employment Benefits (OPEB)
- Capital reserves help meet FTA's required fiscally constrained capital plan-meaning we need to strive to live within our means.

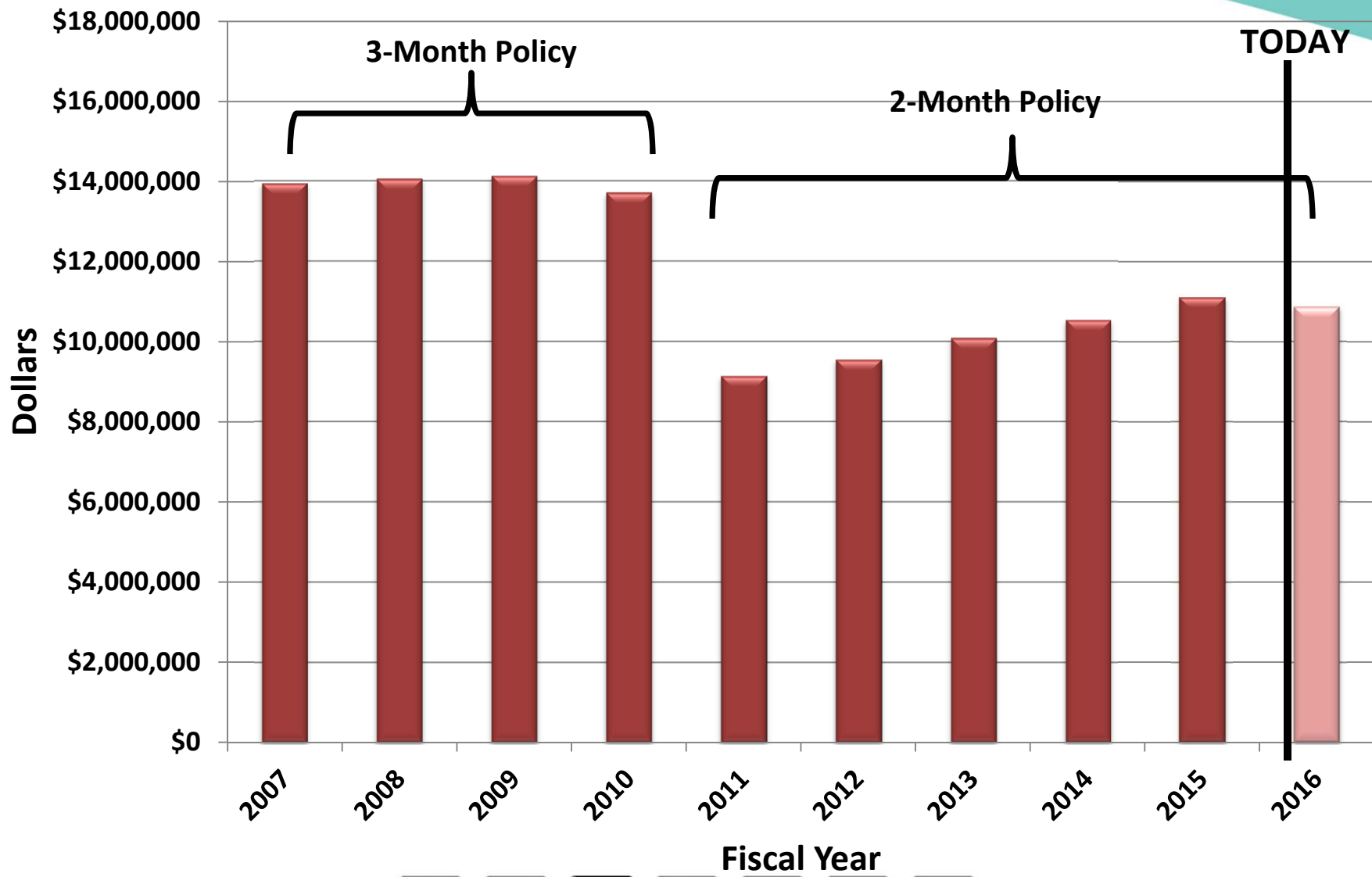


PSTA's Fiscal Efficiency Increase Reserves

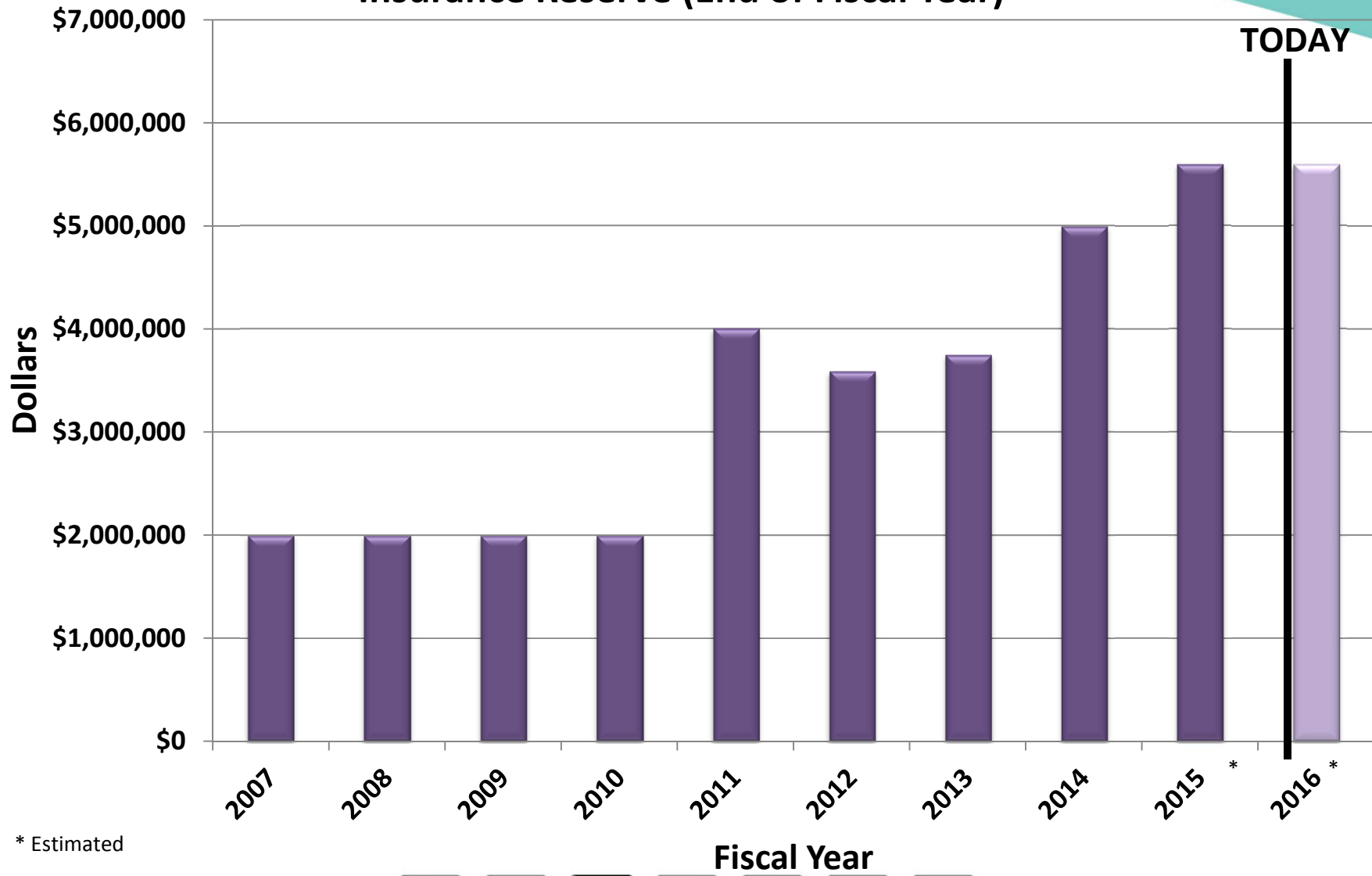
- PSTA's positive fiscal results over the last few years has allowed for increases to reserves.
- It was anticipated that in the FY 2015 budget \$2.2 million would be needed from those reserves to balance the budget.
