



FISCAL YEAR 2026

Adopted Operating & Capital Budget

PINELLAS SUNCOAST TRANSIT AUTHORITY
3201 Scherer Drive, St. Petersburg, FL 33716 • psta.net



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PSTA MISSION STATEMENT: To safely connect people to places.

FISCAL RESPONSIBILITY

Through fiscal stewardship PSTA provides an overall contribution to the quality of life for the communities and the visitors from around the world that we serve as the public transit agency in Pinellas County.



PSTA PERFORMANCE COUNTS SCORECARD

PSTA tracks performance by utilizing a Performance Counts Scorecard. You will see below a scorecard for the organization's goals that are in line with Agency's mission on the previous page.

PSTA Performance Counts Scorecard FY25 - Preliminary Results											Achievement Percentage 100% 90 - 99.99% ≤ 89.99%		
Strategy	Metric Code	Metric	Performance Goals	Q1 Performance Results	Q2 Performance Results	Q3 Performance Results	Q4 Performance Results	Goal Points	Q1 Earned Points	Q2 Earned Points	Q3 Earned Points	Q4 Earned Points	Year To Date
Healthy Community and Workforce	ORG1	Fixed Route Customer Satisfaction	82%	87%	87%	87%	87%	8	8.5	8.5	8.5	8.5	8.5
	ORG2	Paratransit Customer Satisfaction	90%	96%	96%	96%	96%	8	8.5	8.5	8.5	8.5	8.5
	ORG3	Ferry Customer Satisfaction	Q1: Develop Survey Delivery Plan Q2: Launch Ferry Service Q3: Finalize Survey Q4: Conduct Survey and Analyze Results	Goal Achieved	Goal Achieved	Goal Achieved	Goal Achieved	7	7	7	7	7	7
	ORG4	Employee Voluntary Turnover	≤12%	1.3%	3.2%	5.1%	5.7%	7	7.7	7.7	7.7	7.7	7.7
	ORG5	Employee Engagement Survey	86%	86%	86%	86%	86%	7	7	7	7	7	7
	ORG6	Collisions per 100,000 miles	≤4	5.7	4.1	4.1	5.6	7	4	6.8	6.8	4	5
								44	43	46	45.5	42.7	44.1
Resiliency	ORG10	Annual Budget Variance	≤0%	-1%	-7%	-7%	-7%	7	7.7	7.7	7.7	7.7	7.7
	ORG8	State of Good Repair Rating	≥3	3.20	3.90	4.40	4.90	7	7.5	7.7	7.7	7.7	7.7
	ORG9	Fuel Efficiency	≥5 miles per gallon	4.71	4.69	4.66	4.69	7	6.6	6.6	6.5	6.6	6.6
								21	21.8	22	21.9	22	22.0
Economic Vitality	ORG11	Ridership	Q1: 13.75 Q2: 13.98 Q3: 14.17 Q4: 14.14	14.20	14.42	14.52	14.38	7	7.2	7.2	7.2	7.1	7.2
	ORG12	Clearwater Transit Center Project	Q1: 60% Design Complete Q2: Key Corner Artist Selection – Marketing/PMO Q3: Design Complete – PMO Q4: Groundbreaking – Marketing/PMO	Goal Achieved	Goal Achieved	Goal Achieved	Goal Achieved	7	7	7	7	7	7
	ORG13	SunRunner Corridor Development Value Growth	Q1: Develop scope Q2: Select economic development report vendor Q3: Approve project approach and begin work Q4: Communicate initial results of SR development value	Goal Achieved	Goal Achieved	75% Completed	Goal Achieved	7	7	7	5.25	7	7
	ORG14	Operating Cost per Revenue Hour	Less than or equal to: Q1: \$157.45 Q2: \$154.43 Q3: \$152.67 Q4: \$150.93	\$ 150.61	\$ 144.86	\$ 142.07	\$ 142.19	7	7.3	7.4	7.5	7.5	7.4
	ORG15	Fare and Equivalent Revenue	7.07% increase compared to FY24	7.37%	5.54%	11.52%	8.0%	7	7.3	5.5	7.7	7.7	7.1
								35	35.8	34.1	34.7	36.3	35.7
Overall Performance Score								100	100	102	102	101	102



BOARD OF DIRECTORS

Pinellas Suncoast Transit Authority Board of Directors, CEO, and General Counsel

	BOARD MEMBER/ ELECTED OFFICES	APPOINTING BODIES	CONTACT INFORMATION
	Chairperson Deborah Figgs-Sanders St. Petersburg Council Member	St. Petersburg	P.O. Box 2842 St. Petersburg, FL 33731 Telephone: (727) 551-3305 E-mail: Deborah.Figgs-Sanders@stpete.org
	Vice-Chair Tom Reid South Pasadena Commissioner	Belleair Belleair Bluffs Gulfport Kenneth City# Seminole South Pasadena	7047 Sunset Drive S S. Pasadena, FL 33707 Telephone: (727) 347-4171 E-mail: treid@mysouthpasadena.com
	Secretary/Treasurer Patti Reed Pinellas Park Vice-Mayor	Pinellas Park	5141 78 th Avenue North Pinellas Park, FL 33781 Telephone: (727) 369-0618 E-mail: preed@pinellas-park.com
	David Allbritton Clearwater Councilmember	Clearwater	600 Cleveland Street Clearwater, FL 33756 Telephone: (727) 224-4000 E-mail: david.allbritton@myclearwater.com
	Mike DiBrizzi City of Largo Commis- sioner	Largo	P.O. Box 296 Largo FL 33779 Telephone: (727) 587-6702 E-mail: mdibrizzi@largo.com



	BOARD MEMBER/ ELECTED OFFICES	APPOINTING BODIES	CONTACT INFORMATION
	Gina Driscoll St. Petersburg Council Member	St. Petersburg	P.O. Box 2842 St. Petersburg, FL 33731 Telephone: (727) 551-3306 E-mail: gina.driscoll@stpete.org
	Katie Gannon Oldsmar Mayor	Oldsmar Safety Harbor Tarpon Springs	100 State Street West Oldsmar, FL 34677 Telephone: (813) 749-1100 E-mail: kgannon@myoldsmar.com
	Barbara Haselden Pinellas County Citizen	Pinellas County Commission	1043 31 st Terrace NE St. Petersburg, FL Telephone: (727) 709-7039 E-mail: bhaselde@tampabay.rr.com
	Chris Latvala Pinellas County Com- missioner	Pinellas County Commission	315 Court Street Clearwater, FL 33756 Telephone: (727) 464-3278 E-mail: clatvala@pinellas.gov
	Max McCann St. Petersburg Citizen	St. Petersburg	2648 3 rd Avenue S St. Petersburg, FL 33712 Telephone: (773) 354-5331 E-mail: maxolivermccann@gmail.com



	BOARD MEMBER/ ELECTED OFFICES	APPOINTING BODIES	CONTACT INFORMATION
	Adrian Pettila St. Pete Beach Mayor	Belleair Beach# Belleair Shore# Indian Rocks Beach Indian Shores Madeira Beach North Redington Beach Redington Beach Redington Shores St. Pete Beach# Treasure Island#	155 Corey Ave. St. Pete Beach, FL 33706 Telephone: (727)500-0713 E-mail: apettila@stpetebeach.org
	Kathleen Peters Pinellas County Com- missioner	Pinellas County Commission	315 Court Street Clearwater, FL 33756 Telephone: (727) 464-3568 E-mail: kpeters@pinellas.gov
	Chris Scherer Pinellas County Com- missioner	Pinellas County Commission	315 Court Street Clearwater, FL 33756 Telephone: (727) 464-3365 E-mail: cscherer@pinellas.gov
	Brian Scott Pinellas County Com- missioner	Pinellas County Commission	315 Court Street Clearwater, FL 33756 Telephone: (727) 464-3360 E-mail: bscott@pinellas.gov



	BOARD MEMBER/ ELECTED OFFICES	APPOINTING BODIES	CONTACT INFORMATION
	Robert Walker Dunedin Commissioner	Dunedin	P.O. Box 1348 Dunedin, FL 34697-1348 Telephone: (727) 298-3010 E-mail: rwalker@dunedinfl.net

- These cities are not members of the Transit Authority (St. Pete Beach and Treasure Island receive service via contract)

	CHIEF EXECUTIVE OFFICER	CONTACT INFORMATION
	Brad Miller Pinellas Suncoast Transit Authority 3201 Scherer Drive St. Petersburg, FL 33716	Telephone: (727) 540-1800 Fax: (727) 540-1913 E-mail: bmiller@psta.net
	GENERAL COUNSEL	CONTACT INFORMATION
	Alan Zimmet Bryant Miller Olive 400 N. Tampa St., Suite 1600 Tampa, FL 33602	Telephone: (813) 273-6677 Fax: (813) 223-2705 E-mail: azimmet@bمولaw.com



About the PSTA Board of Directors & Committees

Board of Directors Meetings

PSTA Board of Directors meetings are held in the Board Room at PSTA Headquarters, 3201 Scherer Drive, St. Petersburg on the fourth Wednesday of each month, unless otherwise posted. Eight of the fifteen Board members must be present in order to hold a meeting. All meetings are open to the public. The Chief Executive Officer, Division Chiefs, Directors, designated staff members, and PSTA's General Counsel also attend Board meetings.

Executive Committee

The purpose of this committee generally is to deliberate and provide direction to staff on operational matters, including but not limited to significant operational issues and major service changes. The Board's intent is that the Executive Committee will provide direction to staff on emergency items and items that eventually will come before the entire Board. It is not intended that the Executive Committee will make decisions on items that are to be decided by the Board as a whole, except as specifically authorized by the Board.

Finance and Performance Management Committee

The duties of the Finance and

Performance Management Committee is as follows: select audit firm, review audit reports, review financial and operating reports, review and make recommendations on investment strategy, review and make recommendations on insurance policies, review proposed labor settlements and negotiations, review and make recommendations regarding major contracts and procurements, and oversee and monitor performance goals and measures.

Planning Committee

The duties of the Planning Committee are as follows: strategic planning process oversight; review future business objectives and incentives; develop long-term funding strategies and develop the annual budget, goals and parameters.

Legislative Committee

The mission of the PSTA Legislative Committee is to advise the full PSTA Board of Directors of the official positions of the Local, State, and Federal entities concerning legislative matters pertaining to the operations, development, and funding of PSTA; and to facilitate advancement of the Pinellas County Alternatives Analysis (AA) Locally Preferred

Alternative (LPA). The Committee will also review resolutions and legislation in order to advise and recommend positions to the members and leadership of the PSTA Board, and work with the regional entities in the development and implementation of transportation for the Tampa Bay region.

Nominating Committee

The Nominating Committee shall consist of five Board members. The duties of the Nominating Committee are to nominate an annual slate of officers and recommend members to committee vacancies. The Nominating Committee meets annually or as needed.

Transit Riders Advisory Committee (TRAC)

This is a committee of volunteers who ride the bus at least two times per week. The purpose of the Committee is to provide insight and recommendations to the PSTA Board of Directors and its committees (as appropriate) on operational and transit service issues. The Committee is comprised of members from the public, representing geographic distribution of people in Pinellas County.



Board of Directors & Committees

PSTA COMMITTEES											
Pos	Name	Representing	Appointment	Planning	Finance	Legislative	Executive	Nominating		Forward Pinellas	MPO's School Safety
1	David Allbritton	Clearwater	10/2018	XXX		X				Y	
2	Gina Driscoll	St. Petersburg	1/2019			XXX	X			Y	
3	Kathleen Peters	Pinellas County	12/2020			Alt.		X			
4	Deborah Figgs-Sanders	St. Petersburg	1/2021	X		X	XXX	XXX		Y	
5	Patti Reed	Pinellas Park	3/24/22	X			X	X		Y	
6	Chris Latvala	Pinellas County	1/2023			X					Y
7	Brian Scott	Pinellas County	1/2023					X		Y	
8	Adrian Petrila	Multi Cities	10/2023	Alt.							
9	Tom Reid	Multi Cities	1/2024		XXX		X				
10	Robert Walker	Dunedin	6/2024		X	X	X				
11	Max McCann	St. Pete Citizen	10/2024	X	X						X
12	Barbara Haselden	County Citizen	10/2024	X	X						
13	Chris Scherer	Pinellas County	1/2025		X					Y	
14	Mike DiBizzi	Largo	3/2025		Alt.			X			
15	Katie Gannon	Oldsmar	3/2025							X	
		Vacant									

X – Member Appointed by PSTA

XXX – Chair of Committee

Y – Member appointed by another Body

Alternates are expected to attend each meeting and can vote if a full member is absent.



Pinellas Suncoast Transit Authority

ADOPTED FY 2026 BUDGET



TO: Members of the PSTA Board of Directors and Citizens of Pinellas County

FROM: Brad Miller, Chief Executive Officer

DATE:

SUBJECT: Transmittal of the FY 2026 Adopted Budget

The FY 2026 budget is balanced with a slight surplus and there is a projected surplus for FY 2025. This reflects the full PSTA budget to operate over 600 total vehicles and pay 800+ transit employees, including our own and more and more private contracted employees including the new Clearwater Ferry and Cross Bay services.

Input from the board, at a strategic level, has truly helped shape this initial budget. The FY 2026 budget includes a millage rate reduction achieved through cost savings including use of AI for mobility customer service. In addition, the budget includes a new Cross Bay ferry service with grant funded vessels, new limited stop "Spark" service along 34th Street and enhanced rider experience with making registration as a Veteran or senior citizen easier through technology. These efforts will lead towards increasing ridership and revenues. We continue to grow our community and grant partnerships for revenue enhancement and/or cost avoidance. Cost savings are included in several areas with the replacement of life expired diesel buses with new hybrid and electric buses. This saves on diesel fuel, maintenance and even with the cost of electricity, there are significant savings. Those savings will continue to grow in years to come, enhancing our financial resiliency as well as overall resiliency with a continued mixed fleet of bus propulsion types.

PSTA is moving forward with the construction of the multimodal Clearwater Station, using USDOT Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant program funds of \$20,000,000. That along with other PSTA grants and funding partners will allow for the project's construction to begin in FY 2025. This will replace our old life expired Park Street Terminal.

The FY 2026 capital budget also includes receipt of additional hybrid and electric buses ordered in FY 2025 and solar panels for the PSTA campus to reduce costs, dependency on the grid and enhance resiliency.



Pinellas Suncoast Transit Authority

ADOPTED FY 2026 BUDGET

I look forward to new partnerships, new services, new innovations in the FY 2026 Budget and the Five - Year Capital Improvement Program that reflects the PSTA's mission.





Pinellas Suncoast Transit Authority

ADOPTED FY 2026 BUDGET



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Pinellas Suncoast Transit Authority
Florida**

For the Fiscal Year Beginning

October 1, 2024

Christopher P. Morill

Executive Director



FY 2026 BUDGET SUMMARY

Description	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	Change Amount	% Change FY 2025 FY 2026
Beginning Net Position available to budget - General Reserve (Estimate)	\$ 89,115,445	\$ 85,452,670	\$ 85,452,670	\$ 83,135,569	\$ (2,317,101)	-2.71%
Total Operating and Non Operating Revenues	115,162,484	123,740,420	117,030,538	124,174,085	7,143,547	6.10%
Capital Revenues	20,279,209	45,262,039	117,015,068	67,642,036	-49,373,032	-42.19%
Total Sources	\$ 224,557,138	\$ 254,455,128	\$ 319,498,276	\$ 274,951,690	\$ (44,546,586)	-13.94%
Operating Expenses	\$ 114,252,711	\$ 123,552,500	\$ 116,873,980	\$ 124,011,565	\$ 7,137,585	6.11%
Capital Improvement Budget	24,851,758	46,098,201	119,488,726	68,600,403	(50,888,323)	-42.59%
Total Uses	\$ 139,104,469	\$ 169,650,701	\$ 236,362,707	\$ 192,611,968	\$ (43,750,738)	-18.51%
Ending Net Position available to budget - General Reserve (Estimate)	85,452,670	84,804,427	83,135,569	82,339,722	(795,847)	-0.96%
Total Uses and Net Position Reserves	\$ 224,557,138	\$ 254,455,128	\$ 319,498,276	\$ 274,951,690	\$ (44,546,586)	-13.94%

FY 2026 RESERVE SUMMARY

Description	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	Change Amount	% Change FY 2025 FY 2026
Contractually Restricted	\$ 905,439	\$ 905,439	\$ 812,071	\$ 812,071	-	0.00%
Restricted Grantor Resources	1,867,396	1,867,396	34,840	34,840	-	0.00%
Operating Reserve - 2 Months Minimum	19,042,119	20,592,083	19,478,997	20,668,594	1,189,597	6.11%
Estimated Self-Insurance Reserves	7,189,697	4,750,334	4,750,334	4,750,334	(0)	0.00%
Capital Reserves	13,083,075	14,046,389	12,835,972	11,877,604	(958,367)	-7.47%
Unrestricted	43,364,944	42,642,786	45,223,355	44,196,278	(1,027,077)	-2.27%
Ending Net Position available to budget - General Reserve (Estimate)	\$ 85,452,670	\$ 84,804,427	\$ 83,135,569	\$ 82,339,722	\$ (795,847)	-0.96%