- Personnel savings technology improvements and approximately \$100,000 in various service and parts purchase savings reduced FY2015 use of reserves to only \$38K.
- Capital reserves for buses are able to be significantly increased.



Pinellas Suncoast Transit Authority Operating Reserve (End of Fiscal Year)



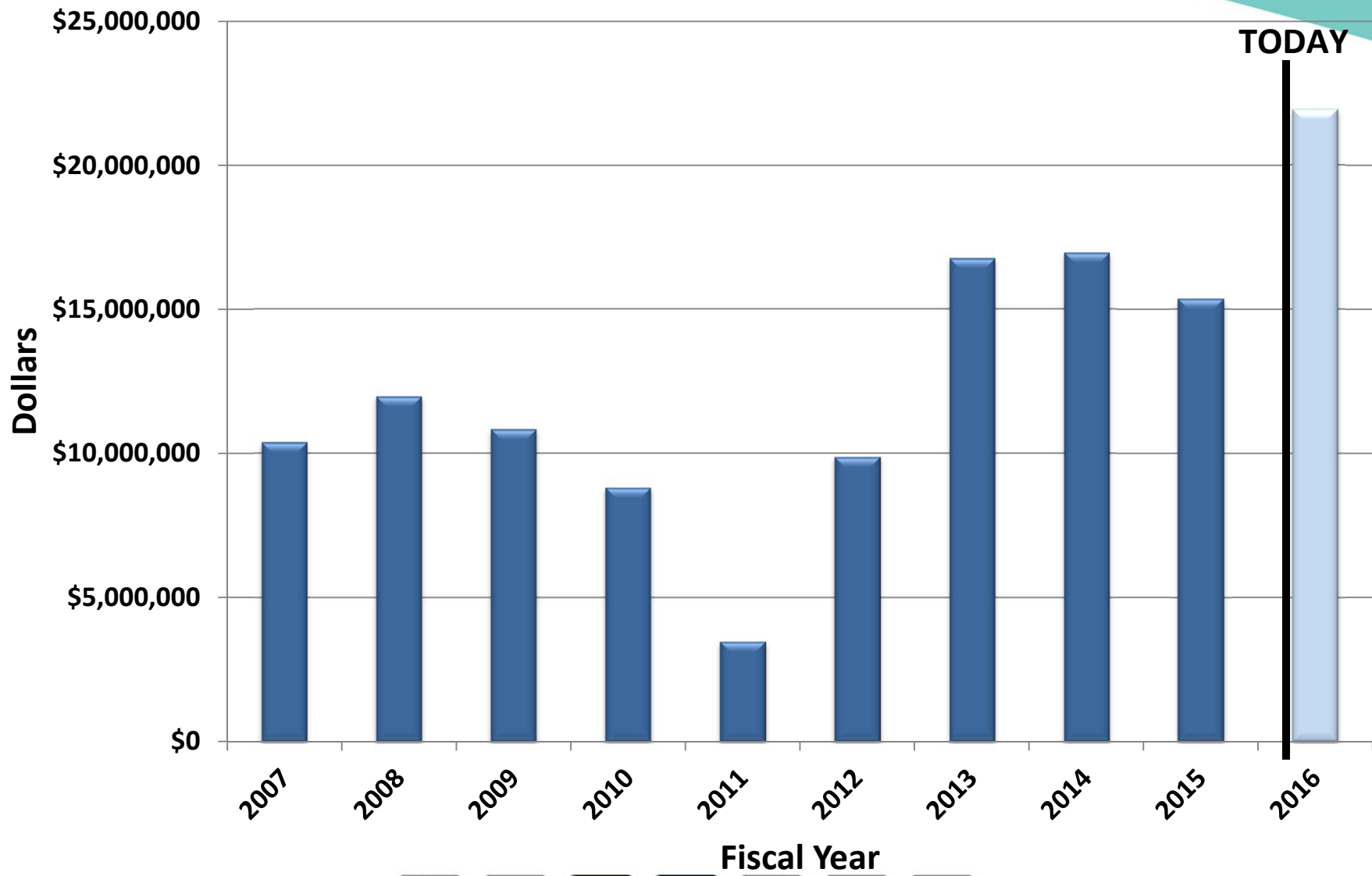
Pinellas Suncoast Transit Authority Insurance Reserve (End of Fiscal Year)



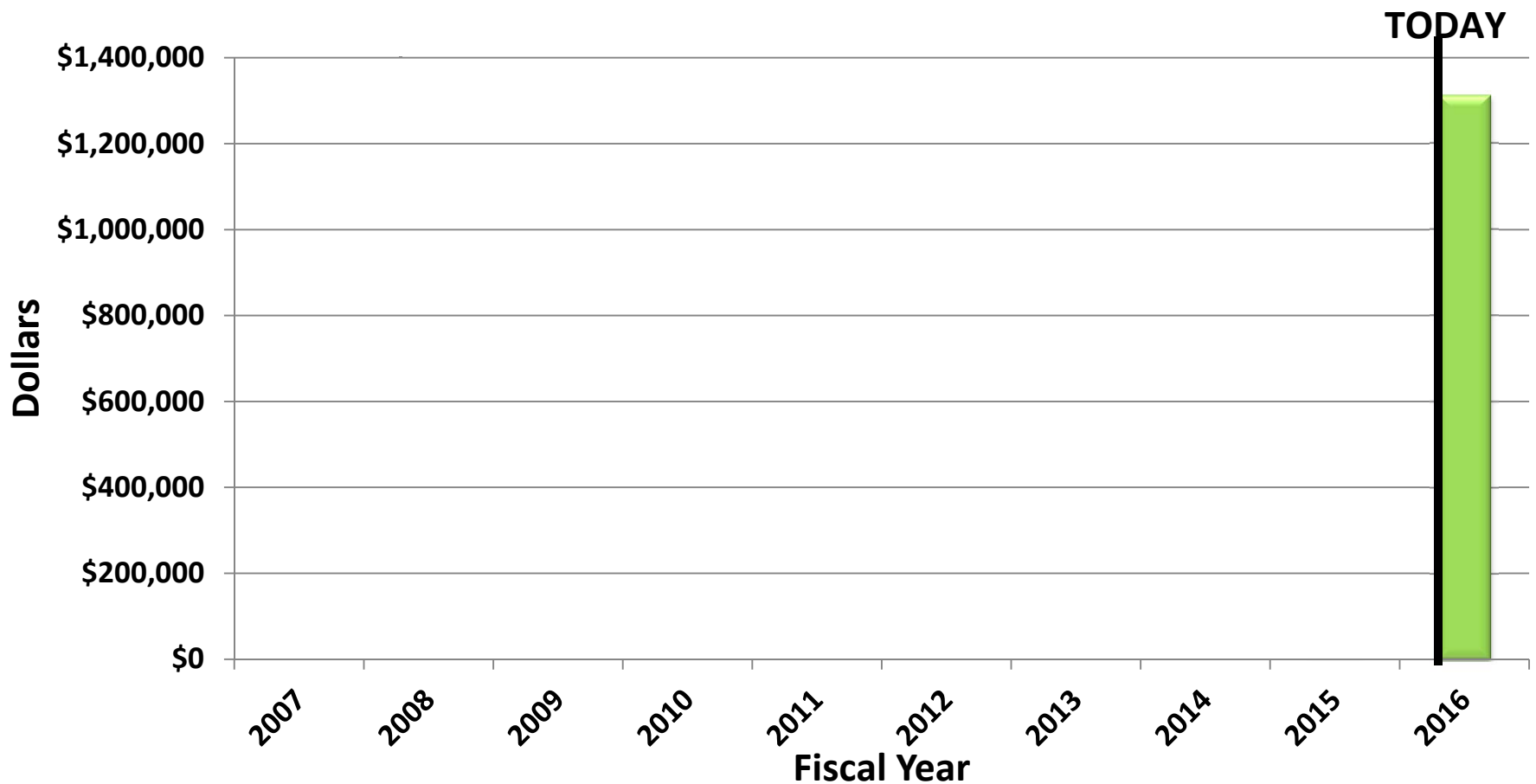
* Estimated



Pinellas Suncoast Transit Authority Capital Reserve (End of Fiscal Year)



New Auditors' Recommended Other Post Employment Benefits (OPEB) Reserve



Reserves Supplement Operating and Capital Needs

- Future Operating Budgets Require Reserves to Balance
- FTA Capital Grants Used First for Buses- \$26M over Next 5 Years. Then Local Reserves are Needed to Meet Bus Needs in All Scenarios.

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Change in Reserve due to Operations	\$2,628,446	\$712,969	(\$408,981)	(\$1,860,665)	(\$3,403,016)
Reserves for Buses After Using Grants	\$0	\$0	(\$2,797,249)	(\$6,639,771)	(\$9,207,824)

- Needed Long-Term Solutions:
 1. Balance Future Operating Budgets to Not Require Use of Reserves.
 2. Identify Other Capital Funds for Maintaining the 210 Bus Fleet.



Scenarios

#1: Buy 58 BAE Hybrid Buses

2019

BUY ALL HYBRIDS:

	2016	2017	2018	2019	2020
Total Number of Buses	7	8	12	15	16
Total Cost of Hybrid Buses	\$5,075,000	\$5,886,112	\$9,094,044	\$11,708,580	\$12,863,824
Beginning Reserve Balance	\$17,970,955	\$20,599,401	\$21,312,370	\$18,106,140	\$9,605,704
Change in Reserve due to Operations	\$2,628,446	\$712,969	(\$408,981)	(\$1,860,665)	(\$3,403,016)
Less Use of Reserves for Buses	\$0	\$0	(\$2,797,249)	(\$6,639,771)	(\$9,207,824)
Ending Reserve Balance	\$20,599,401	\$21,312,370	\$18,106,140	\$9,605,704	(\$3,005,136)
Grant Funded Hybrid Buses	\$5,075,000	\$5,886,112	\$6,296,795	\$5,068,809	\$3,656,000



#2: Yes Lo-No Grant (9) + Hybrid (54) 2019

- Grant application for 4 bus replacements and 5 expansion vehicles

Lo-No Grant for Differential between Diesel and Electric. Rest are BAE Hybrids. Includes 5 electric expansion buses.