Pinellas Suncoast Transit Authority

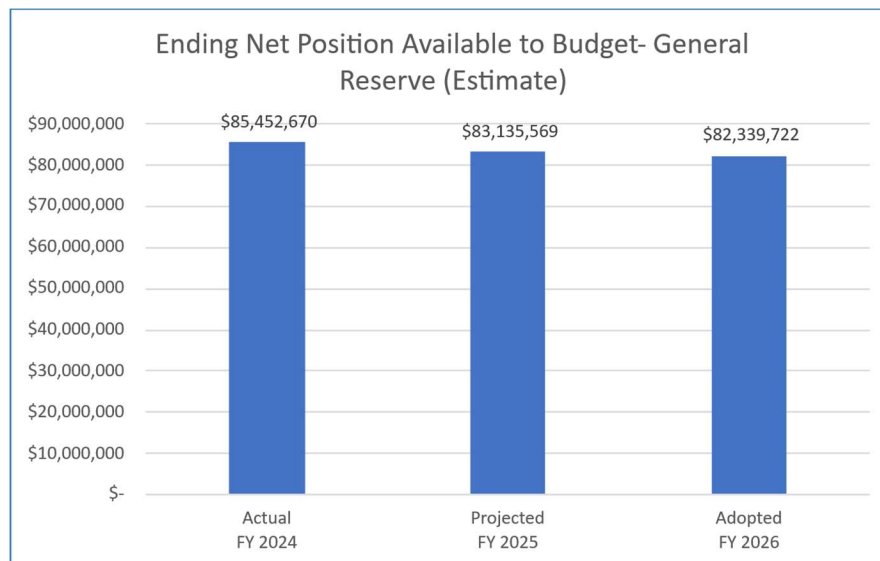
ADOPTED FY 2026 BUDGET

Description	Original FY 2026 Proposed Budget	FY 2026 Adopted Budget	Current Less Original	Explanation
Operating Revenues				
Passenger Fares and Fare Equivalents (a)	\$ 7,898,400	\$ 12,444,981	\$ 4,546,581	Reclass of State Grant and Local Passenger Fare Equivalents to Passenger Fares and Fare Equivalents line.
Auxiliary	\$ 730,600	\$ 580,600	(150,000)	Reduced to guaranteed minimum due to limited advertising inventory with new buses.
Non-Transportation	\$ 2,298,000	\$ 2,298,000	-	
Property Tax	\$ 86,461,410	\$ 85,961,410	(500,000)	Decrease property tax millage rate from .7342 to .7300
Local Beach Trolley & Rt. 35	\$ 1,842,540	\$ 2,208,474	365,934	Reclass Passenger Fare Equivalents to Passenger Fares and Fare Equivalents line.
State Reimbursement – Fuel Tax	\$ 484,880	\$ 484,880	-	
State Grants	\$ 12,669,030	\$ 8,536,520	(4,132,510)	Reclass of State Grant Passenger Fare Equivalents to Passenger Fares and Fare Equivalents line.
Federal Grants	\$ 11,437,220	\$ 11,587,220	150,000	Increase in FTA COVID-19 Revenue.
Federal Grants MPO Pass-Thru	\$ 72,000	\$ 72,000	-	
Total Operating Revenues	\$ 123,894,080	\$ 124,174,085	\$ 280,005	
Total Capital Revenues	\$ 105,233,116	\$ 67,642,036	\$ (37,591,080)	Reduced primarily due to the timing of receiving replacement buses and updated timing of the Clearwater Station and other projects.
Beginning Net Position Available to Budget	\$ 84,352,755	\$ 83,135,569	\$ (1,217,186)	
Total Sources	\$ 313,479,951	\$ 274,951,690	\$ (38,528,261)	
Operating Expenses				
Salaries	\$ 50,296,810	\$ 50,249,220	(47,590)	Removed one Mobility Reservation Agent position for AI offset by minor adjustments.
Fringe Benefits	\$ 23,266,180	\$ 23,115,910	(150,270)	Decreased health insurance by historical vacancy ratios in Transportation and minor adjustments.
Services	\$ 8,337,730	\$ 8,359,120	21,390	Increase is primarily due to software renewals based on current information.
Diesel Fuel	\$ 2,958,420	\$ 2,958,420	-	
Supplies	\$ 6,307,890	\$ 6,307,890	-	
Insurance	\$ 3,476,370	\$ 3,476,370	-	
Utilities	\$ 2,816,760	\$ 2,816,760	-	
Taxes & Licenses	\$ 644,360	\$ 644,360	-	
Privatized Transportation – Paratransit	\$ 9,682,490	\$ 9,557,490	(125,000)	Adjustments based on updated projections.
Privatized Transportation – TD	\$ 1,197,950	\$ 1,197,950	-	
Privatized Transportation – Mobility on Demand	\$ 8,504,680	\$ 8,481,680	(23,000)	Adjustments based on updated projections.
Privatized Transportation – Ferry Service	\$ 88,080	\$ 768,080	680,000	Adjustments for the new Cross Bay service and Clearwater Ferry service to Dunedin.
Privatized Transportation – Trolleys	\$ 4,524,360	\$ 4,524,360	-	
Miscellaneous	\$ 1,550,730	\$ 1,553,955	3,225	small adjustment for training and Seminar fees.
Total Operating Expenses	\$ 123,652,810	\$ 124,011,565	\$ 358,755	
Total Capital Expenses	\$ 106,179,366	\$ 68,600,403	\$ (37,578,963)	Reduced primarily due to the timing of receiving replacement buses and updated timing of the Clearwater Station and other projects.
Total Uses	\$ 229,832,176	\$ 192,611,968	\$ (37,220,208)	
Ending Net Position Available to Budget	\$ 83,647,775	\$ 82,339,722	\$ (1,308,053)	
Total Uses and Net Position Reserves	\$ 313,479,951	\$ 274,951,690	\$ (38,528,261)	

(a) Include State and Local Government Fare Equivalents.



FY 2026 BUDGET SUMMARY



FY 2026 ADOPTED OPERATING BUDGET SUMMARY

The Adopted operating budget for FY 2026 is increasing by \$7.1 million or 6.11% over FY 2025 projected expenses.

FY 2026 ADOPTED REVENUE SUMMARY

- Passenger Fares and Fare Equivalents are from State and Local sources budgeted to increase from the projected FY 2025 year-end of \$11 million to \$12.4 million. This is primarily due to an increase in ridership, U-Pass Partnerships, revenue and assumes no lost revenue due to hurricanes.
- Auxiliary revenue is budgeted to increase .97% from the FY 2025 year-end projection. This is due to an increase in contractual revenues in FY 2026.
- Non-transportation revenue is budgeted to decrease from the projected FY 2025 year-end of \$2.64 million to \$2.30 million, or 12.99%. This is due to an anticipated decrease in investment interest rates.
- The Property millage is decreasing from .7342 to .7300 mills. Property Tax is projected to increase by 3.38% from the FY 2025 year-end projection. Increased Pinellas County property values are the main contributing factor to higher property taxes.
- State Reimbursement – Fuel Tax is decreasing 31.45% due to decreased usage of diesel fuel with the increase in hybrid and electric replacement buses.
- State Grant revenue is projected to decrease by 18.05%. This is primarily caused by anticipated ending of the Sun Runner BRT Funding State assistance.
- Federal Grant revenue is budgeted to be 67.84% more than the FY 2025 year-end projection. This reflects PSTA's increase in usage of the FTA Covid-19 Relief Funding.



FY 2026 ADOPTED EXPENSE SUMMARY

- Salaries (\$48.71 million projected year-end in FY 2025) are budgeted at \$50.25 million or a 3.17% increase and include:
 - Union salary rate and step increases are included in line with the contracts.
 - Administrative employees receive a 3.00% merit-based increase.
 - Adopted salaries are assuming current vacancies will be filled during the new Fiscal Year.
- Fringe Benefits are budgeted to increase 9.39% over the FY 2025 projected year-end mainly due to increases to health insurance costs and with the assumption of no vacant positions.
- Services are budgeted to increase 9.18% over the FY 2025 projected year-end primarily due to increasing prices for various computer software subscription and maintenance agreements. Services are also increasing due to new Spark custodial services and cyber security.
- Diesel Fuel is expected to see a 35.83% decrease in operating costs. The implementation of more hybrid and electric buses has resulted in savings compared to FY 2025 year-end projections.
- Supplies are budgeted to increase 2.61% due to contractual increases.
- Insurance is budgeted to increase 23.54% over the FY 2025 projected year-end primarily due to anticipated market increases and decreased insurance recoveries based on outstanding claims.
- Utilities are budgeted to increase 34.10% over the FY 2025 projected year-end due to rate increases and additional electric buses in service.
- Taxes and licenses are budgeted to decrease 18.32% due to reduced fuel taxes.
- Privatized Transportation – PSTA Access Paratransit is budgeted to increase 4.65% over the FY 2025 projected year-end due to increases in contractual rates and ridership.
- Privatized Transportation – Transportation Disadvantaged (TD) is budgeted to increase 2.14% over the FY 2025 projected year-end due to increases in contractual rates and ridership.
- Privatized Transportation – Trolleys are budgeted to increase 18.48% compared to FY 2025 year-end projections due to contractual rate increases.
- Privatized Transportation – PSTA Access Mobility on Demand is budgeted to increase 18.32% over the FY 2025 projected year-end due to increases in contractual rates and ridership.
- Privatized Transportation – Ferry services budgeted to increased 380.05% due Cross-Bay Ferry starting and a full year of the Clearwater and Dunedin Ferry Operations.
- Miscellaneous expenses are projected to increase by 6.04% from the FY 2025 year-end projection due to merchant services fees, based on increased use of open payments.



**FY 2026 ADOPTED CAPITAL IMPROVEMENT
BUDGET AND FIVE-YEAR CAPITAL IMPROVE-
MENT PLAN**

- The FY 2026 Adopted capital budget includes construction of the Clearwater Stations, receipt of the remaining hybrid and

electric buses that are on order and ferry boats for the new Cross Bay service. The plan maintains emphasis on enhanced customer experience through technology. Veterans and senior citizens will be able to register for discounts remotely.



Pinellas Suncoast Transit Authority

ADOPTED FY 2026 BUDGET

FY 2026 OPERATING BUDGET



FY 2026 OPERATING BUDGET SUMMARY

ADOPTED FY 2026 OPERATING BUDGET	
Operating Revenues	\$18,016,935
Non-Operating Revenues	\$106,157,150
Total Revenues	\$124,174,085
Total Expenses	\$124,011,565
Surplus (Deficit)	\$162,520
Transfer (To) From Reserves	(\$162,520)
Net Surplus (Deficit)	\$0



FY 2026 OPERATING BUDGET OVERVIEW

Description	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Operating Revenues	\$ 8,588,581	\$ 18,390,100	\$ 16,486,499	\$ 18,016,935	9.28%
Non-Operating Revenues	106,573,903	105,350,320	100,544,039	106,157,150	5.58%
Total Revenues	\$ 115,162,484	\$ 123,740,420	\$ 117,030,538	\$ 124,174,085	6.10%
Salaries	42,794,177	49,252,390	48,706,803	50,249,220	3.17%
Fringe Benefits	25,313,440	22,783,120	21,130,988	23,115,910	9.39%
Services	6,851,067	8,439,460	7,656,557	8,359,120	9.18%
Diesel Fuel	5,612,966	5,618,590	4,610,358	2,958,420	-35.83%
Supplies	6,292,627	6,205,720	6,147,261	6,307,890	2.61%
Insurance	1,009,958	3,703,510	2,813,995	3,476,370	23.54%
Utilities	1,447,764	1,726,730	2,100,552	2,816,760	34.10%
Taxes & Licenses	981,947	970,430	788,856	644,360	-18.32%
Privatized Transportation – Paratransit	8,970,748	9,382,980	9,133,133	9,557,490	4.65%
Privatized Transportation – TD	999,948	1,227,890	1,172,875	1,197,950	2.14%
Privatized Transportation – Trolleys	3,593,137	4,163,010	3,818,525	4,524,360	18.48%
Privatized Transportation – Mobility on Demand	6,300,387	8,413,990	7,168,637	8,481,680	18.32%
Privatized Transportation – Ferry Service	-	436,670	160,000	768,080	380.05%
Miscellaneous	1,805,931	1,228,010	1,465,434	1,553,955	6.04%
Total Expenses	\$ 111,974,096	\$ 123,552,500	\$ 116,873,974	\$ 124,011,565	6.11%



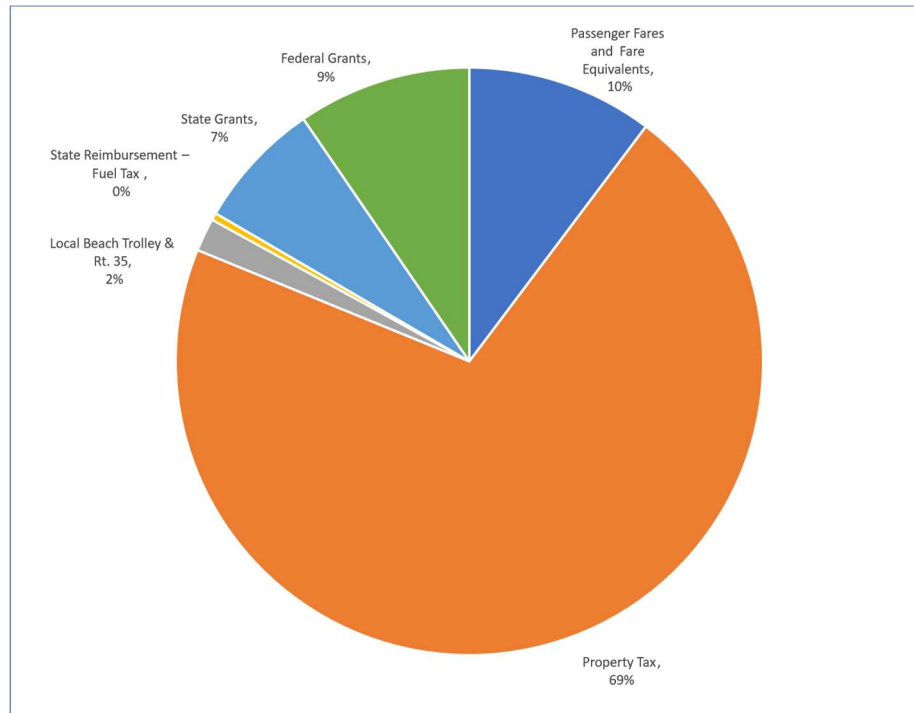
FY 2026 OPERATING BUDGET OVERVIEW REVENUE

Description	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Passenger Fares and Fare Equivalents (a)	\$ 11,668,729	\$ 12,831,611	\$ 11,031,333	\$ 12,444,981	12.81%
Auxiliary	\$ 873,837	\$ 576,850	\$ 575,000	\$ 580,600	0.97%
Non-Transportation	\$ 3,062,523	\$ 2,710,000	\$ 2,640,988	\$ 2,298,000	-12.99%
Property Tax	\$ 77,764,754	\$ 83,365,070	\$ 83,151,164	\$ 85,961,410	3.38%
Local Beach Trolley & Rt. 35	\$ 1,375,880	\$ 1,531,689	\$ 1,531,889	\$ 2,208,474	44.17%
State Reimbursement – Fuel Tax	\$ 744,632	\$ 739,950	\$ 707,289	\$ 484,880	-31.45%
State Grants	\$ 3,809,393	\$ 11,179,790	\$ 10,416,946	\$ 8,536,520	-18.05%
Federal Grants	\$ 12,487,720	\$ 10,733,460	\$ 6,903,929	\$ 11,587,220	67.84%
Federal Grants MPO Pass-Thru	\$ 161,872	\$ 72,000	\$ 72,000	\$ 72,000	0.00%
Total Revenues	\$ 111,949,340	\$ 123,740,420	\$ 117,030,538	\$ 124,174,085	6.10%

(a) Include State and Local Government Fare Equivalents.



FY 2026 OPERATING BUDGET OVERVIEW REVENUE



Revenue Assumptions:

- Passenger Fares and Fare Equivalents from State and Local Fare sources are budgeted to increase from the projected FY 2025 year-end of \$11 million to \$12.44 million. This is primarily due to increase in ridership, U-Pass partnerships and local contributions.
- Auxiliary revenue is budgeted to increase .97% from the FY 2025 year-end projection. This is due to an increase in contractual revenues in FY 2026.
- Non-transportation revenue is expected to decrease from the projected FY 2025 year-end of \$2.64 million to \$2.30 million or 12.99%. This is due to anticipated decrease in investment interest rates.
- The Property Tax millage is decreasing from .7342 to .7300 mills. Property Tax is projected to increase by 3.38% from the FY 2025 year-end projection. Increased Pinellas County property values are the main contributing factor to higher property taxes.
- State Reimbursement – Fuel Tax is decreasing 31.45% due to decreased usage of diesel fuel with the increase in hybrid and electric replacement buses.
- State Grant revenue is projected to decrease 18.05%. This is due to the anticipated ending of the Sun Runner BRT funding state assistance
- Federal Grant revenue is budgeted to be 67.84% more than the FY 2025 year-end projection. This reflects PSTA's increase in usage of the FTA COVID-19 Relief Funding.

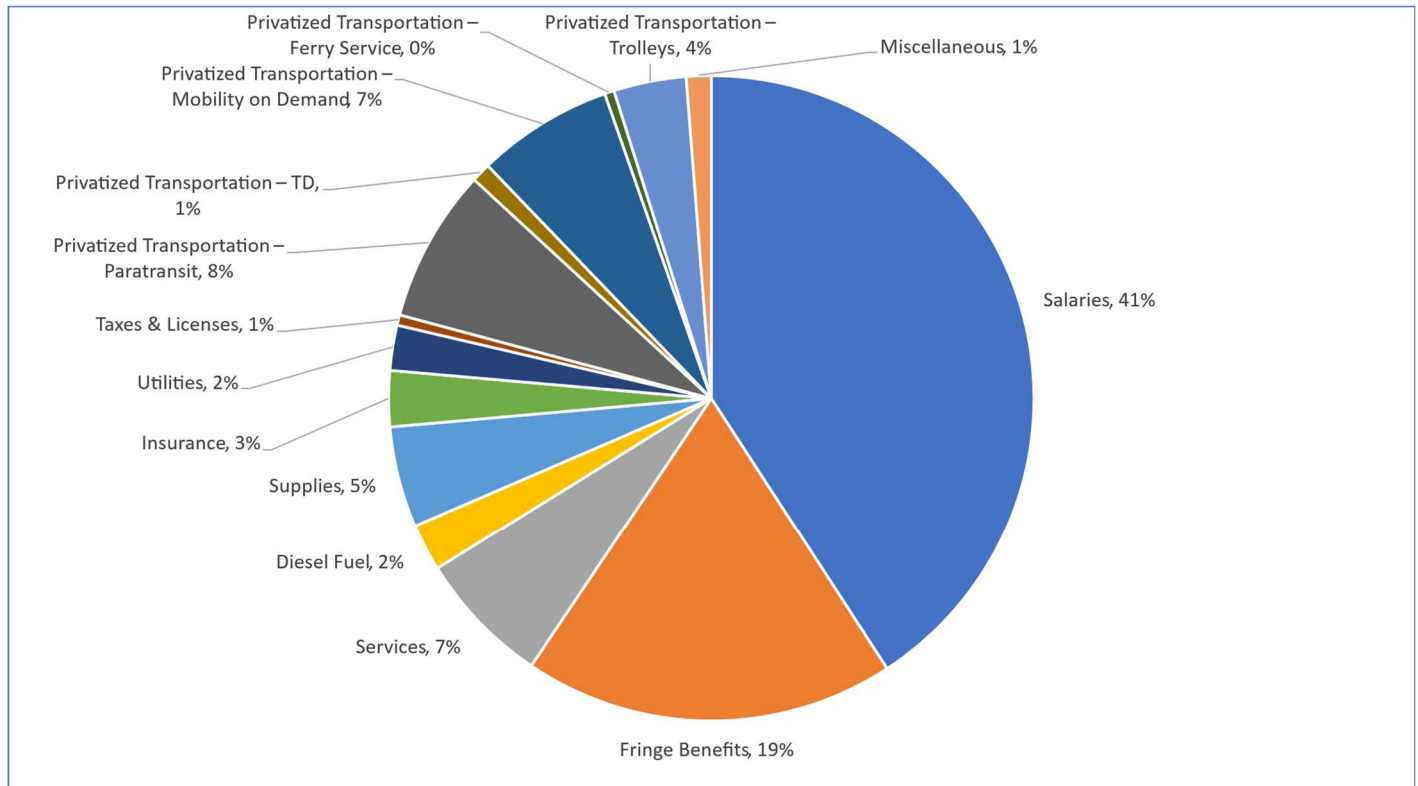


FY 2026 OPERATING BUDGET OVERVIEW EXPENSES

Expenses	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	42,794,177	49,252,390	48,706,803	50,249,220	3.17%
Fringe Benefits	25,313,440	22,783,120	21,130,988	23,115,910	9.39%
Services	6,851,067	8,439,460	7,656,557	8,359,120	9.18%
Diesel Fuel	5,612,966	5,618,590	4,610,358	2,958,420	-35.83%
Supplies	6,292,627	6,205,720	6,147,261	6,307,890	2.61%
Insurance	1,009,958	3,703,510	2,813,995	3,476,370	23.54%
Utilities	1,447,764	1,726,730	2,100,552	2,816,760	34.10%
Taxes & Licenses	981,947	970,430	788,856	644,360	-18.32%
Privatized Transportation – Paratransit	8,970,748	9,382,980	9,133,133	9,557,490	4.65%
Privatized Transportation – TD	999,948	1,227,890	1,172,875	1,197,950	2.14%
Privatized Transportation – Mobility on Demand	6,300,387	8,413,990	7,168,637	8,481,680	18.32%
Privatized Transportation – Ferry Service	-	436,670	160,000	768,080	380.05%
Privatized Transportation – Trolleys	2,814,101	4,163,010	3,818,525	4,524,360	18.48%
Miscellaneous	1,805,931	1,228,010	1,465,434	1,553,955	6.04%
Total Operating Expenses	\$ 111,195,060	\$ 123,552,500	\$ 116,873,974	124,011,565	6.11%



FY 2026 OPERATING BUDGET OVERVIEW EXPENSES



Expense Assumptions:

- Salaries (\$48.71 million projected year-end in FY 2025) are budgeted at \$50.25 million or 3.17% and include:
 - Union Salary rate and step increases to reflect the contracts.
 - Administrative employees receive a 3.00% merit-based increase.
 - Adopted salaries are assuming current vacancies will be filled during the new Fiscal Year.
- Fringe Benefits are budgeted to increase 9.39% over the FY 2025 projected year-end mainly due increases to health insurance cost and with the assumption of no vacant positions.
- Services are budgeted to increase 9.18% over the FY 2025 projected year-end primarily due to increasing prices for various computer software subscription and maintenance agreements. Service costs also increase due to new Spark custodial services and cyber security.
- Diesel Fuel is expected to see a 35.83% decrease in operating costs. Additional hybrid and electric buses have resulted in savings compared to FY 2025 year-end projections.
- Supplies are budgeted to increase 2.61% due to contractual increases.
- Insurance is budgeted to increase 23.54% over the FY 2025 projected year-end due to anticipated market increases and



- decreased insurance recoveries based on outstanding claims.
- Utilities are budgeted to increase 34.10% over the FY 2025 projected year-end due to additional electric buses in service.
- Taxes and licenses are budgeted to decrease 18.32% due to less use of diesel and unleaded fuel.
- Privatized Transportation – PSTA Access Paratransit is budgeted to increase 4.65% over the FY 2025 projected year-end due to increases in contractual rates and ridership.
- Privatized Transportation – Transportation Disadvantaged (TD) is budgeted to increase 2.14% over the FY 2025 projected year-end due to increases in contractual rates and ridership.
- Privatized Transportation – Trolleys are budgeted to increase 18.48% compared to FY 2025 year-end projections due to contractual rate increases and increases in service hours.
- Privatized Transportation – Mobility on Demand is budgeted to increase 18.32% over the FY 2025 projected year-end due to continued increases in ridership based on current year trends.
- Privatized Transportation – Ferry services are budgeted to increase 380.05% due to the new Cross-Bay Ferry schedule to start service and a full year of Clearwater and Dunedin Ferry services.
- Miscellaneous expenses are projected to increase by 6.04% from the FY 2025 year-end projection due to merchant service fees.

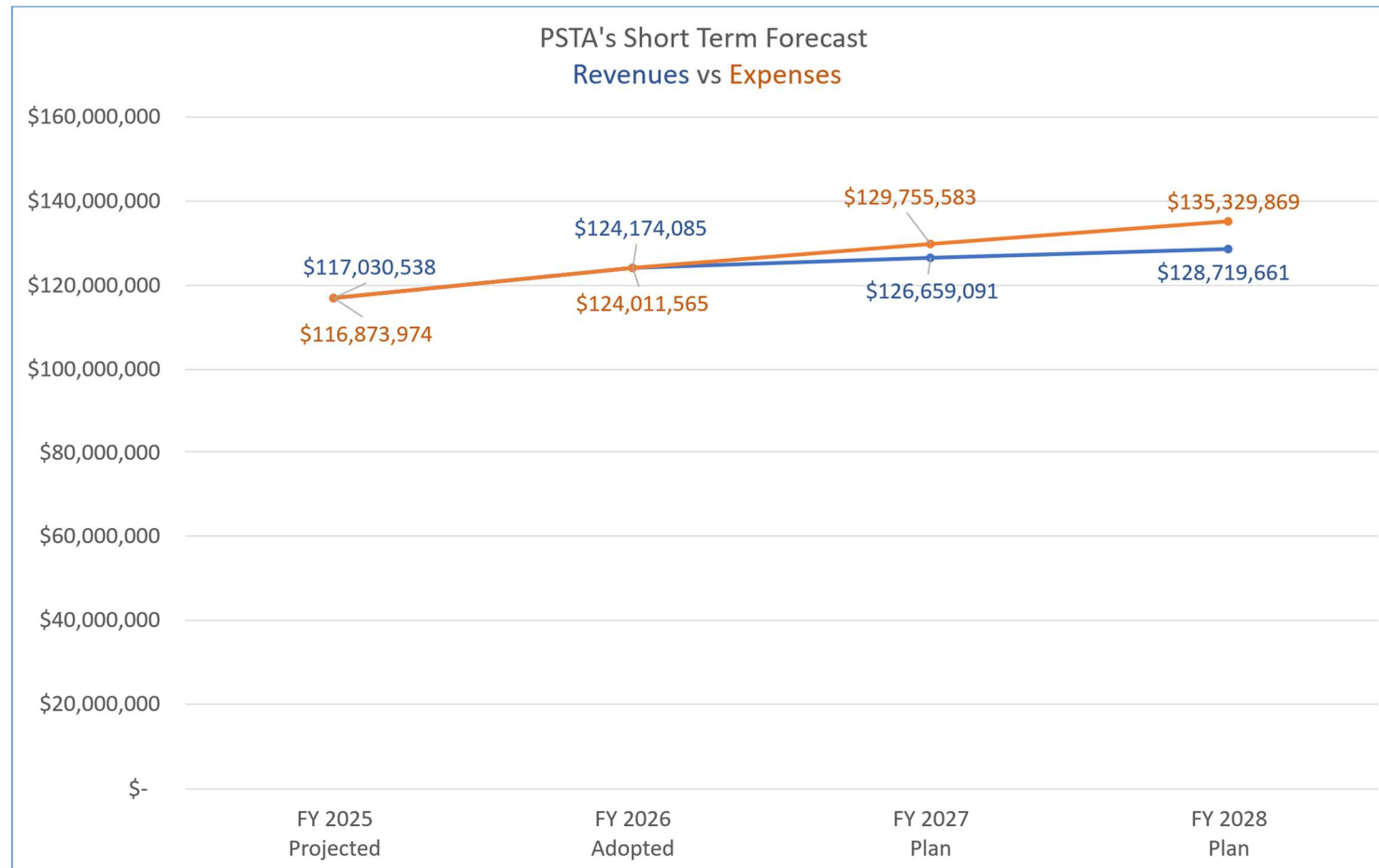
Financial Operating Forecast

- The operating forecast shows that in FY 2027 there is a potential deficit that continues to grow. The assumption on Property Taxes is conservative. The emphasis of the State is to find ways to lower property taxes and PSTA has lowered its millage two years in a row.
- Health care cost increases included in benefits is at 7% and within range for Florida but have a negative impact on the budget.
- PSTA continues to find ways to increase revenues and decrease expenses with effectiveness and efficiency.



FINANCIAL OPERATING FORECAST

PSTA's Short Term Forecast							
Revenue / Expenses Line	FY 2025 Projected	Escalation	FY 2026 Adopted	Escalation	FY 2027 Plan	Escalation	FY 2028 Plan
Passenger Fares and Fare Equivalents	\$ 11,031,333	12.81%	\$ 12,444,981	5.00%	13,067,230	6.00%	13,851,264
Auxiliary	575,000	0.97%	580,600	5.66%	613,462	5.37%	646,405
Non-Transportation	2,640,988	-12.99%	2,298,000	4.00%	2,389,920	3.50%	2,473,567
Property Taxes	83,151,164	3.38%	85,961,410	2.00%	87,680,638	2.00%	89,434,251
Local Assistance	1,531,889	44.17%	2,208,474	1.40%	2,239,393	1.40%	2,270,744
State Reimbursement - Fuel Tax	707,289	-31.45%	484,880	-6.83%	451,771	0.00%	451,753
State Grants	10,416,946	-18.05%	8,536,520	39.06%	11,871,000	-4.42%	11,346,000
Federal Grants	6,903,929	67.84%	11,587,220	-28.60%	8,273,677	-1.21%	8,173,677
Federal Grants MPO Pass-Thru	72,000	0.00%	72,000	0.00%	72,000	0.00%	72,000
Total Operating Revenues	\$ 117,030,538	6.10%	\$ 124,174,085	2.00%	\$ 126,659,091	1.63%	\$ 128,719,661
Salaries	\$ 48,706,803	3.17%	\$ 50,249,220	4.40%	52,460,186	3.90%	54,506,133
Fringe Benefits	21,130,988	9.39%	23,115,910	7.00%	24,734,024	7.00%	26,465,405
Services	7,656,557	9.18%	8,359,120	2.10%	8,534,662	2.10%	8,713,889
Diesel Fuel	4,610,358	-35.83%	2,958,420	-1.50%	2,914,044	-1.50%	2,870,333
Supplies	6,147,261	2.61%	6,307,890	2.10%	6,440,356	2.10%	6,575,603
Insurance	2,813,995	23.54%	3,476,370	2.10%	3,549,374	2.10%	3,623,911
Utilities	2,100,552	34.10%	2,816,760	2.10%	2,875,912	2.10%	2,936,306
Taxes & Licenses	788,856	-18.32%	644,360	-6.83%	600,360	0.00%	600,337
Privatized Transportation – Paratransit	9,133,133	4.65%	9,557,490	5.64%	10,096,532	5.36%	10,637,707
Privatized Transportation – TD	1,172,875	2.14%	1,197,950	5.91%	1,268,749	4.95%	1,331,552
Privatized Transportation – Mobility on Demand	7,168,637	18.32%	8,481,680	5.66%	8,961,743	5.64%	9,467,185
Privatized Transportation – Ferry Service	160,000	380.05%	768,080	0.00%	768,080	0.00%	768,080
Privatized Transportation – Trolleys	3,818,525	18.48%	4,524,360	10.46%	4,997,608	5.64%	5,279,473
Miscellaneous	1,465,434	6.04%	1,553,955	0.00%	1,553,955	0.00%	1,553,955
Total Operating Expenses	\$ 116,873,974	6.11%	\$ 124,011,565	4.63%	\$ 129,755,583	4.30%	\$ 135,329,869



- Revenue: Property tax escalation limited at 2% in outer years based on FY25 hurricane damage impacts at this time. COVID-19 Relief Funds will be exhausted in FY28.
- Expense: Privatized transportation for Paratransit Access and Mobility on Demand is escalating at a greater rate than revenues along with the Jolley Trolley contract.



PSTA ORGANIZATION

Profile of the Authority

The Pinellas Suncoast Transit Authority (The Authority) was created in 1984 via a merger of the St. Petersburg Municipal Transit System and the Central Pinellas Transit Authority to provide Pinellas County with a cohesive public transit system. A fleet of 216 buses and 21 trolleys serve 46 fixed routes including two express routes to Hillsborough County. Pinellas County is 280 square miles with approximately 978,859 residents. Pinellas County is located along the west coast of Florida and includes a corridor of smaller beach communities along the Gulf of America. Pinellas County is the second smallest county in the state of Florida; however, it is the most densely populated county in Florida.

The Authority serves most of the unincorporated areas and 21 of the County's 24 municipalities. This accounts for 98% of the county's population and 97% of its land area. The cities of St. Pete Beach, Treasure Island, Kenneth City, Belleair Beach, and Belleair Shores are not members of the Authority; however, St. Pete Beach and Treasure Island do contract for trolley service.

Officials

A Board of Directors comprised of thirteen elected officials, and two non-elected officials, one of which is appointed by the Pinellas County Board of Commissioners and the other by the St. Petersburg City Council, governs the Authority.

Services and Service Delivery

The Authority provides virtually all public transportation services in this area. These services include fixed routes, demand response, and specialized services including ferry services. The Authority maintains over 4,000 bus stops, 664 shelters, 14 transfer hubs, 3 customer service centers, and a fleet of 216 fixed route vehicles.

During fiscal year 2024, Authority vehicles traveled a total of 9.1 million revenue miles, providing approximately 654,000 hours of service, and 9.3 million total passenger trips.



Two, (2) convenient Park-N-Ride lots are provided for intermodal connections to local and commuter express bus routes. PSTA has an agreement with the City of St. Petersburg and The Looper Group for circulator service in downtown St. Petersburg. PSTA has an agreement with Jolley Trolley, Inc. to provide circulator service from Clearwater Beach to downtown Clearwater and north to Tarpon Springs as well as a Clearwater North Beach route .

The Authority offers a host of programs and services to make using public transit an easy and attractive alternative to driving. Printable route schedules and maps are available at <http://www.psta.net>. The Transit App now contains integrated PSTA route and real-time information. The website also offers details regarding how to ride, fares and reduced fare programs, Bikes on Buses, employment opportunities, and much more. These materials are also all available by mail. Trip planning assistance is available by



calling the Customer Service InfoLine, visiting a Customer Service Center, or Google trip planner and the Transit App. In addition, real-time bus arrival information is available through the PSTA website, by calling the Customer Service InfoLine, through text messaging, Transit App and displayed on message display signs at the terminals and at laybys throughout the County. Information is now available to the public at <http://ridepsta.net> or by downloading the real-time bus information app.

Passengers enjoy the convenience of loading a bicycle onto special racks on the front of every bus and trolley. A special video is available on the Authority's website to teach riders how to use the rack. Organizations interested in the role of public transportation in Pinellas County are invited to call and request a speaker for meetings and/or events. First-time riders can use the "Show Me" Program to get schedules, route maps, fare information, and more brought right to their door by an Authority representative who will train them in the basics of transit and take them on the first bus trip.

PSTA launched "Direct Connect" in February of 2016. Direct Connect allows riders to use Uber or United Taxi to travel within a specific geographic zone to or from a series of designated stops. From there, riders can connect with the regular PSTA public transit system.

PSTA, Uber and United Taxi join together to celebrate the success of this first-ever public-private partnership.

People with disabilities who are unable to use regular bus service may be eligible for an ADA Paratransit service. Paratransit services provide people with disabilities, including veterans, with rides to doctors' appointments, work, school, and other critical destinations. This curb-to-curb service is tailored for those who, because of their disability, are unable to independently use PSTA's regular, accessible buses.

Since paratransit offers vehicles that are equipped with wheelchair lifts, they are accessible to passengers in wheelchairs and scooters. Paratransit service is a complement to the Authority's fixed routes, with service available to certified customers during the same days and hours as the fixed route bus service. Paratransit traveled 3.6 million miles, provided 217 thousand hours of service and 489 thousand passenger rides.