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Total Number of Buses	7	17	8	15	16
Total Cost of Electric Buses and Chargers Includes 3 Quick Charges and 1 In-Depot	Hybrid \$5,075,000	9 Electric 8 Hybrid \$12,224,166	Hybrid \$6,062,696	Hybrid \$11,708,580	Hybrid \$12,863,824
Beginning Reserve Balance	\$17,970,955	\$20,599,401	\$17,725,885	\$16,550,359	\$8,049,923
Change in Reserve due to Operations	\$2,628,446	\$712,969	(\$408,981)	(\$1,860,665)	(\$3,403,016)
Less Use of Reserves for Buses	\$0	(\$3,586,485)	(\$766,545)	(\$6,639,771)	(\$9,207,824)
Ending Reserve Balance	\$20,599,401	\$17,725,885	\$16,550,359	\$8,049,923	(\$4,560,917)
Grant Funded Buses	\$5,075,000	\$8,637,681	\$5,327,172	\$5,068,809	\$3,656,000



2A: Yes Lo-No Grant (9) + 7 Hybrids + 47 Diesel

2020

Lo-No Grant for Differential between Diesel and Electric. Includes 5 electric expansion buses. Balance are Diesel

	2016	2017	2018	2019	2020
Total Number of Buses	7	17	8	15	16
		9 Electric			
Total Cost of Electric Buses and Chargers	Hybrid	8 Diesel	Diesel	Diesel	Diesel
Includes 3 Quick Charges and 1 In-Depot	\$5,075,000	\$10,594,102	\$4,383,736	\$8,466,090	\$9,301,408
	2016	2017	2018	2019	2020
Beginning Reserve Balance	\$17,970,955	\$20,599,401	\$19,355,949	\$19,859,383	\$14,601,437
Change in Reserve due to Operations	\$2,628,446	\$712,969	(\$408,981)	(\$1,860,665)	(\$3,403,016)
Less Use of Reserves for Buses	\$0	(\$1,956,421)	\$912,415	(\$3,397,281)	(\$5,645,408)
Ending Reserve Balance	\$20,599,401	\$19,355,949	\$19,859,383	\$14,601,437	\$5,553,013
Grant Funded Buses	\$5,075,000	\$8,637,681	\$5,327,172	\$5,068,809	\$3,656,000



#3 – No Lo-No Grant/BYOB Pilot/Hybrids **2019**

BUY 7 HYBRIDS APPROVED BY BOARD PLUS 4 ELECTRIC AS A PILOT PROGRAM

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Total Number of Buses	7	12	8	15	16
		4 Electric			
Total Cost of Electric Buses and Chargers Includes 3 Quick Charges and 1 In-Depot	Hybrid \$5,075,000	8 Hybrid \$10,356,112	Hybrid \$6,062,696	Hybrid \$11,708,580	Hybrid \$12,863,824
	2016	2017	2018	2019	2020
Beginning Reserve Balance	\$17,970,955	\$20,599,401	\$17,811,993	\$16,636,467	\$8,136,031
Change in Reserve due to Operations	\$2,628,446	\$712,969	(\$408,981)	(\$1,860,665)	(\$3,403,016)
Less Use of Reserves for Buses	\$0	(\$3,500,377)	(\$766,545)	(\$6,639,771)	(\$9,207,824)
Ending Reserve Balance	\$20,599,401	\$17,811,993	\$16,636,467	\$8,136,031	(\$4,474,809)
Grant Funded Buses	\$5,075,000	\$6,855,735	\$5,327,172	\$5,068,809	\$3,656,000



#4: No Lo-No Grant/BYOB Pilot/Diesel **2020**

- Seek funding for the differential between diesel and electric and PSTA would match the grant with the value of the diesel buses.

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Total Number of Buses	7	12	8	15	16
		4 Electric			
Total Cost of Electric Buses and Chargers Includes 3 Quick Charges and 1 In-Depot	Hybrid \$5,075,000	8 Diesel \$8,726,048	Diesel \$4,383,736	Diesel \$8,466,090	Diesel \$9,301,408
	2016	2017	2018	2019	2020
Beginning Reserve Balance	\$17,970,955	\$20,599,401	\$19,442,057	\$19,002,055	\$14,687,545
Change in Reserve due to Operations	\$2,628,446	\$712,969	(\$408,981)	(\$1,860,665)	(\$3,403,016)
Less Use of Reserves for Buses	\$0	(\$1,870,313)	(\$31,021)	(\$2,453,845)	(\$5,645,408)
Ending Reserve Balance	\$20,599,401	\$19,442,057	\$19,002,055	\$14,687,545	\$5,639,121
Grant Funded Buses	\$5,075,000	\$6,855,735	\$4,383,736	\$6,012,245	\$3,656,000



Continued Staff Efforts

- **Natural Gas Buses**
 - Equipment Requirements
 - Funding Alternatives
 - Currently working with several vendors and TECO utility.
- **Hybrid and Electric**
 - Potential and cost/benefit of leasing batteries and other Innovative Financing Options.
 - Funding Alternatives/Partnerships.
- **Deadline: Detailed Options for 2016 CIP by 4/30/16.**



CUSTOMER



GOVERNANCE



FINANCIALLY
SUSTAINABLE



CAPITAL



SERVICE



EXPANSION



VISIONARY

Questions



1970s German Pilot – Retrofitted Diesel Bus with Battery Trailer





REPORTS

5A: Monthly Financial Statement



Action: Information Item

Staff Resource: Debbie Leous, CFO
Michael Hanson, Dir. of Finance

**FINANCE & PERFORMANCE
MANAGEMENT**

-
- Staff will present the financial status report for the month ending September 30, 2015.
-

Attachments:

1. Monthly Financial Performance Report – Monthly
2. Monthly Financial Performance Report – Fiscal Year to Date
3. Monthly Financial Performance Report – Fiscal Year to Fiscal Year Comparison
4. Statement of Revenues and Expenditures – Actual vs. Budget
5. Statement of Revenues and Expenditures – Year to Year Actual vs. Actual

**MONTHLY FINANCIAL PERFORMANCE REPORT
for the Period Ending September 30, 2015**

Month to Date as of September 2015

September				
Description	Actual	Budget	% Variance	\$ Variance
Revenues	\$2,888,723	\$1,513,862	90.82%	\$1,374,861
Expenses	\$6,158,264	\$5,577,320	10.42%	\$580,944
Surplus / (Deficit)	(\$3,269,541)	(\$4,063,458)	(19.54%)	\$793,917

For the month of September, the net deficit of -\$3.27 million was \$.79 million favorable to the budgeted deficit of -\$4.06 million.