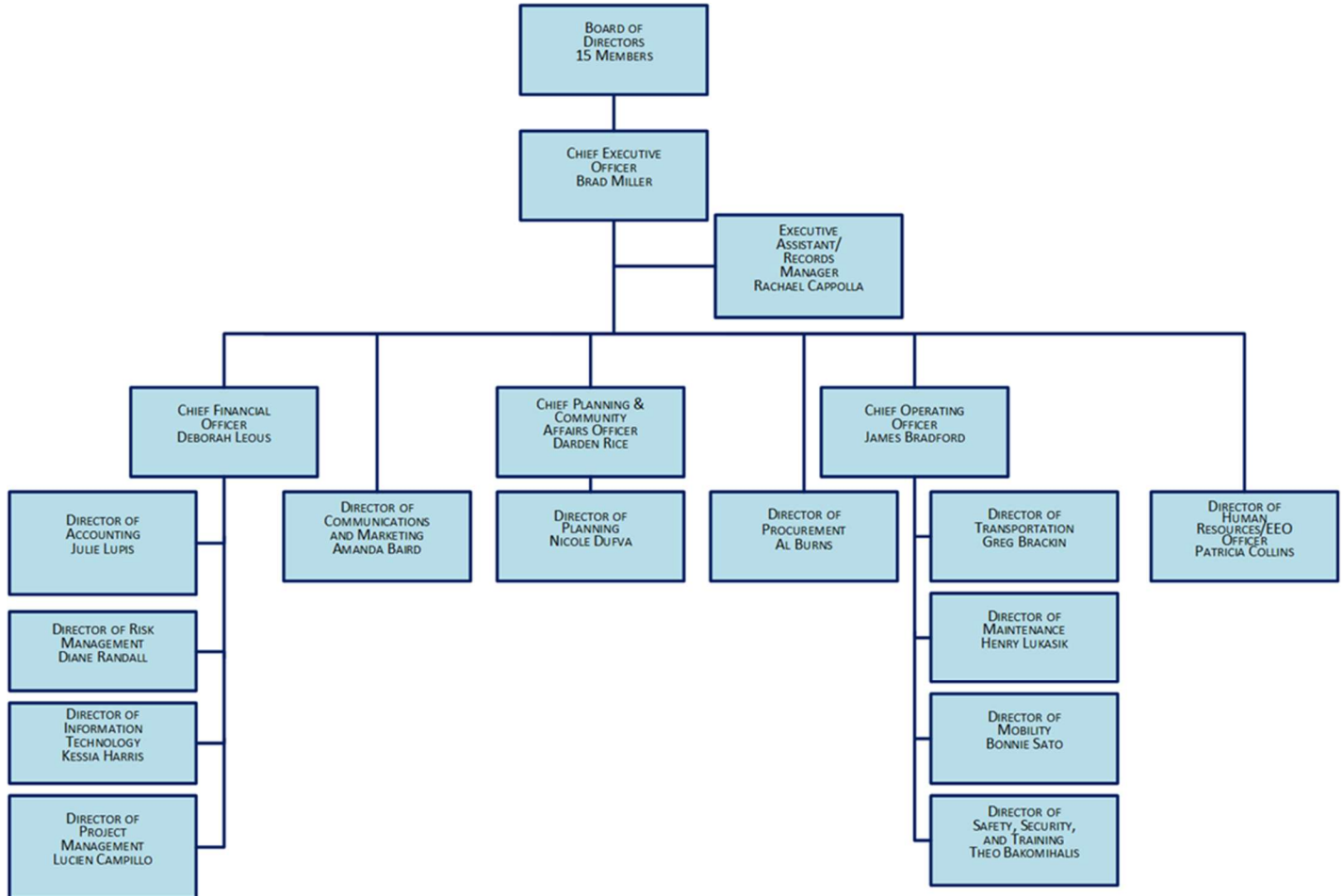
Management

The Chief Executive Officer is responsible for the Authority's daily operations and directly supervises the core personnel who lead the organization: Finance, Planning, Information Technology, Project Management, Operations, Maintenance, Human Resources, and Communications. Additionally, there are departments that support these functions.





PSTA ORGANIZATION





PSTA ORGANIZATION

POSITION CHANGES BY DIVISION Current and Anticipated

DIVISION	FY 2024	FY 2025	FY 2026	FY 2025 VS FY 2026	
Executive Division	5	4	10	6	A
Finance Division	29	28	24	-4	B
Planning Division	10	11	11	0	
Human Resources Division	8	8	8	0	
Communications Division	13	12	12	0	
Information Technology Division	9	10	10	0	
Project Management Division	8	7	7	0	
Transportation Division	446	457	457	0	
Mobility Division	24	24	23	-1	B
Maintenance Division	107	107	108	1	A
General Function Division	0	0	0	0	
Insurance Division	0	0	0	0	
Total	659	668	670	2	

A – Added Positions

B – Position Removed

Executive Division increased by six (6). Five (5) Procurement positions transferred from Finance and one (1) additional Purchasing Clerk added.

Finance Division decreased by four (4). Five (5) positions in the Procurement department were moved into the Executive division, one (1) position added for a Senior Grants and Project Accountant.

Mobility Division decreased by one (1). One (1) Reservation Agent position removed.

Maintenance Division increased by one (1). One (1) Fleet Technician II and two (2) Service Attendants are added. Two (2) positions, Maintenance Training Instructors, with long-standing vacancies, were forfeited for the new positions.



BUDGET POLICIES AND PROCESS

Summary of Budget and Accounting Policies

Pursuant to the Special Act which created the Authority and Florida Statutes Chapter [F.S. 189.016](#), the annual operating and capital budget authorizing expenditure of funds shall be adopted annually by the Board of Directors and is the statutory spending authority.

Government resources are accounted for based upon the purpose for which they are to be spent and the means by which spending activities are controlled.

The Pinellas Suncoast Transit Authority is accounted for as a Business Type Activity (Enterprise Fund), as defined by Governmental Accounting Standards Board (GASB) Statement No. 34, Basic Financial Statements – Management's Discussion and Analysis – for State and Local Governments and its budget and financial statements are presented on the accrual basis of accounting.

Enterprise funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with the fund's principal ongoing operational activities. Charges to customers represent the Authority's principal operating revenues and include passenger fees, and revenues from use of its capital assets for advertising, and right-of-way activities. Operating expenses include the cost of operating, maintaining, and supporting transit services and related capital assets, administrative expenses, and depreciation. All revenues and expenses not meeting this definition are reported as non-operating or other revenues and expenses.

Basis of Accounting

Basis of accounting refers to when revenues and expenditures or expenses are recognized in the financial statements. Basis of accounting relates to the timing of the measurements made, regardless of the measurement focus applied. PSTA uses accrual accounting for the Enterprise Fund. Under this method, revenues are recognized when they are earned, and expenses are recognized when they are incurred, regardless of when the related cash flows take place. Property taxes are recognized as revenues in the year for which they are levied, and grants are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met, including that the eligible expenses have been incurred. Grants received in advance of revenue recognition by the Authority are shown as unearned grants revenue.

Basis of Budgeting

The preparation, approval, adoption and execution of PSTA's budget comply with Florida Statute, Chapter [F.S. 189.016](#).

Budgets for Proprietary Funds (Enterprise) use the accrual basis of accounting. Revenues are recognized in the period in which they are earned, and expenditures are recognized in the period in which the liability is incurred.

The Annual Financial Statements show the status of PSTA's finances on the basis of generally accepted accounting principles. Generally, this is the way the budget is prepared, with the following exceptions:

The acquisition of capital assets is budgeted, and depreciation is not budgeted. The fiscal year required pension contributions during the fourth quarter of the fiscal year are appropriated in the



BUDGET POLICIES AND PROCESS

budget but are reported in the annual financial statements as deferred outflow of resources. The accounting for PSTA's proportionate share of the Florida Retirement System net pension liability is not part of the budget. Accounting for other postemployment benefits is not part of the budget.

Accordingly, the Net Position Available to Budget consists of cash and cash equivalents, accounts receivable, and grants receivable, less accounts payable, and accrued expenses, compensated absences, claims and judgements, and unearned revenue.

Definition of a Balanced Budget

The Board of Directors of the Authority shall adopt a budget by resolution each fiscal year. The total amount available from taxation and other sources, including balances brought forward from prior fiscal years, must equal the total appropriations for expenditures and reserves. At a minimum, the adopted budget must show, as required by law and sound financial practices, budget revenues and expenditures and organizational unit, which are at least at the level of detail required by the annual financial report under [F.S. 218.32 \(1\)](#).

Budget Adjustments and Transfers

Budget adjustments are designed to give PSTA limited flexibility in its budgetary proceedings. They may generally be approved for one of three reasons. First, a mistake may have been made in the original approved budget. Because the budget cycle begins so early in the year, it is very easy to overlook certain items that should have been included, or to over or underestimate the expenses or need for other items. A second reason for which transfers may be approved is emergency purchases. In many instances,

equipment, supply, or maintenance costs must be incurred at a higher level than could have been anticipated due to a breakdown of equipment, the assumption of a new service, or unusually large contract prices. A third justification for an adjustment is an avoidance of future cost increases. Such opportunities often arise when products or services can be purchased at a certain time rather than putting off the purchase until a later date.

Budget adjustments exist for very specific reasons as noted above. They should not be used to balance an organization's budget each month. Operating within one's available budgetary resources is a managerial responsibility, and one which should be taken very seriously. The approved budget is only a plan and can be adjusted as circumstances change; however, it should be adhered to as closely as possible.

When needs are less than originally anticipated or prices come in lower than budgeted, excess funds should accrue as savings to PSTA. They should not be considered as available dollars for additional expenditures. These accrued savings become cash forward in the next year's budget, which is very valuable resource in maintaining service levels and avoiding tax rate increases.

Any budgetary division may request a transfer. To do so, a completed Budget Transfer Request Form must be submitted to the Budget Department. The submitted form must contain all information requested including cost center information, justification for the transfer, the amount of the transfer, the origin and destination of funds, and signed approval of the appropriate Chief, Director or designee. Should there be insufficient space on the form to provide adequate justification, an additional page may be attached. Incomplete forms will be returned to the requesting Division.



BUDGET POLICIES AND PROCESS

Upon receipt of a completed Budget Transfer Request Form, the Budget Department reviews the information provided for accuracy and evaluates the merits of the request. Once all necessary information requirements have been satisfied, the office processes a journal voucher to document the proposed transfer for auditing purposes.

The request for transfer of funds requires the Division Chief or Department Director's signature. The term "Division" shall, in this instance, refer to any of the Divisions into which PSTA's budget is divided. "Department" shall mean all designated subdivisions of these Divisions.

Transfers that require the expenditure from contingencies may only be made with the approval of the PSTA Chief Executive Officer. All transfers by the Chief Executive Officer will be recorded as approved.

Transfers that require the transfer of monies from one Division to another shall require the approval of the Chief Executive Officer or the Chief Financial Officer.

Once the appropriate authority has approved a transfer request, it shall be the responsibility of the Budget Department to ensure that an accurate report is forwarded to the Budget staff in the form of a journal voucher, complete with all necessary supporting information and approval of the Director of Finance and the Chief Financial Officer.

Amendments

Request for appropriations of funds not previously budgeted will be processed as budget amendments as required by Florida Statutes, Chapter [F.S. 189.016](#). All budget amendments that increase the annual budget require the approval of the PSTA Board of Directors.

General Fiscal / Budget Policies

The annual operating budget of PSTA shall balance the public transit service needs of the community with the fiscal capabilities of PSTA. It is intended to achieve the goals and objectives established by the PSTA Board for the following fiscal year. PSTA programs will represent public transportation needs in compliance with various State and Federal regulations. A balance between personnel and other classes of expenditures will also be achieved.

PSTA recognizes that its citizens deserve a commitment from PSTA to be fiscally responsible, and that a balanced operating budget is the cornerstone of fiscal responsibility. Annual operating expenses will be fiscally balanced with revenues or income estimates that can reasonably and normally be planned to be received during the fiscal year. New programs or changes in policies, which would require the expenses of additional operating funds, will be funded either through reductions in existing programs of lower priority or through adjustments to fees, service charges, or taxes. Requests for new or changes to programs or policies will be accompanied by an analysis of the short and long-term impact on the operating budget caused by such a change or new program or policy.

New programs, services, or facilities shall be based on general citizen demand or need.

PSTA shall prepare and implement a Capital Improvement Plan (CIP) that shall schedule the funding and construction of projects for a five-year period. The CIP shall balance the needs for improved public facilities, as identified in PSTA's comprehensive plan, within the fiscal capabilities and limitations for PSTA.

PSTA shall maintain its accounting records in accordance with generally accepted accounting principles (GAAP), applied to governmental units



BUDGET POLICIES AND PROCESS

as promulgated by the Governmental Accounting Standards Board (GASB).

PSTA shall provide funding for public services on a fair and equitable basis and shall not discriminate in providing such services on the base of race, sex, color, religion, national origin, or physical handicap.

Budgets for all PSTA Divisions and all other PSTA expenses shall be under PSTA Board appropriation control.

Preparation of PSTA's budget shall be in such a format as to allow correlation with the costs reported in PSTA's Annual Financial Statements.

FISCAL POLICIES FOR INVESTMENTS AND DEBT

Investments

The PSTA investment policy is to invest public funds in a manner which will maximize safety, while still meeting the daily cash flow demand and earning a fair yield relative to the risk assumed. The investment policy conforms to all states statutes and local ordinances governing the investment of public funds. The objectives are safety of principal, liquidity to meet all operating requirements, which can be anticipated, and yield. This policy is required to be reviewed annually by the Board of Directors to consider changing economic, market and regulatory environments.

Debt

Currently PSTA has no debt issued and no debit limits. However, the PSTA debt policy is designed to guide the process to determine when and for which purpose incurring debt is a prudent financial strategy. In addition, it provides guidance for issuing, managing and accounting for any debt prudently issued in the future. This policy is required to be revised annually by the Board of

Directors to consider changing economic and regulatory environments.

FISCAL POLICY FOR ANNUAL OPERATING REVENUE AND EXPENSES

Revenue

Revenue projections will be based on an analysis of historical trends and reasonable assumptions of future conditions.

Revenue estimates will be made on a reasonably conservative basis to ensure that estimates are realized.

The operating budget will be prepared based on 96.2% of the certified taxable value of the property tax roll.

PSTA will not use long-term debt to finance expenses required for operations.

The operating budget will be balanced using the current year's revenues to finance current year expenses. Net position reserves shall not normally be budgeted as a resource to support routine annual operating expenses. Net position reserves may be budgeted as a resource to support capital, debt, or extraordinary major maintenance needs on a non-recurring basis, or as reserves to be carried forward.

As early as practical in each annual budgeting cycle, the PSTA Board shall give directions to administration as to the circumstances under which an ad valorem tax millage increase would be considered. Normally, such directions should be given in February of each year in conjunction with the setting of a tentative budget calendar.

Fees should be collected on all PSTA provided services for which specific users may be readily identified and use may be reasonably quantified. The amount of the fee should be based on actual



BUDGET POLICIES AND PROCESS

costs incurred in providing the services (or facility) and shall be reviewed at least biannually. The degree to which fees shall recover full costs shall be a policy determination of the board, but in no instance should it exceed that total cost.

Requirements

Normal maintenance requirements necessary to sustain the basic asset value will be included in the budget of the proper operating fund.

Contractual obligations and compensation plans for employees will be provided.

As early as practical in the budget process, the PSTA Board shall discuss with Administration, PSTA staffing for both current and planned years.

Capital will be provided for major improvements and automation of services based on multiple-year planning and appropriate cost benefit analysis. Each year, as early as practical, the PSTA Board shall discuss specific capital replacement requirements and policies for the upcoming year.

Future capital improvement requirements and replacement will be included in operating plans requiring such reserves as may be necessary. The annual amount set aside to provide reserves for future capital requirements should be consistent with individual fund needs.

Along with all other required budget material submitted by Division Chiefs and Directors in March and April of each year, the Director of Risk Management shall prepare an estimate of amounts to be budgeted for workers' compensation, self-insured, and other related claims.

Net Position

The net position will be maintained by using a conservative approach in estimating revenues

and by ensuring that expenditure does not exceed appropriations.

Any anticipated deficit at year-end will be provided for in the current year's transfers from net position.

BUDGET PROCESS AND CALENDAR

The budget process for special districts in Florida is in large part statutorily driven as outlined in the following timetable. (For further detail, please refer to the Florida Statutes Chapter [F.S. 189.016](#).

Every employee of PSTA has a role in preparing the budget. The budget needs to be formulated, prepared, implemented, and evaluated. Each Chief and Director is accountable to the Chief Executive Officer for the performance of their respective personnel and whether or not their Division meets their objectives within the allocated resources.

PSTA uses an annual budget format in which the first year establishes the appropriated budget and is used for financial planning to assist with projecting a multi-year budget strategy. Enabling strategic as well as tactical thinking, the multi-year format provides for improved decision making with a longer-term focus on goal achievement and infrastructure maintenance.

The budget relies on the identification of essential transportation needs of Pinellas County residents, and budget and financial priorities including the identification and ranking of critical transit services.

The following outlines the various stages of budget development and administration and identifies the roles and responsibilities of the key participants in the process:



BUDGET POLICIES AND PROCESS

The Planning Phase

Budget development begins in February each year when plans are set forth for next year's budget process. The Budget Department reviews areas of continuous improvement from the previous year's process. Objectives for the next year's process are designed, and plans are made to overcome any prior challenges.

Multi-year projections are prepared. In addition, instructions and examples are reviewed, training classes are arranged, and the budget calendar dates are set. At the beginning of April, the tentative calendar is distributed to all divisions along with a reminder of the dates for the budget process.

The Preparation Phase

The budget kick-off sets the pace for the preparation of the budget and is presented in a meeting. Provided is the financial status of PSTA, economic growth, and issues that need to be addressed during future budget work sessions.

Divisions are directed to return a status quo program budget and requests for service improvements (if any) for consideration.

The staff of the Budget Department reviews the submitted requests with each of the divisions and their respective departments; changes to the requests are made at this time. Once all changes have been completed, the Chief Executive Officer reviews the final product. After the review, work sessions are scheduled with the divisions, Budget Department staff, and the Chief Executive Officer for any final changes. These reviews begin in April and continue until the proposed budget is submitted to the PSTA Board. A proposed balanced budget is presented to the PSTA Board at a regularly scheduled Board meeting in June.

Leading up to the Board presentation in June, specific budget topics are presented and discussed each month starting in March. Topics include key budget assumptions, the capital improvement program, personnel assumptions, service adjustments, and other key topics as needed.

The Review and Adoption Phase

Board and Planning Committee work sessions, held in a public setting, are scheduled for the remainder of July and August. In these sessions, the PSTA Board reviews budget issues and recommends funding of said issues.

During this period, the Notice of Proposed Property Taxes, otherwise known as TRIM (Truth in Millage) notices, are prepared and mailed by the Property Appraiser. Published on the TRIM notice is the date of the first public hearing to adopt the tentative millage rate and the tentative budget.

The purpose of the public hearing is to give the public an opportunity to speak for or against the proposed millage rate and budget. At the end of the first public hearing, a date and time is announced for the final public hearing. An advertisement for the hearing is placed in a local newspaper. This ad contains summary budget information along with the tentative millage rate and the tentative approved budget based on the first hearing. Also noted are the time, date and location for the final hearing.

The purpose of the final public hearing is to give the public a second opportunity to speak for or against the millage rate and budget. At this meeting, the PSTA Board adopts the final millage rate and budget. Within the next three days the Property Appraiser, Tax Collector and State Department of Revenue must be notified of the adopted millage rate. The Tax Collector mails



BUDGET POLICIES AND PROCESS

final tax invoices to property owners at the beginning of November.

Amendments after Adoption

As provided in Florida Statute, [F.S. 189.016](#), once the budget is adopted it may be amended by the PSTA Board at any time within a fiscal year and 60 days following, in the following manner:

Appropriations for expenses in the fund may be decreased and other appropriations in the same fund correspondingly increased, if the total of the appropriations of the fund are not changed.

Appropriations from the Reserve for contingencies may be made to increase the appropriation for any particular expense in the same fund, or to create an appropriation in the fund for any

lawful purpose, but expenses may not be charged directly to the reserve.

Revenue of a nature or source not anticipated in the budget and received for a specific purpose such as grants, donations, gifts, or reimbursement for damages may, by resolution of the Board, be appropriated and expended for that purpose.

Increased receipts for enterprise or proprietary funds received for a particular purpose may, by resolution of the Board, be appropriated and expended for that purpose.

Any amendment to the budget not specified above may be authorized by resolution of the Board following a public hearing.



BUDGET PROCESS CALENDAR

February	Priority decisions are made on needs for the Capital Improvement Program. Initial meetings to strategize the FY 2026 Capital Budget with directors begins.
March	Distribution of FY 2026 budget package for personnel. Operating budget request meeting is held for Budget Calendar and Key Assumptions. Meetings held to discuss Capital Budget requests and initiatives with Directors.
April	Divisions submit all operating budget requests for financial review. Second meeting held for Personnel Assumptions to be reviewed. Meetings with PSTA Chiefs and Directors begin for senior level discussion on operating budget.
May	Senior level discussion on operating budget requests. Meetings with the CEO, Chiefs, and Directors begin for senior level discussion on operating budget requests. Meetings held to discuss Service Initiatives.
June	Receipt of Estimate of Taxable Values from the office of the Pinellas County Property Appraiser. Third discussion regarding Capital Improvement Project was held with Directors. First Draft of FY 2026 operating and capital budget and FY 2026 to FY 2030 capital improvement plan is submitted to Board of Directors.
July	Property Appraiser delivers certification of taxable value. Revision of Adopted Budget and recommendation of Adopted Millage. Final meetings regarding Capital Improvement Project requests held with CEO and Directors. The Board of Directors approves proposed millage rate per state statute.
August	PSTA advises the Property Appraiser of the proposed millage rate, the rolled back millage rate and date, time and place of a public hearing to consider the proposed millage rate and proposed budget. The updated proposed FY 2026 operating and capital improvement plan is provided to the Board of Directors.
September	The first public hearing to be held on the proposed budget and millage rate. Final public hearing date, with a determination to adopt final millage rate and budget are advertised in the local newspaper. Final public hearing is held adopting resolutions for both the final millage rate and budget.
October	Beginning of FY 2026. Within thirty (30) days following adoption of final millage and budget resolution, PSTA must certify that it has complied with the provisions of Chapter 200, Florida Statutes, to the Ad Valorem Tax, Department of Revenue.



Local Government TRIM Timetable
(State Guidelines)

<u>Day #</u>	<u>"Typical" Date</u>	<u>Agency</u>	<u>Activity</u>
1	July 1 or Date of Certification, whichever is Later	Property Appraiser	Property Appraiser certifies taxable value (DR-420) to taxing authority.
Within 15 Days	July 15	Taxing Authority	Budget Office submits tentative budget to taxing authority.
Within 35 days	August 4	Taxing Authority	Taxing authority advises Property Appraiser of proposed millage rate, and date, time and place of the 1 st public hearing to consider proposed millage rate and tentative budget.
55 days	August 24	Property Appraiser	Property Appraiser email and upload through the TRIM ePortal website notice of proposed property taxes (DR-474, TRIM Notice).
Between 65/80 days after certification	September 3 – Sept 10 (Monday thru Friday after 5:00PM or Saturday)	Taxing Authority	1 st public hearing is held to adopt tentative millage rate and budget. This hearing cannot be held sooner than 10 days following the mailed TRIM notice.
Within 15 days after 1 st public hearing	Sept. 14 – Sept. 21	Taxing Authority	Advertisement of final millage rate and budget and final public hearing schedule within 15 days after the tentative millage rate and budget are adopted.
Between 2-5 days after ads	Sept. 17 – Sept. 24	Taxing Authority	Final millage rate and budget hearing. The final millage rate and budget are adopted at this hearing. This hearing CANNOT be held sooner than 2 days or 5 days after it is advertised in the newspaper.

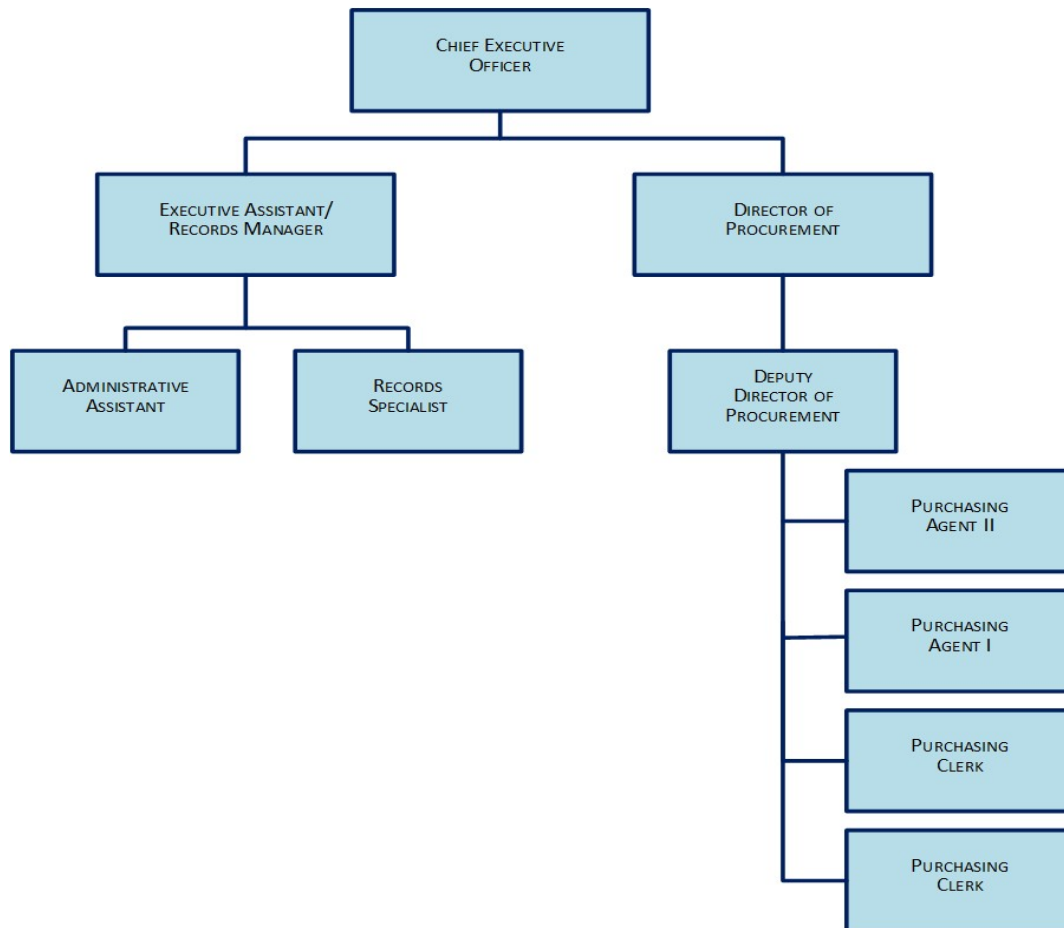


Within 3 days after final adoption	Sept. 23 – October 11	Taxing Authority	Taxing authority certifies adopted millage to Property Appraiser, Tax Collector, and the Department of Revenue.
	Typically, After the Value Adjustment Board (VAB) hearings	Property Appraiser	Certify final tax roll to taxing authorities, form DR-422
	No Later Than 3 Days After Receipt of the Notice of Final Taxable Value	Taxing Authority	Taxing authority completes and certifies DR-422 to Property Appraiser through the TRIM ePortal. This shall be completed no later than 3 days after receipt.
	Within 30 Days of Final Millage Taxable Value	Taxing Authority	Taxing authority certifies compliance with Sections 200.065 and 200.068, F.S., to the Dept. of Revenue.



EXECUTIVE DIVISION

EXECUTIVE DIVISION OVERVIEW



EXECUTIVE DIVISION

The Executive Division is comprised of two departments: Executive and Procurement.

The Executive Division of PSTA works with the PSTA Board of Directors to build organizational capacity and ensure long-term organizational success. This is accomplished through:

- The development of financial resources.
- Relationships with community leaders.

- Cultivation of leadership capacity through all levels of the organization.
- Design and execution of accountability structures.
- Communication of our vision and accomplishments to a broad audience throughout Pinellas County and the Tampa Bay Region.



PSTA's Chief Executive Officer (CEO) leads a senior management team in carrying out all the duties of the Authority. The focus of the CEO is to develop a fiscally sustainable, and resilient public transit system by striving to provide services and facilities that customers want and need, prioritize customer satisfaction and to encourage the support development of our more than 600 employees. All these efforts must only be accomplished while ensuring financial accountability and stewardship of the system. In addition, the Executive Office is responsible for PSTA's records management, including public records requests and records retention, in accordance with Federal, State, and Local requirements.

PROCUREMENT DEPARTMENT

Procurement is responsible for supporting the operations and capital improvements of PSTA by procuring materials, parts, supplies, equipment, fuel, utilities, and services in accordance with PSTA Procurement Policies and Procedures, and appropriate grant requirements. The department maintains bidders' lists, vendor files, vendor directories, and procurement contracts.



EXECUTIVE DIVISION OVERVIEW

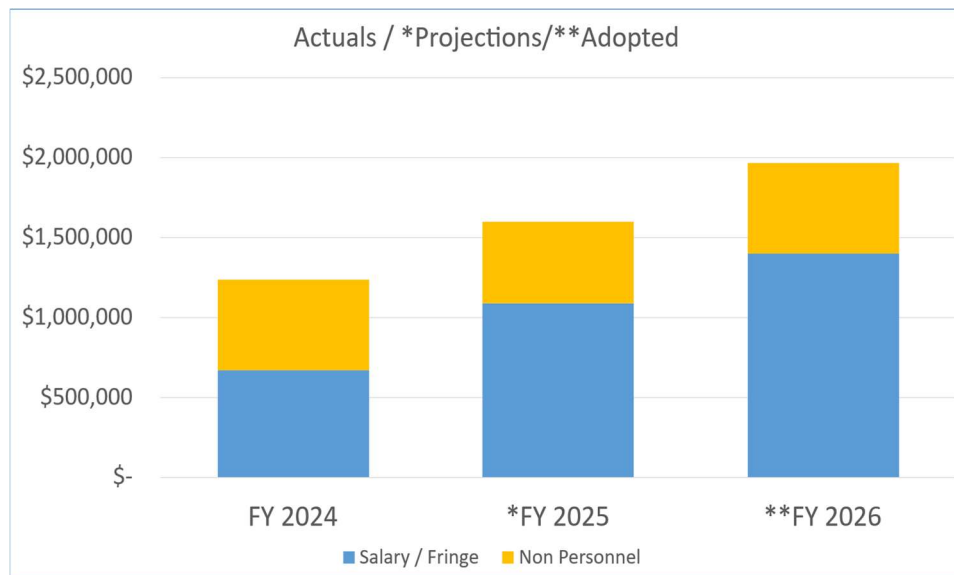
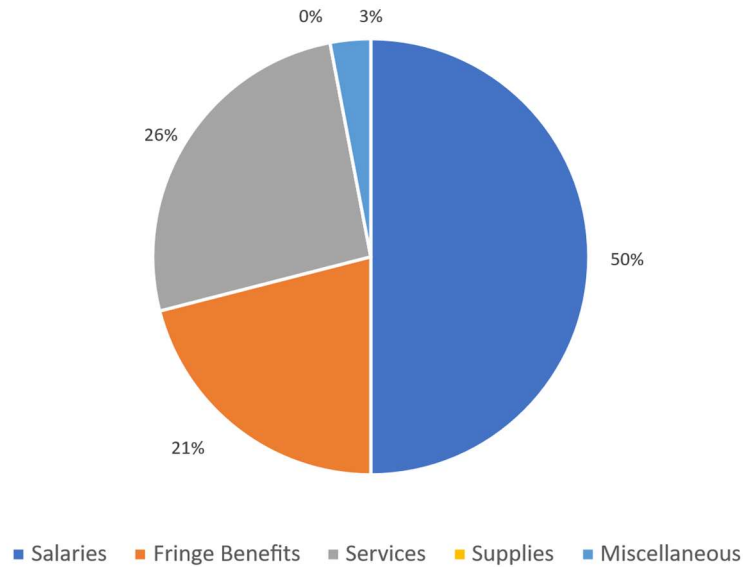
EXECUTIVE DIVISION BUDGET

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 417,850	\$ 805,170	\$ 778,840	\$ 981,220	25.98%
Fringe Benefits	\$ 249,610	\$ 344,150	\$ 307,200	\$ 417,970	36.06%
Services	\$ 528,620	\$ 558,000	\$ 473,000	\$ 503,000	6.34%
Supplies	\$ 940	\$ 1,950	\$ 1,060	\$ 1,960	84.91%
Miscellaneous	\$ 36,960	\$ 45,140	\$ 38,940	\$ 59,990	54.06%
Total Operating Expenses	1,233,980	1,754,410	\$ 1,599,040	\$ 1,964,140	22.83%

- Salaries and fringe benefit expenses increased due to the transfer of the Procurement department and its associated staff from Finance.
- Services increased marginally due to Legal and Professional Services.
- Supply expenses increased, but not materially, due to the addition of the Procurement department.
- Miscellaneous expenses increased due to travel and training associated with the Procurement department transfer.



EXECUTIVE DIVISION OVERVIEW



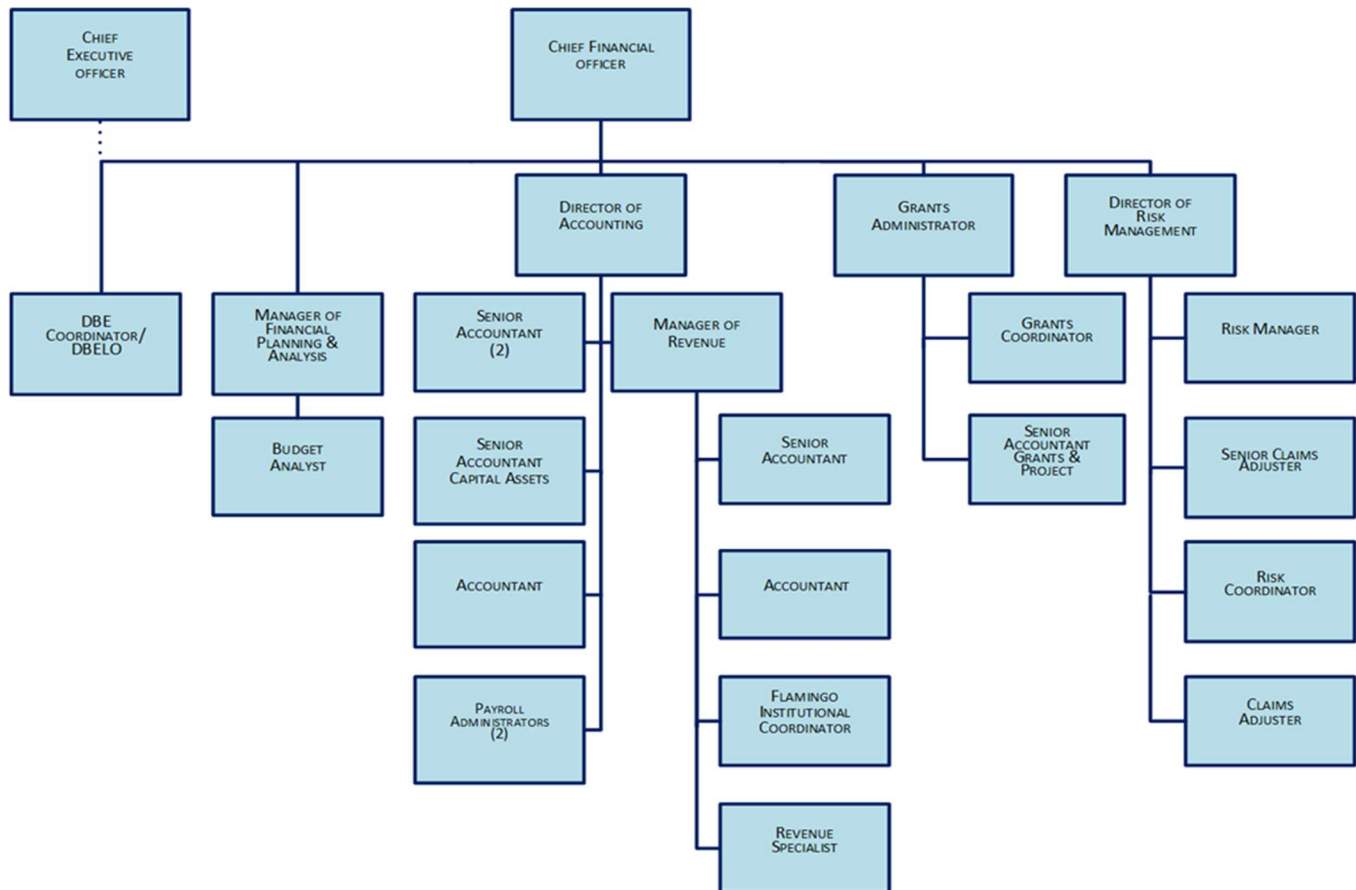
Cost increase from FY 2025 to FY 2026 represents the move of the Procurement department from Finance midway in FY 2025.



FINANCE DIVISION



FINANCE DIVISION OVERVIEW



FINANCE DIVISION

The Finance Division reports to the Chief Financial Officer. The Chief Financial Officer is responsible for the PSTA strategic financial plan. The Division serves as the chief administrator and advisor on all financial matters and is the primary source of financial information for the management of the Authority. The five (5) departments in the Finance Division are: Accounting, Financial Planning and Analysis, Risk Management, Grants Administration, and the Disadvantaged Business Enterprise Department.