Revenues

Passenger Fares revenue is 80.0% over budget due to a change in the accounting treatment of DART fares received by DART providers.	\$884,357
Auxiliary revenue is 109.5% over budget due to increased advertising.	24,425
Non-Transportation revenue is 146.0% over budget due to increased interest income.	15,589
Taxes revenue is 58097.8% over budget due to the timing of receipts.	429,924
State Reimbursement-Fuel Tax revenue is 10.4% over budget.	5,947
Federal Grants revenue is 37.1% over budget.	14,826
All other revenues within 5.0% of budget.	(207)
	<hr/> \$1,374,861 <hr/>

Expenses

Fringe Benefits expense is -12.0% under budget.	(112,449)
Services expense is -99.1% under budget due to a refund of tax collection fees.	(246,035)
Supplies expense is 49.9% over budget due to bus overhaul parts.	188,894
Insurance expense is -144.1% under budget due to the timing of recoveries.	(164,733)
Utilities expense is -13.6% under budget.	(12,252)
Purchased Transportation - DART expense is 223.5% over budget due to a change in the accounting treatment of DART fares received by DART providers.	917,083
Miscellaneous expense is 41.3% over budget due to a reserve for a fuel tax refund that is expected to be uncollectible.	59,010
All other expenses within 5.0% of budget.	(48,574)
	<hr/> \$580,944 <hr/>

**MONTHLY FINANCIAL PERFORMANCE REPORT
for the Period Ending September 30, 2015**

Year to Date as of September 2015

September

Description	Actual	Budget	% Variance	\$ Variance
Revenues	\$63,977,886	\$64,468,084	(0.76%)	(\$490,198)
Expenses	\$64,013,994	\$66,663,074	(3.97%)	(\$2,649,080)
Surplus / (Deficit)	(\$36,108)	(\$2,194,990)	(98.35%)	\$2,158,882

Year to date through September, the net deficit of $-\$.04$ million was $\$2.16$ million favorable to the budgeted deficit of $-\$2.19$ million.

Revenues

Passenger Fares revenue is -6.0% under budget.	(\$851,044)
Auxiliary revenue is 67.7% over budget due to increased advertising.	181,143
Non-Transportation revenue is 12.5% over budget due to increased interest income.	15,974
All other revenues within 5.0% of budget.	163,729
	<u><u>(\$490,198)</u></u>

Expenses

Fringe Benefits expense is -7.2% under budget.	(806,863)
Services expense is -15.4% under budget due to increased subrogation.	(533,561)
Supplies expense is 10.1% over budget due to bus overhaul parts.	423,380
Insurance expense is -36.5% under budget due to increased recoveries.	(519,453)
Utilities expense is -14.5% under budget.	(163,115)
Purchased Transportation - DART expense is 22.9% over budget due to a change in the accounting treatment of DART fares received by DART providers.	1,127,165
Miscellaneous expense is -63.5% under budget due to the cancellation of new service.	(1,081,571)
All other expenses within 5.0% of budget (Salaries are \$835,622 under budget).	(1,095,062)
	<u><u>(\$2,649,080)</u></u>

**MONTHLY FINANCIAL PERFORMANCE REPORT
for the Period Ending September 30, 2015**

Year to Year Comparison Based on YTD Actuals as of September 2015

September

Description	FY 2015	FY 2014	% Variance	\$ Variance
Revenues	\$63,977,886	\$61,120,491	4.68%	\$2,857,395
Expenses	\$64,013,994	\$59,329,218	7.90%	\$4,684,776
Surplus / (Deficit)	-\$36,108	\$1,791,273	(102.02%)	(\$1,827,381)

Year to year through September, the net deficit of $-\$.04$ million for FY 2015 was $-\$1.83$ million unfavorable to the FY 2014 surplus of $\$1.79$ million.

Revenues

Auxiliary revenue for FY 2015 is 69.1% over FY 2014 due to increased advertising.	183,359
Non-Transportation revenue for FY 2015 is -69.1% under FY 2014 due to a change in TD Co-pay classification from Non-Transportation Revenue to Passenger Fares.	(321,933)
Taxes revenue for FY 2015 is 7.9% over FY 2014.	2,601,592
State Reimbursement-Fuel Tax revenue for FY 2015 is 5.8% over FY 2014.	35,481
All other revenues within 5.0% of budget.	358,896
	<u><u>\$2,857,395</u></u>

Expenses

Fringe Benefits expense for FY 2015 is 5.8% over FY 2014.	573,955
Supplies expense for FY 2015 is 21.5% over FY 2014.	813,374
Insurance expense for FY 2015 is 268.3% over FY 2014 due to recoveries.	658,193
Utilities expense for FY 2015 is 12.0% over FY 2014.	103,085
Purchased Transportation - DART expense for FY 2015 is 30.2% over FY 2014 due to a change in the accounting treatment of DART fares received by DART providers.	1,402,516
Purchased Transportation - Trolleys expense for FY 2015 is 8.3% over FY 2014.	49,823
Miscellaneous expense for FY 2015 is -15.0% under FY 2014.	(109,827)
All other expenses within 5.0% of budget.	1,193,657
	<u><u>\$4,684,776</u></u>

Pinellas Suncoast Transit Authority
Statement of Revenues and Expenditures
Actual vs. Budget
Month Ended September 2015