The Accounting Department is responsible for the financial books and records of the Authority;

the Payroll functions; and reconciliation of all general ledger accounts. In addition, the Accounting Department is responsible for the preparation of all financial reports including the audited Pinellas Suncoast Transit Authority's Annual Comprehensive Financial Report. The Accounting Department administers the treasury management function, including security of all revenue received, management of accounts receivable, management of fare media, placement and management of all investments, and supervision of the revenue center, as well as preparation of projected cash flows.



FINANCE DIVISION OVERVIEW

The Financial Planning and Analysis responsibilities include preparation of the Authority's annual budget and monitoring of expenditures against the adopted budget. They are also responsible for the preparation of long-range financial reports for budget planning. In addition, the department assists in the preparation of the five-year capital plan, and monitoring and reporting on all capital projects, as well as a variety of financial analyses for PSTA.

The Risk Management Department coordinates and monitors the claims function for general liability, vehicle liability and property insurance programs. This department works with a third-party administrator for the workers compensation program from notice of injury, medical treatment, light duty potential and scheduling through the conclusion of claims. This department is responsible for developing accident prevention and loss control methods and procedures. The Risk Management Department ensures that subrogation opportunities are fully developed and the recovery funds from PSTA's insurers have been received to reduce our

liabilities with our self-insured program. The Digital Video Recorder (DVR) Program, which includes cameras on the buses, is the primary responsibility of Risk Management. It is used to reduce general and vehicle liability claims.

The Grants and Contracts Department has the primary responsibility for applying for grants in concert with the Planning Department at the Federal, State and Local level; monitoring and reporting on all grant-related activities; and for grant compliance with State and Federal Authorities. The department is also responsible for all non-procurement contract files and timely preparation of grant reimbursements.

The Disadvantaged Business Enterprise (DBE) Coordinator reports directly to the Chief Financial Officer. As the Disadvantaged Business Enterprise Liaison Officer (DBELO) the position reports to the Chief Executive Officer. The DBELO assists DBE's, and other small businesses, to maximize opportunities in their participation in PSTA procurements and is responsible for DBE reporting.



FINANCE DIVISION OVERVIEW

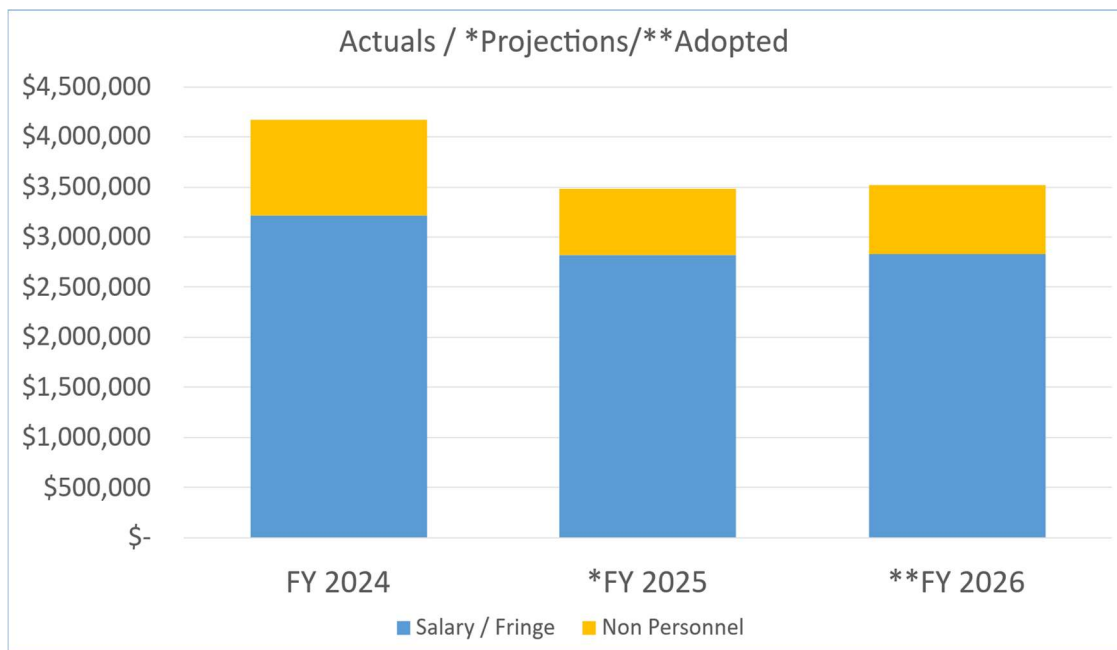
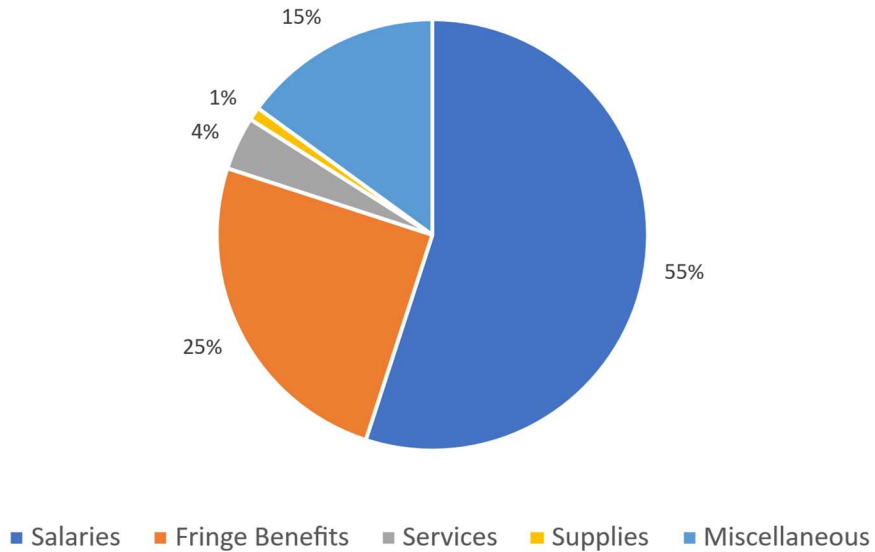
FINANCE DIVISION BUDGET

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 2,072,250	\$ 1,928,570	\$ 2,028,710	\$ 1,939,710	-4.39%
Fringe Benefits	\$ 1,144,140	\$ 908,020	\$ 796,610	\$ 890,100	11.74%
Services	\$ 130,680	\$ 257,220	\$ 149,270	\$ 140,540	-5.85%
Supplies	\$ 74,730	\$ 27,250	\$ 27,450	\$ 27,450	0.00%
Miscellaneous	\$ 745,980	\$ 324,880	\$ 480,240	\$ 521,660	8.62%
Total Operating Expenses	\$ 4,167,780	\$ 3,445,940	\$ 3,482,280	\$ 3,519,460	1.07%

- Salaries expenses decreased due to the transfer of the Procurement Department to the Executive division.
- Fringe Benefits expenses increased due to anticipated health insurance for filled vacancies.
- Service expenses decreased due to less utilization of Money Pickup Service.
- Miscellaneous expenses increased due to anticipated increases in merchant service fees.



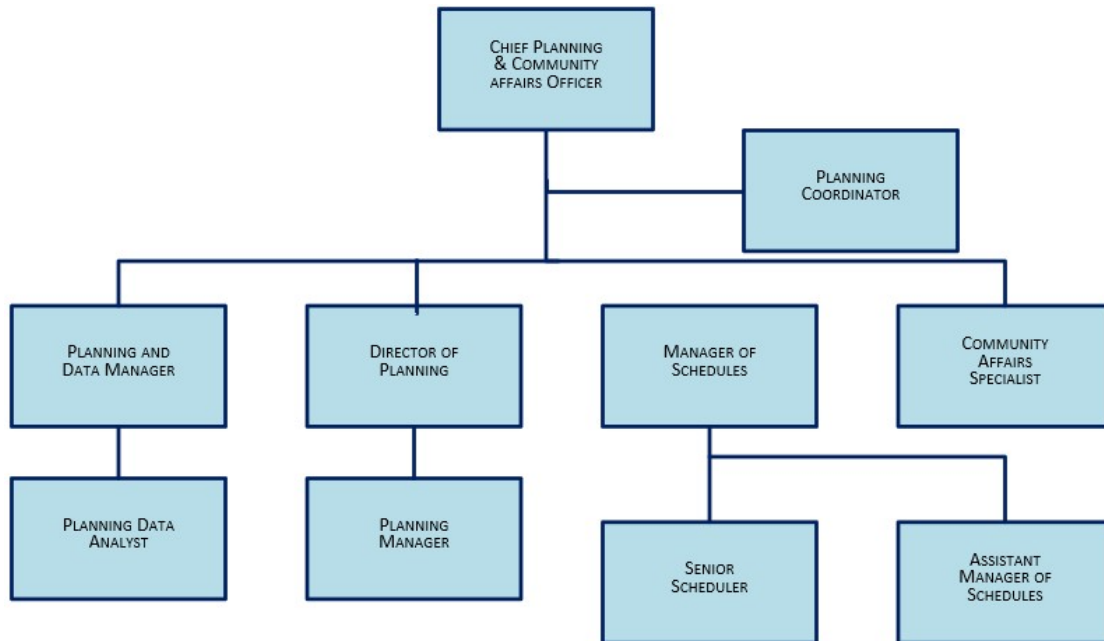
FINANCE DIVISION OVERVIEW





PLANNING DIVISION

PLANNING DIVISION OVERVIEW



PLANNING DIVISION

The Planning Division works with all divisions of PSTA and various project stakeholders in the development and update of the PSTA vision for public transportation, related policies, implementation strategies, and funding opportunities. This is accomplished through:

- Close coordination with partner agencies on the integration of the PSTA's Transit Development Plan into the county and regional plans as appropriate.
- Prioritization and programming of transit projects within agency and partner plans and work programs.
- Management of corridor studies to incrementally include new facilities and rapid bus services in the PSTA system.
- Continued ongoing collaboration with transportation partners such as FDOT, FTA, Forward Pinellas (County MPO), HART, and Pinellas County, as well as local municipalities.



PLANNING DIVISION OVERVIEW

- Creation of grant applications to federal, state, and local partner agencies and organizations.
- Monitoring of and engagement in industry innovation trends and new technology availability.
- Development and execution of schedule improvements and innovative mobility concepts within available resources.

In addition to spearheading the overall agency service vision the Planning Division prepares and develops key plans for the agency such as the 10-year Transit Development Plan and Annual Progress Reports, Title VI Reports, and participates in agency wide efforts such as the FTA Triennial Review. In addition, the staff creates the foundation for the transit element in the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program in cooperation with Forward Pinellas (MPO). The Division is also the primary liaison to the cities and county on planning and visioning issues and new development proposals.

The Planning Division is responsible for coordinating plans and policy changes with the public and agency partners at the staff level including Forward Pinellas (MPO), FDOT, Pinellas County, and the local municipalities of Pinellas County. Planning staff regularly participate in planning efforts conducted by Forward Pinellas (MPO) and local jurisdictions and routinely represents PSTA at a multitude of ad hoc and regular committees including, but not limited to:

- PSTA Transit Riders Advisory Committee (TRAC).
- FDOT Regional Transportation information exchange (R/TIES).
- Forward Pinellas (MPO):
 - Bicycle Pedestrian Advisory Committee (BPAC)
 - Citizens Advisory Committee (CAC)
 - Technical Coordinating Committee (TCC)
 - Planners Advisory Committee (PAC)

- Tampa Bay Transportation Management Area (TMA) Leadership Team.
- City of St. Petersburg Complete Streets and Bicycle and Pedestrian Committees.
- Tampa Bay Regional Planning Council (TBRPC) Regional Resiliency Coalition.

In addition to the close coordination with partner agencies and the development of grant and funding agreements with these partners, the Planning Team within the Planning Division is responsible for innovative program development and project execution that leads to building the value of public transportation in the community. Innovation and new mobility projects include partnerships with transportation network companies, joint research with local universities on new technologies, demonstration projects using driverless vehicles, and new modal services such as waterborne transportation system integration.

The Scheduling Team within the Planning Division creates and administers the Operations work schedules, route maps and schedules, and monitors route schedule on-time performance (OTP). This department also manages PSTA's bus stop amenity database and manages many aspects of the Real Time Bus Information (RTBI) System.

Statistical data management is jointly housed within the Planning and Scheduling Teams and includes collecting, recording, and reporting ridership and other non-financial operating information. In addition, this department completes statistical reports and surveys required by Federal, State and Local agencies, including reporting to the National Transit Database (NTD). This department also analyses and transmits data related to PSTA's participation in the American Bus Benchmarking Group (ABBG). Daily reports used by administration for management and control are also completed.



PLANNING DIVISION OVERVIEW

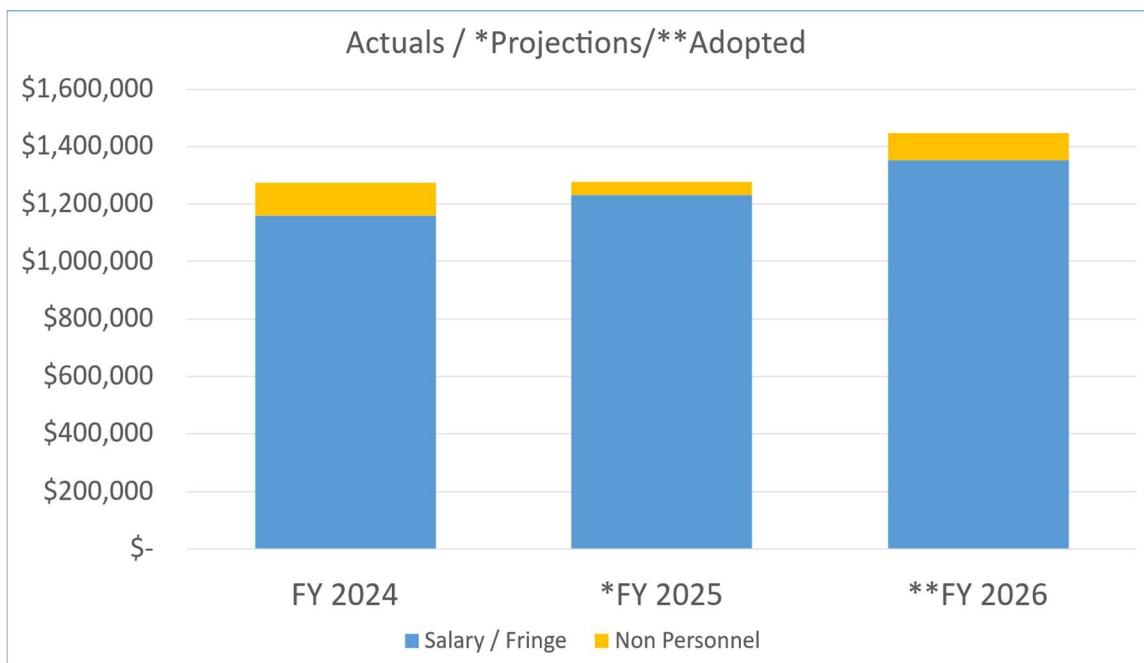
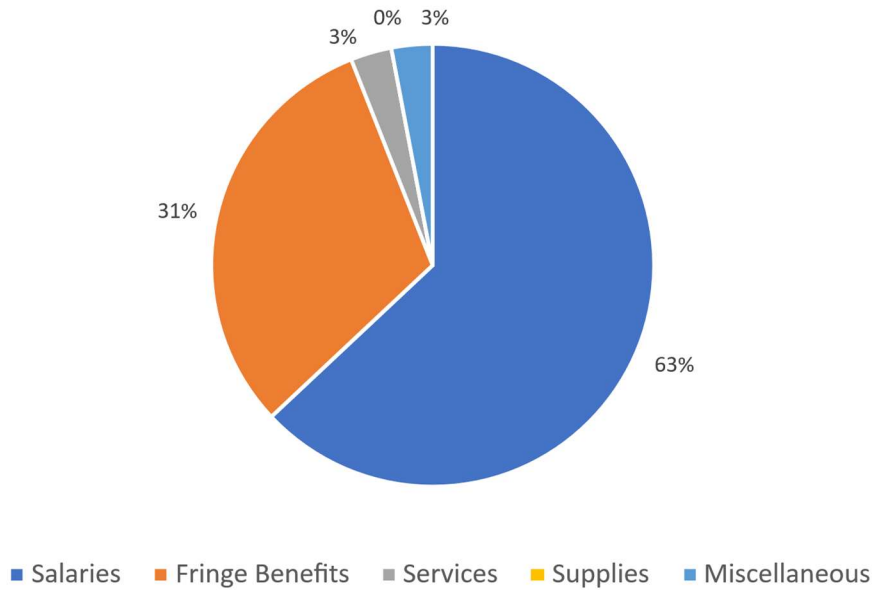
PLANNING DIVISION BUDGET

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 696,680	\$ 959,780	\$ 848,820	\$ 909,610	7.16%
Fringe Benefits	\$ 461,370	\$ 434,960	\$ 381,000	\$ 443,430	16.39%
Services	\$ 44,000	\$ 50,000	\$ 25,000	\$ 50,000	100.00%
Supplies	\$ 11,930	\$ 1,800	\$ 2,040	\$ 2,200	7.84%
Miscellaneous	\$ 59,620	\$ 25,700	\$ 21,700	\$ 40,550	86.87%
Total Operating Expenses	\$ 1,273,600	\$ 1,472,240	\$ 1,278,560	\$ 1,445,790	13.08%

- Salaries and Fringe Benefits increased due to the assumption that vacancies will be filled and increased to health insurance rates.
- Service expenses increased due to additional professional technical services.
- Miscellaneous expenses increased due to projected travel and meetings.



PLANNING DIVISION OVERVIEW

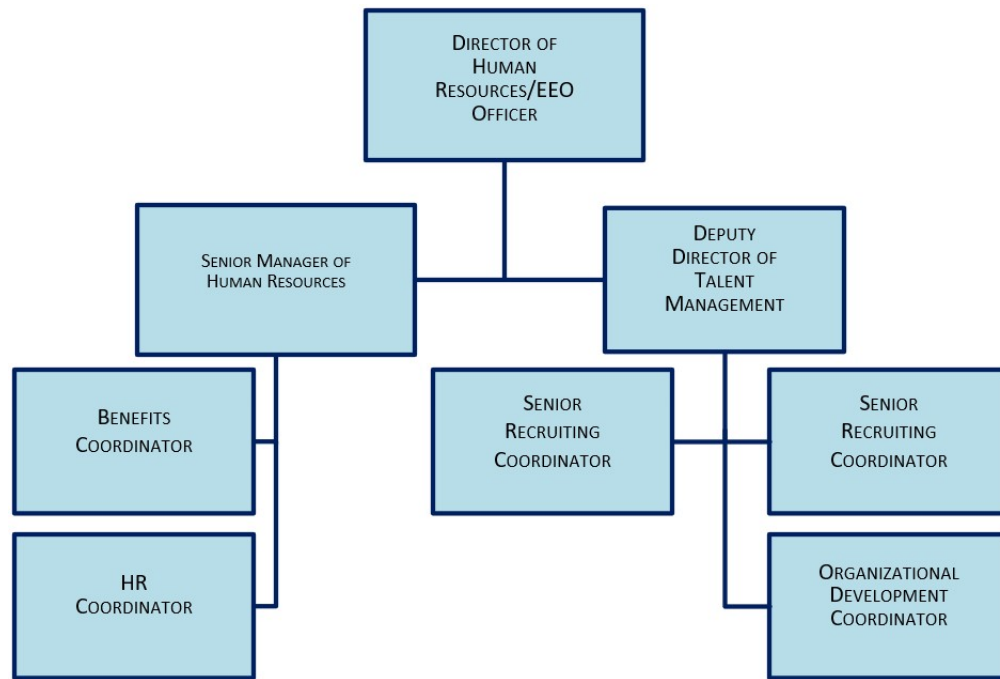




HUMAN RESOURCES DIVISION



HUMAN RESOURCES DIVISION OVERVIEW



HUMAN RESOURCES DIVISION

The Human Resources Division is responsible for supporting the organization's workforce needs through talent acquisition and development, employee engagement, performance management, leadership development, and competitive compensation and benefits management. This is accomplished through the following:

- Promote an organizational culture centered on communication, customer-focus, innovation, and professional development.
- Fulfill PSTA's workforce needs through innovative talent acquisition, talent development, and compensation and benefits strategies.
- Direct PSTA University's array of innovative, diverse learning programs to create, promote, and foster high performing teams, and individual and organizational effectiveness.
- Promote employee performance and organizational goals through the management of PSTA's Performance Counts balanced scorecard and PSTA's employee performance management system.
- Partner with senior leaders, managers, and front-line employees on employee relations issues, career counseling, organizational development, and other workforce solutions.
- Develop and implement internal policies that enhance organizational effectiveness.



HUMAN RESOURCES DIVISION OVERVIEW

- Ensure compliance with all applicable regulations and policies, including the Authority's Drug and Alcohol Program.
- Ensure equal opportunity, without discrimination, for all employment actions through a robust Equal Employment Opportunity Program (EEO). Uphold and promote PSTA EEO policies and practices.

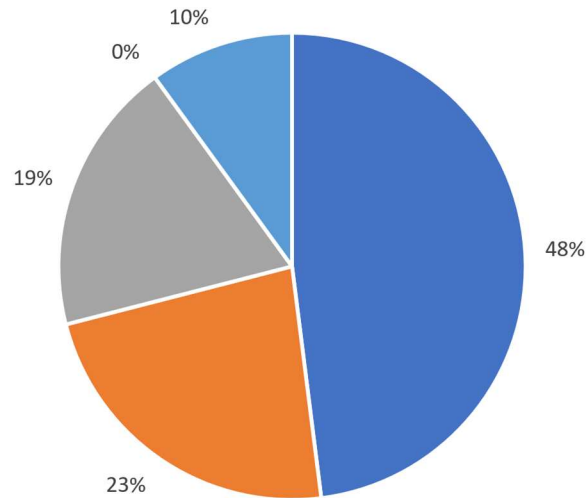
**HUMAN RESOURCES DIVISION OVERVIEW****HUMAN RESOURCES DIVISION BUDGET**

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 586,710	\$ 669,610	\$ 664,460	\$ 685,130	3.11%
Fringe Benefits	\$ 327,870	\$ 304,900	\$ 293,600	\$ 336,950	14.76%
Services	\$ 296,070	\$ 295,550	\$ 292,610	\$ 270,720	-7.48%
Supplies	\$ 1,320	\$ 1,000	\$ 1,650	\$ 1,450	-12.12%
Miscellaneous	\$ 134,690	\$ 163,490	\$ 149,220	\$ 144,530	-3.14%
Total Operating Expenses	\$ 1,346,660	\$ 1,434,550	\$ 1,401,540	\$ 1,438,780	2.66%

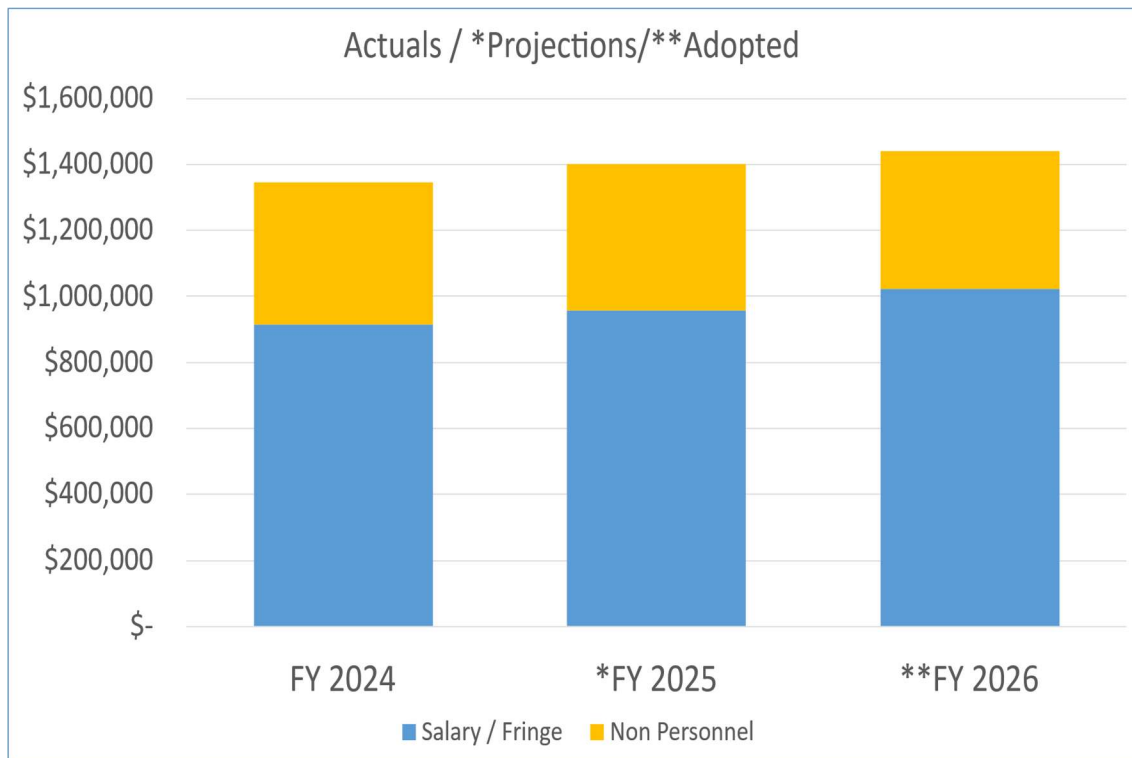
- Salaries and fringe benefits expenses increased due to filled vacancies; normal salary increases and increased health insurance rates.
- Services expenses decreased due to temporary help moving to their home divisions.
- Supply expenses decreased due to less anticipated office materials being needed.
- Miscellaneous expenses decreased marginally due to travel.



HUMAN RESOURCES DIVISION OVERVIEW



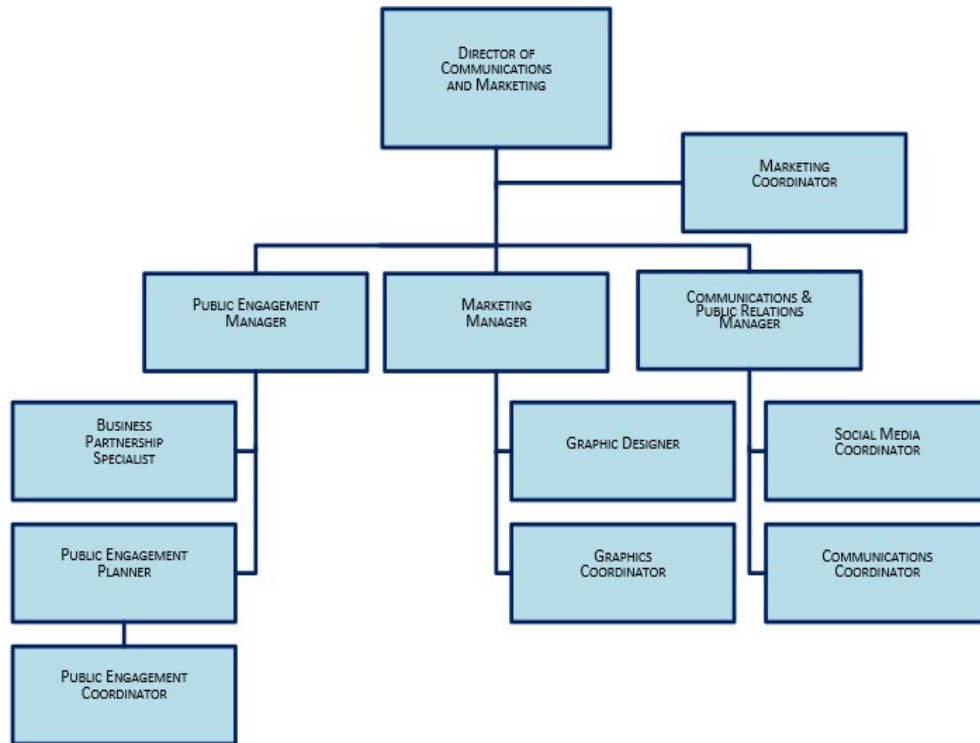
■ Salaries ■ Fringe Benefits ■ Services ■ Supplies ■ Miscellaneous





COMMUNICATIONS DIVISION

COMMUNICATIONS DIVISION OVERVIEW



COMMUNICATIONS DIVISION

The Communications Division is responsible for the development and implementation of major public education, community engagement, marketing, and advertising programs to stimulate use of PSTA services, increase ridership and develop goodwill within the Pinellas County community among government, business, community leaders, and PSTA employees.

The Communications Division oversees such programs as:

- The organization and management of public education and community engagement initiatives to ensure that PSTA riders and the community at large are informed about PSTA services, programs, and projects.
- The development and maintenance of relationships with regional, national and international news and trade media organizations as well as strategic messaging and story pitches based on previous articles written and beats covered.
- The preparation and organization of media tours, press events, briefings, and press releases.
- The development and management of PSTA's website and social media including Facebook, Twitter, and Instagram.
- Graphic development and production of timetables, interior and exterior bus posters banners, signs, brochures, etc.



- Production and distribution of photos and video.
- Management of agreements with outside vendors for the revenue generating bus and trolley advertisements.

The Public Engagement Team within the Communications Division gathers stakeholders and public comments and suggestions for incorporation into the technical work and plans developed by the Division. Additionally, they seek creative and innovative ways to engage the public in a meaningful dialogue and present innovative concepts to the Division designed to

solve rider issues and enhance public support. This group regularly participates with community and business organizations such as local chambers, civic organizations, and nonprofits to ensure PSTA builds community relationships and transit is integrated into the community vision and plans.



COMMUNICATIONS DIVISION OVERVIEW

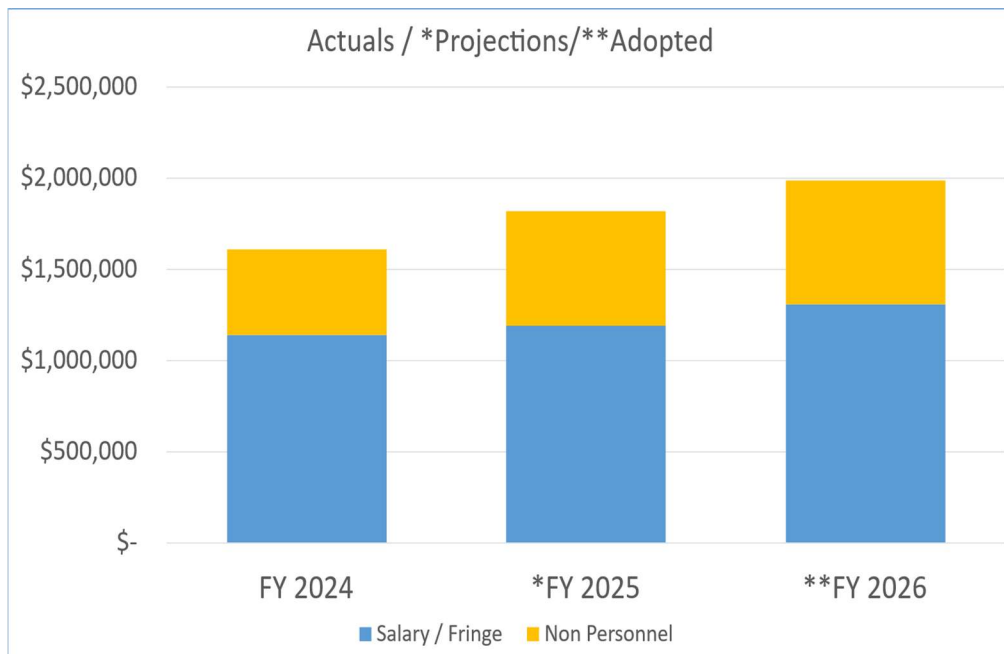
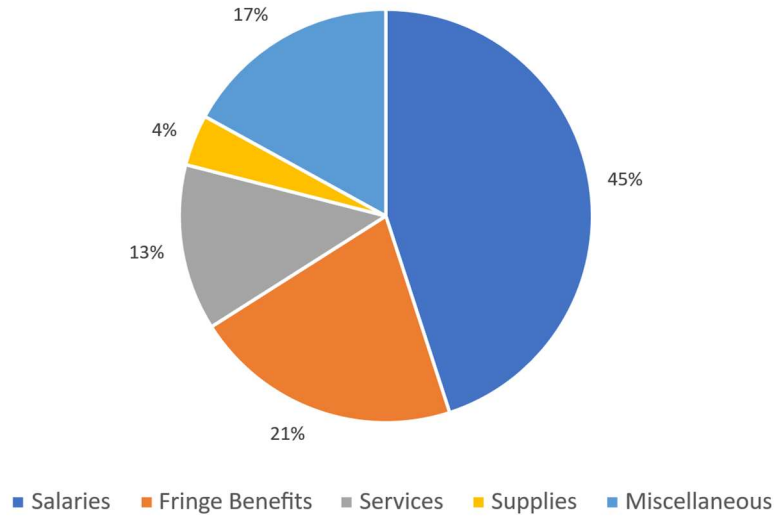
COMMUNICATIONS DIVISION BUDGET

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 777,810	\$ 861,680	\$ 852,870	\$ 894,750	4.91%
Fringe Benefits	\$ 359,690	\$ 432,520	\$ 338,630	\$ 412,220	21.73%
Services	\$ 67,240	\$ 187,200	\$ 160,000	\$ 257,200	60.75%
Supplies	\$ 53,430	\$ 118,000	\$ 118,350	\$ 83,000	-29.87%
Miscellaneous	\$ 349,130	\$ 375,740	\$ 348,560	\$ 337,400	-3.20%
Total Operating Expenses	\$ 1,607,300	\$ 1,975,140	\$ 1,818,410	\$ 1,984,570	9.14%

- Salaries and fringe benefits expenses increased due to normal salary increases and increased health insurance rates.
- Service expenses increased due to anticipated increases in marketing service agreement rates of new contracts.
- Supply expenses decreased primarily due to map and printing supplies.



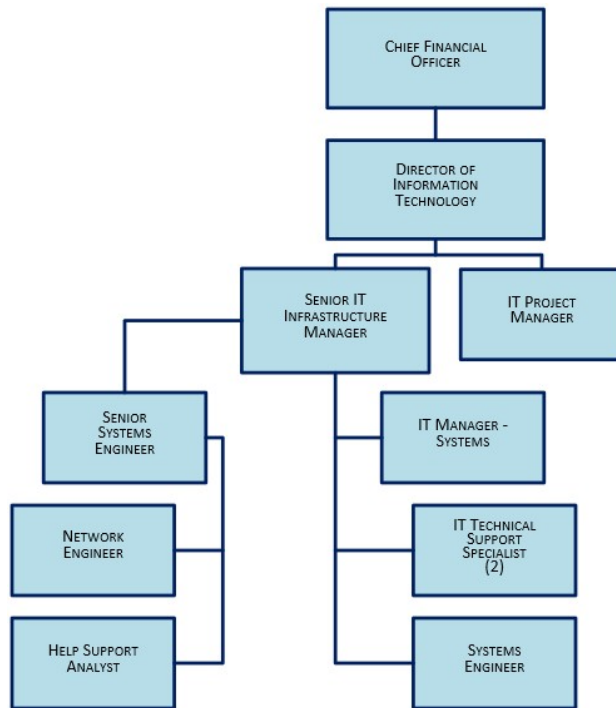
COMMUNICATIONS DIVISION OVERVIEW





INFORMATION TECHNOLOGY DIVISION

INFORMATION TECHNOLOGY DIVISION OVERVIEW



INFORMATION TECHNOLOGY DIVISION

The Information Technology (IT) Division leads, research, purchases, and manages all Authority technology through recommendations and participation of the divisions. Technology decisions are reviewed and approved based on the strategic direction of the Authority leadership and guiding principles. The IT Division has developed partnerships with other agencies in the sharing of technology knowledge to develop and facilitate technology programs and projects. The division is responsible to manage cost effective solutions to meet the needs of the Authority in the implementation of new applications and systems and providing the ongoing support of those systems. The division is responsible for the all

software systems, hardware systems, copier machines, projection systems, database management, server environment, data protection and security, website assistance, Wi-Fi systems, security camera and card key system software, cell phone plans, printers, audio visual technology, and the Real-Time Bus Information (RTBI) system. The division also manages all telephony systems, contracts and agreements.