	Month				Year to Date				Annual
	Actual	Budget	Variance		Actual	Budget	Variance		Budget
			Percent	Dollar			Percent	Dollar	
Revenue									
Passenger Fares	\$ 1,990,167	\$ 1,105,810	79.97%	\$ 884,357	\$ 13,338,796	\$ 14,189,840	(6.00%)	\$ (851,044)	\$ 14,189,840
Auxiliary	46,725	22,300	109.53%	24,425	448,743	267,600	67.69%	181,143	267,600
Non-Transportation	26,267	10,678	145.99%	15,589	144,114	128,140	12.47%	15,974	128,140
Taxes	430,664	740	58097.84%	429,924	35,592,336	35,355,160	0.67%	237,176	35,355,160
Local Beach Trolley & Rt.35	72,019	73,081	(1.45%)	(1,062)	873,441	876,962	(0.40%)	(3,521)	876,962
State Reimbursement-Fuel Tax	63,134	57,187	10.40%	5,947	649,202	657,320	(1.24%)	(8,118)	657,320
State Grants	204,921	204,066	0.42%	855	7,255,717	7,466,477	(2.82%)	(210,760)	7,466,477
Federal Grants	54,826	40,000	37.07%	14,826	5,595,537	5,446,585	2.73%	148,952	5,446,585
Federal Grants MPO Pass -Thru	0	0	0.00%	0	80,000	80,000	0.00%	0	80,000
Total	2,888,723	1,513,862	90.82%	1,374,861	63,977,886	64,468,084	(0.76%)	(490,198)	64,468,084
Expenditures									
Salaries	2,379,856	2,416,600	(1.52%)	(36,744)	28,020,748	28,856,370	(2.90%)	(835,622)	28,856,370
Fringe Benefits	821,308	933,757	(12.04%)	(112,449)	10,392,752	11,199,615	(7.20%)	(806,863)	11,199,615
Services	2,337	248,372	(99.06%)	(246,035)	2,941,434	3,474,995	(15.35%)	(533,561)	3,474,995
Diesel Fuel	641,857	653,994	(1.86%)	(12,137)	7,306,136	7,517,170	(2.81%)	(211,034)	7,517,170
Supplies	567,464	378,570	49.90%	188,894	4,595,420	4,172,040	10.15%	423,380	4,172,040
Insurance	(50,399)	114,334	(144.08%)	(164,733)	903,547	1,423,000	(36.50%)	(519,453)	1,423,000
Utilities	77,833	90,085	(13.60%)	(12,252)	960,085	1,123,200	(14.52%)	(163,115)	1,123,200
Taxes & Licenses	71,962	69,945	2.88%	2,017	827,715	848,840	(2.49%)	(21,125)	848,840
Purchased Transportation - DART	1,327,408	410,325	223.50%	917,083	6,051,065	4,923,900	22.89%	1,127,165	4,923,900
Purchased Transportation - TD	62,661	64,032	(2.14%)	(1,371)	746,910	768,380	(2.79%)	(21,470)	768,380
Purchased Transportation - Trolleys	54,029	54,368	(0.62%)	(339)	646,598	652,409	(0.89%)	(5,811)	652,409
Miscellaneous	201,948	142,938	41.28%	59,010	621,584	1,703,155	(63.50%)	(1,081,571)	1,703,155
Total	6,158,264	5,577,320	10.42%	580,944	64,013,994	66,663,074	(3.97%)	(2,649,080)	66,663,074
Revenue Over / (Under) Expenditures	\$ (3,269,541)	\$ (4,063,458)	(19.54%)	\$ 793,917	\$ (36,108)	\$ (2,194,990)	(98.35%)	\$ 2,158,882	\$ (2,194,990)
Transfer To / From Reserve									\$ 2,194,990

Pinellas Suncoast Transit Authority
Statement of Revenues and Expenditures
Actual vs. Actual
Month Ended September 2015

	Year to Date			Variance	
	Budget	September 2015 Actual	September 2014 Actual	Percent	Dollar
Revenue					
Passenger Fares	\$ 14,189,840	\$ 13,338,796	\$ 13,524,513	(1.37%)	\$ (185,717)
Auxiliary	267,600	448,743	265,384	69.09%	183,359
Non-Transportation	128,140	144,114	466,047	(69.08%)	(321,933)
Taxes	35,355,160	35,592,336	32,990,744	7.89%	2,601,592
Local Beach Trolley & Rt.35	876,962	873,441	832,453	4.92%	40,988
State Reimbursement-Fuel Tax	657,320	649,202	613,721	5.78%	35,481
State Grants	7,466,477	7,255,717	7,010,355	3.50%	245,362
Federal Grants	5,446,585	5,595,537	5,337,274	4.84%	258,263
Federal Grant MPO Pass-Thru	80,000	80,000	80,000	0.00%	0
Total	<u>64,468,084</u>	<u>63,977,886</u>	<u>61,120,491</u>	<u>4.68%</u>	<u>2,857,395</u>
Expenditures					
Salaries	28,856,370	28,020,748	26,980,370	3.86%	1,040,378
Fringe Benefits	11,199,615	10,392,752	9,818,797	5.85%	573,955
Services	3,474,995	2,941,434	2,826,175	4.08%	115,259
Diesel Fuel	7,517,170	7,306,136	7,278,244	0.38%	27,892
Supplies	4,172,040	4,595,420	3,782,046	21.51%	813,374
Insurance	1,423,000	903,547	245,354	268.26%	658,193
Utilities	1,123,200	960,085	857,000	12.03%	103,085
Taxes & Licenses	848,840	827,715	809,156	2.29%	18,559
Purchased Transportation - DART	4,923,900	6,051,065	4,648,549	30.17%	1,402,516
Purchased Transportation - TD	768,380	746,910	755,341	(1.12%)	(8,431)
Purchased Transportation - Trolleys	652,409	646,598	596,775	8.35%	49,823
Miscellaneous	1,703,155	621,584	731,411	(15.02%)	(109,827)
Total	<u>66,663,074</u>	<u>64,013,994</u>	<u>59,329,218</u>	<u>7.90%</u>	<u>4,684,776</u>
Revenue Over / (Under) Expenditures	\$ <u>(2,194,990)</u>	\$ <u>(36,108)</u>	\$ <u>1,791,273</u>	<u>(102.02%)</u>	\$ <u>(1,827,381)</u>

Transfer To / From Reserve



REPORTS

5B: Quarterly Investment Report



Action: Information Item

Staff Resource: Debbie Leous, Chief Financial Officer
Michael Hanson, Director of Finance



Background:

- The quarterly investment report is provided as required by the investment policy. This report covers the fourth quarter of the fiscal year 2015. (September 30, 2015).
- At September 30, 2015, there are \$44.6 million in investments with the following allocations:

Investment Category	Balance	% of Total
Investment Category A: SBA Local Government Surplus Funds Trust Fund (Florida PRIME)	\$1.1 Thousand	0%
Investment Category D: Interest Bearing Savings Accounts, Demand Deposit Accounts, Negotiable Order of Withdrawal Accounts or Certificate of Deposits	\$44.6 Million	100%

- As required by the investment policy an annual report is attached. No policy changes are recommended at this time.

Attachments:

1. Quarterly Investment Report
2. GFOA Treasury Management Report
3. Annual Investment Report

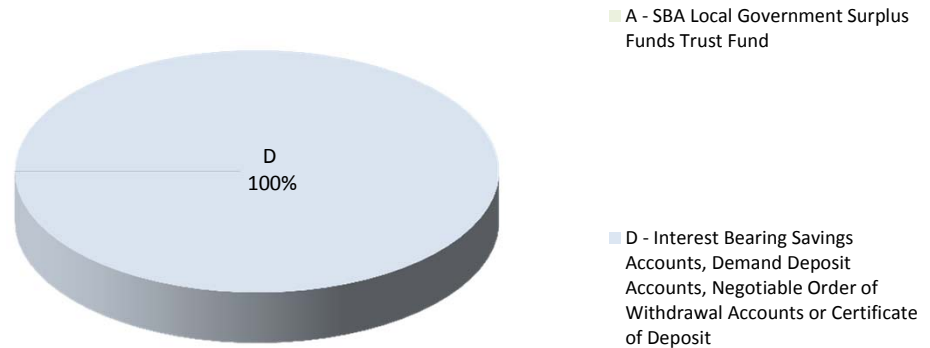
PSTA Investments
For the Quarter Ended September 30, 2015

Investment Category	Balance as of 6/30/2015	Balance as of 9/30/2015	% of Total Investments 9/30/2015	Interest Rate as of 9/30/2015	Quarterly Comparison of Returns				
					6/30/2015	3/31/2015	12/31/2014	9/30/2014	6/30/2014
A - SBA Local Government Surplus Funds Trust Fund									
SBA - Florida PRIME	\$2,181.81	\$1,068.07		0.250%	0.220%	0.180%	0.160%	0.160%	0.160%
Total	2,181.81	1,068.07	0%	N/A	N/A	N/A	N/A	N/A	N/A
D - Interest Bearing Savings Accounts, Demand Deposit Accounts, Negotiable Order of Withdrawal Accounts or Certificate of Deposit									
BankUnited - Public Funds Money Market Savings	40,074,039.33	32,116,413.82		0.450%	0.400%	0.400%	0.400%	0.400%	N/A
BankUnited - Public Funds Certificate of Deposit	3,014,620.07	3,019,563.02		0.650%	0.650%	0.650%	0.650%	0.650%	N/A
BankUnited - Public Funds Certificate of Deposit II	N/A	5,000,000.00		0.695%	N/A	N/A	N/A	N/A	N/A
Citibank - FSA	649.57	-777.52		0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
Citibank - Health Insurance	N/A	0.00		0.000%	N/A	N/A	N/A	N/A	N/A
SunTrust - Auto & General Liability *	0.00	0.00		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
SunTrust - Depository *	10,076,499.29	4,335,755.95		0.250%	0.250%	0.200%	0.200%	0.200%	0.070%
SunTrust - Grants General *	42,968.00	49,417.00		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
SunTrust - Operating *	0.00	0.00		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
SunTrust - Payroll *	0.00	0.00		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
SunTrust - Workers' Compensation *	64,406.31	64,567.77		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
Total	53,273,182.57	44,584,940.04	100%						
Total Investments	\$53,275,364.38	\$44,586,008.11	100%						

* SunTrust accounts earn credits towards offsetting banking fees (0.250%)

Investment Allocation

Weighted Average Interest rate is .47%



Investment Performance Benchmarks

	Date	Average Return
The Money Market Fund Index	October 1, 2015	0.02%
	Date	7-day yield
S&P Rated LGIP Index	September 25, 2015	0.10%

Cash Markets

	Rate	9/25/2015
Key Rates: Cash Markets	Federal funds	0.13%
	CDs: Three months	0.09%
	CDs: Six months	0.13%
	BAs: One month	0.15%
	T-bills: 91 day yield	0.02%
	T-bills: 52-week yield	n.a.
	Commercial paper, Dealer-Placed, 3 months	0.14%

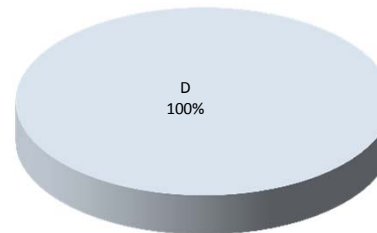
**PSTA Investments
For the Year Ended September 30, 2015**

Investment Category	Balance as of 9/30/2014	Balance as of 12/31/2014	Balance as of 3/31/2015	Balance as of 6/30/2015	Balance as of 9/30/2015	% of Total Investments 9/30/2015	Interest Rate as of 9/30/2015	Quarterly Comparison of Returns				
								6/30/2015	3/31/2015	12/31/2014	9/30/2014	6/30/2014
A - SBA Local Government Surplus Funds Trust Fund SBA - Florida PRIME	\$24,516,233.56	\$15,822,754.45	\$15,831,341.55	\$2,181.81	\$1,068.07		0.250%	0.220%	0.180%	0.160%	0.160%	0.160%
Total	24,516,233.56	15,822,754.45	15,831,341.55	2,181.81	1,068.07	0%	N/A	N/A	N/A	N/A	N/A	N/A
B - SBA Commingled Asset Management Program Money SBA - CAMP MM (Restricted) *	0.00	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A
Total	0.00	N/A	N/A	N/A	N/A	0%						
D - Interest Bearing Savings Accounts, Demand Deposit Accounts, Negotiable Order of Withdrawal Accounts or Certificate of Deposit												
BankUnited - Public Funds Money Market Savings	5,000,124.72	25,013,847.24	30,042,176.71	40,074,039.33	32,116,413.82		0.450%	0.400%	0.400%	0.400%	0.400%	N/A
BankUnited - Public Funds Certificate of Deposit I	3,000,000.00	3,004,918.96	3,009,738.82	3,014,620.07	3,019,563.02		0.650%	0.650%	0.650%	0.650%	0.650%	N/A
BankUnited - Public Funds Certificate of Deposit II	N/A	N/A	N/A	N/A	5,000,000.00		0.695%	N/A	N/A	N/A	N/A	N/A
Citibank - FSA	1,940.00	1,626.66	1,069.16	649.57	-777.52		0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
Citibank - Health Insurance	N/A	N/A	N/A	N/A	0.00		0.000%	N/A	N/A	N/A	N/A	N/A
SunTrust - Auto & General Liability **	0.00	0.00	0.00	0.00	0.00		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
SunTrust - Depository **	11,028,852.02	13,435,235.18	8,207,060.82	10,076,499.29	4,335,755.95		0.250%	0.250%	0.200%	0.200%	0.200%	0.070%
SunTrust - Grants General **	0.00	0.00	14,643.00	42,968.00	49,417.00		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
SunTrust - Operating **	0.00	0.00	0.00	0.00	0.00		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
SunTrust - Payroll **	0.00	0.00	0.00	0.00	0.00		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
SunTrust - Workers' Compensation **	73,451.74	65,346.63	58,854.73	64,406.31	64,567.77		0.250%	0.250%	0.200%	0.200%	0.200%	0.000%
Total	19,104,368.48	41,520,974.67	41,333,543.24	53,273,182.57	44,584,940.04	100%						
Total Investments	\$43,620,602.04	\$57,343,729.12	\$57,164,884.79	\$53,275,364.38	\$44,586,008.11	100%						

* Market Value Base (The CAMP MM Account was closed November, 2014)
** SunTrust accounts earn credits towards offsetting banking fees (0.250%)

Investment Allocation

Weighted Average Interest rate for the year is .36%



- A - SBA Local Government Surplus Funds Trust Fund
- B - SBA Commingled Asset Management Program Money Market Funds (CAMP MM)
- D - Interest Bearing Savings Accounts, Demand Deposit Accounts, Negotiable Order of Withdrawal Accounts or Certificate of Deposit



REPORTS

5C: Quarterly Reserves Report



Action: Information Item

Staff Resource: Debbie Leous, Chief Financial Officer
Michael Hanson, Director of Finance

**FINANCE & PERFORMANCE
MANAGEMENT**

Background:

- The quarterly reserves report is required by PSTA's reserve policy. This report covers the fourth quarter of the fiscal year 2015. (September 30, 2015).
 - This quarter's report will be reflected in the Reserves Status report presentation made as part of the Information Item 4A earlier in this meeting.
-

Attachments: None



REPORTS

5D: Ridership & Operations Performance Report



Action: Information Item

Staff Resource: Rita Hoffman, Statistical Data Manager

**FINANCE & PERFORMANCE
MANAGEMENT**

-
- Staff will present the ridership and operations report for the month ending October, 2015.
-

Attachments:

1. Ridership and Operations Reports (provided at meeting)



REPORTS

5E: Capital Projects Update



Action: Information Item

Staff Resource: Pam Reitz, Grants Manager

**FINANCE & PERFORMANCE
MANAGEMENT**

-
- Staff will provide a report on the major capital projects.
-

Attachments:

1. Capital Projects Cover Page
2. Capital Projects Full Report (**CLICK TO VIEW/PRINT**)



PSTA Major Capital/Planning Projects
Monthly Status Update
September 2015

Project	Capital Project Name	Budget	Invoices Paid (as of 6/30/15)	% Complete (Based on Invoices Paid)	Project Stage	% of Project Complete	Project Manager	Current Status
1	ADA Landing Pad Project	\$1,331,424	\$268,873	20%	In Progress	20%	Mark Knight	On Schedule
2	Shelter Project	\$1,282,650	\$46,446	4%	In Progress	15%	Mark Knight	On Schedule
3	Service Lane Infrastructure	\$245,000	\$6,000	2%	Development	15%	Mark Knight	On Schedule
4	A/C Chillers Replacement	\$500,000	\$0	0%	Development	0%	Mark Knight	On Schedule
5	Reg Rev Coll & Inter-Jurisdictional Mobility Proj.	\$1,143,636	\$161,430	14%	RFP Issued	10%	Walt Lenz	-
6	Clever Works	\$292,431	\$0	0%	PO Issued	10%	Walt Lenz	On Schedule
7	FDOT Park & Ride Lot	\$200,000	\$0	0%	Development	5%	Chris Cochran	-
8	Purchase Replacement Revenue Vehicles	\$20,367,360	\$19,700,177	97%	PO Issued	100%	Henry Lukasik	On Schedule
9	Purchase Support Vehicles	\$772,867	\$667,203	86%	PO Issued	85%	Henry Lukasik	On Schedule
10	Tire Lease	\$865,000	\$452,422	52%	Continuous	52%	Henry Lukasik	On Schedule
11	Rehab/Renovate Maintenance Forklifts	\$25,000	\$0	0%	Development	100%	Henry Lukasik	On Schedule
12	Mobile Column Lifts	\$150,000	\$0	0%	PO Issued	10%	Henry Lukasik	On Schedule
13	FleetNet Software Updates	\$110,075	\$103,575	94%	Final	100%	Debbie Woodward	On Schedule
14	Campus WiFi	\$120,779	\$0	0%	PO Issued	0%	Andy Guertin	-
15	PSTA Campus 10-GIG Ethernet Fiber Upgrade	\$60,000	\$0	0%	Development	0%	Debbie Woodward	-
16	Miscellaneous Projects	\$5,064,490	\$646,635	13%	Continuous	13%	Pam Reitz	-
Capital Project Total		\$27,406,222	\$21,406,126	78%				
Project	Planning Project Name	Budget	Invoices Paid (as of 9/15/14)	% Complete (Based on Invoices Paid)	Project Stage	% of Project Complete	Project Manager	Current Status
1	Long Range Planning-Consultants (2014)	\$200,000	\$0	0%	Development	0%	Cassandra Borchers	On Schedule
2	Short Range Planning - Consultant	\$1,340,620	\$1,024,974	76%	In Progress	76%	Cassandra Borchers	On Schedule
3	AA/Howard Frankland Bridge Study	\$2,191,740	\$1,945,198	89%	In Progress	89%	Heather Sobush	On Schedule
4	Clearwater Downtown Intermodal Terminal	\$1,250,000	\$11,213	1%	Development	15%	Chris Cochran	On Schedule
Planning Project Total		\$4,982,360	\$2,981,384	60%				
Grand Total - Open Projects		\$32,388,582	\$24,387,510	75%				