This is accomplished through:

- Researching innovative and tested technology opportunities. Participation in the annual Program of Projects and budget process.
- Participation in the ITS County Committee and other organizations.
- Working closely with all levels of the organization.
- Working with project stakeholders.

The Information Technology Division's Director is responsible for the development and managing of the Authority's technology direction and Information Technology assets. The Director leads the staff in researching, developing, and managing the technology for the current environment, and moving the Authority into the next generation of technology. This also includes the security and protection of the network data/voice, system software upgrades, voice and video recordings, and backup and disaster recovery systems.



INFORMATION TECHNOLOGY DIVISION OVERVIEW

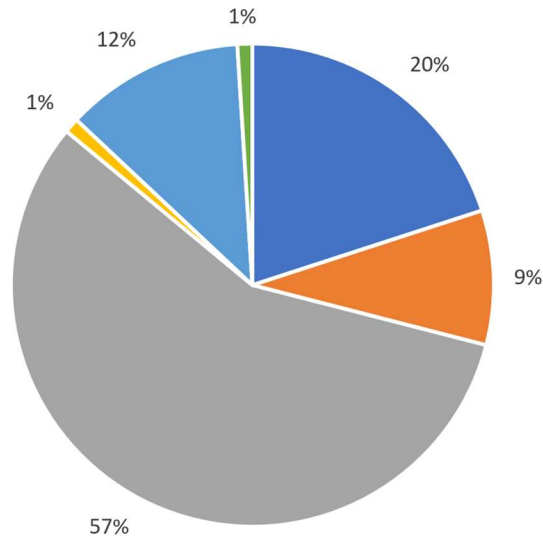
INFORMATION TECHNOLOGY DIVISION BUDGET

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 826,480	\$ 898,850	\$ 872,120	\$ 905,650	3.84%
Fringe Benefits	\$ 396,270	\$ 422,070	\$ 323,650	\$ 395,170	22.10%
Services	\$ 2,052,800	\$ 2,614,400	\$ 1,947,870	\$ 2,578,250	32.36%
Supplies	\$ 18,160	\$ 55,800	\$ 93,710	\$ 27,600	-70.55%
Utilities	\$ 524,160	\$ 559,990	\$ 517,000	\$ 559,990	8.32%
Miscellaneous	\$ 58,590	\$ 27,290	\$ 66,410	\$ 49,600	-25.31%
Total Operating Expenses	\$ 3,876,460	\$ 4,578,400	\$ 3,820,760	\$ 4,516,260	18.20%

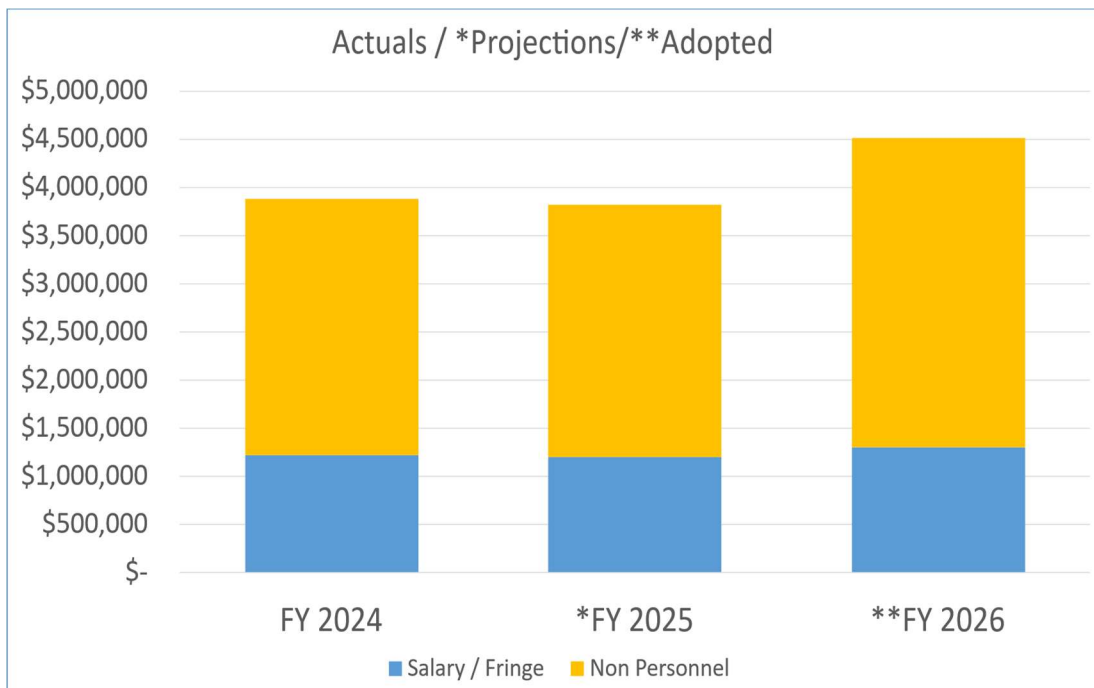
- Salaries and fringe benefits expenses increased due to filled vacancies; normal salary increases and increased health insurance rates.
- Supplies decreased due to reduced needs based on the Computer Refresh Project with new equipment received in FY 2025.
- Services increased due to an increase in Software Services.
- Utilities budget increased based on anticipated telecommunications expenditures.
- Miscellaneous expenses decreased due to less anticipated travel.



INFORMATION TECHNOLOGY DIVISION OVERVIEW



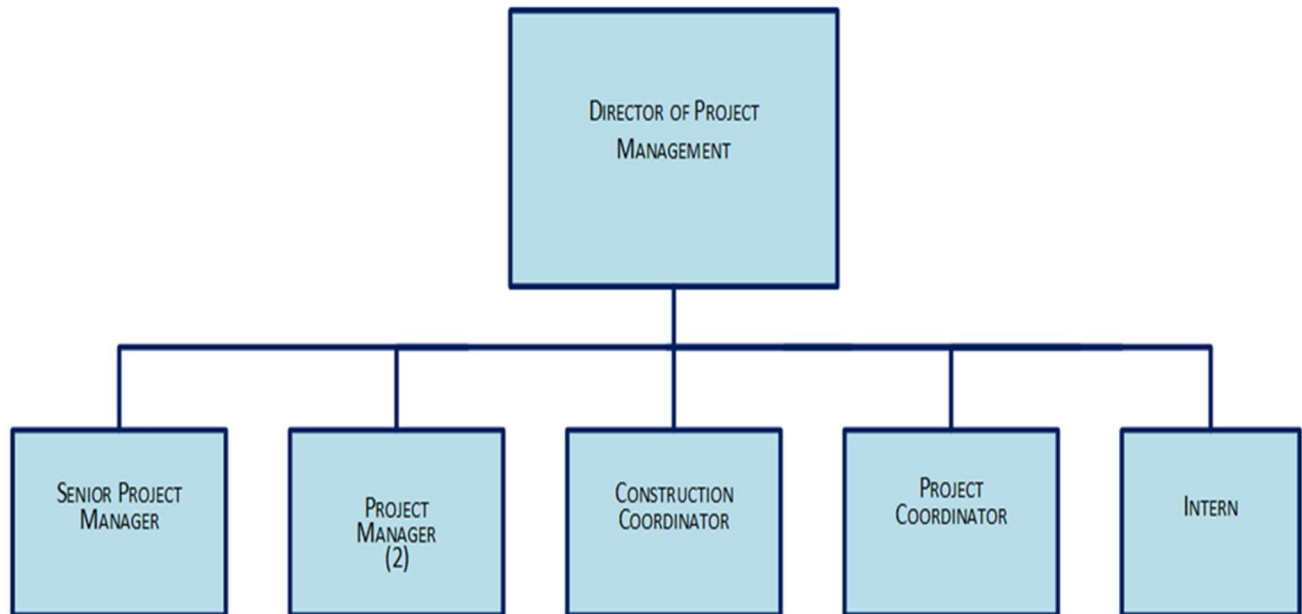
■ Salaries ■ Fringe Benefits ■ Services ■ Supplies ■ Utilities ■ Miscellaneous





PROJECT MANAGEMENT DIVISION

PROJECT MANAGEMENT DIVISION OVERVIEW



PROJECT MANAGEMENT DIVISION

The Project Management Division is responsible for PSTA's overall project management function including the active management of implementing all the agency's innovative public transit initiatives. The Division manages a diverse portfolio of capital and operating projects from the original concept through final implementation and is responsible for the following:

- Establish a prioritization process in coordination with business stakeholders for project implementation.
- Oversee all design and construction activities for major capital infrastructure projects.
- Coordinate activities and tasks among other internal departments, and external organizations as needed to meet project goals and ensure project completion is on schedule.
- Ensure appropriate communications with all internal and external stakeholders regarding impacts to scope, status, budget, risk, and resources of the work effort being managed.
- Manage high priority agency projects such as the multimodal Clearwater Station.
- Manage strategically important projects.
- Business Process improvement.



PROJECT MANAGEMENT DIVISION OVERVIEW

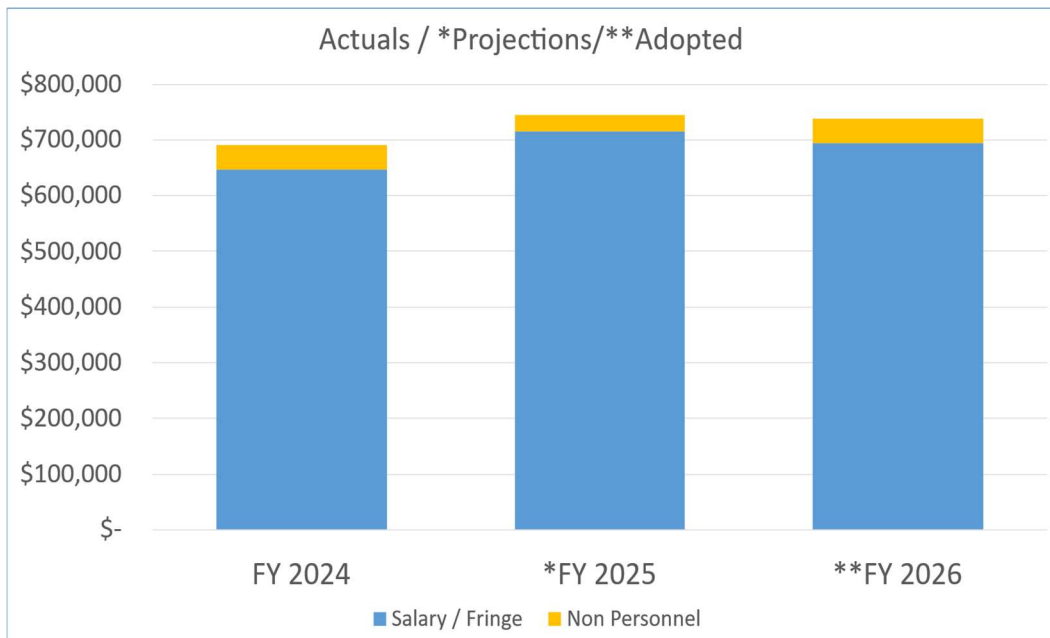
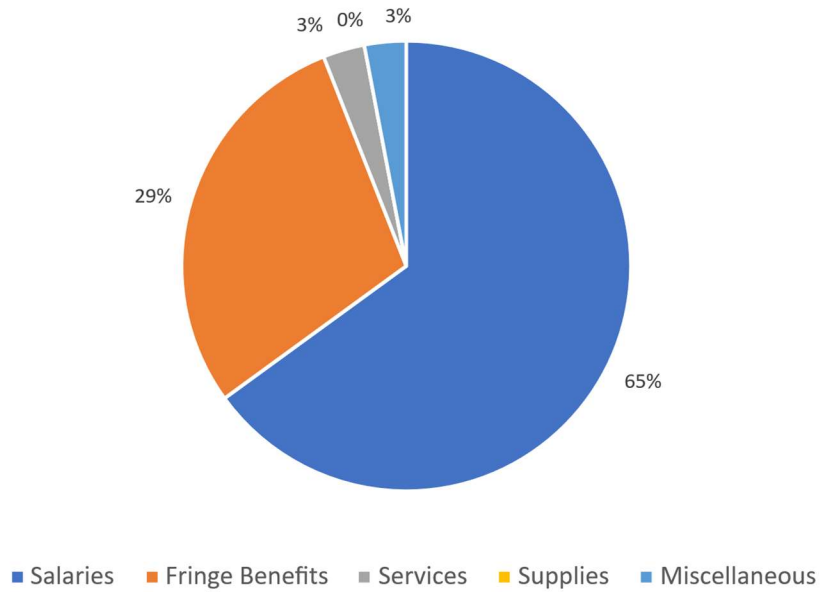
PROJECT MANAGEMENT DIVISION BUDGET

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 362,130	\$ 364,690	\$ 485,110	\$ 480,040	-1.05%
Fringe Benefits	\$ 285,090	\$ 208,250	\$ 230,620	\$ 213,840	-7.28%
Services	\$ 24,110	\$ 30,000	\$ 15,000	\$ 20,000	33.33%
Supplies	\$ 2,100	\$ 1,000	\$ 760	\$ 1,000	31.58%
Miscellaneous	\$ 17,010	\$ 19,410	\$ 13,690	\$ 23,165	69.21%
Total Operating Expenses	\$ 690,440	\$ 623,350	\$ 745,180	\$ 738,045	-0.96%

- Salary expenses decreased primarily due to vacant positions that will be filled and be charging more to the projects.
- Fringe Benefits decreased due to a position opting out of PSTA Health Insurance.
- Supply expenses increased due to an expected increase in small construction related supplies consumption.
- Miscellaneous expenses increased due to increased Travel and Training costs.



PROJECT MANAGEMENT DIVISION OVERVIEW

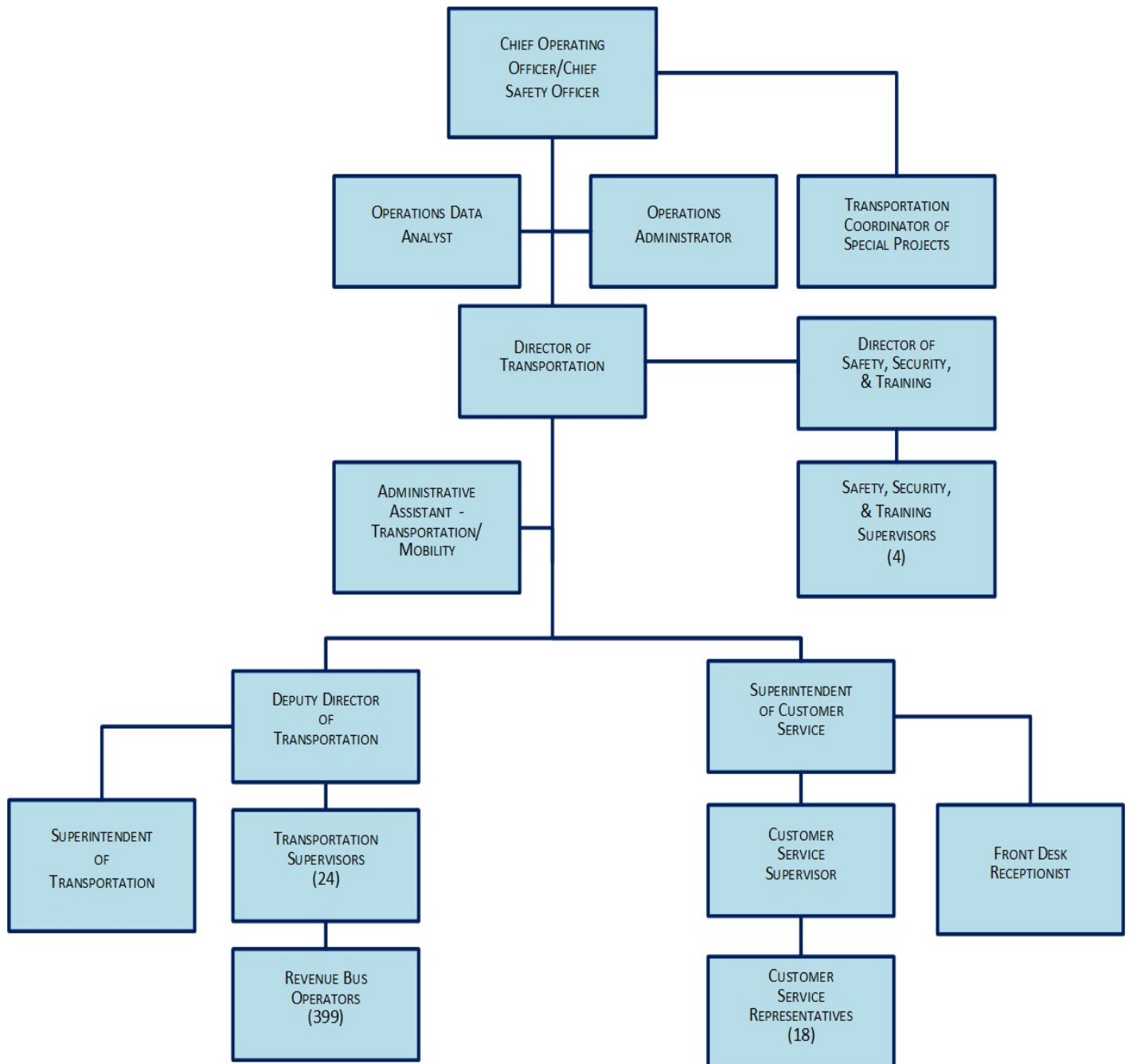




TRANSPORTATION DIVISION



TRANSPORTATION DIVISION OVERVIEW





TRANSPORTATION DIVISION OVERVIEW

TRANSPORTATION DIVISION

The Transportation Division is made up of three departments: (1) Bus Operations; (2) Customer Service; and (3) Safety, Security, and Training (or SST).

This division is responsible for the core of PSTA's mission statement to Safely Connect People to Places. Transportation endeavors to serve its riders with excellence while providing safe, reliable public transportation to deliver quality transport for PSTA's customers. In addition to bus operations this now includes ferry transportation.

BUS OPERATIONS

The Bus Operations department employs the largest group of men and women at PSTA. Every day, over one hundred and eighty (180) buses pull out from PSTA's bus garage, servicing over forty (40) routes around Pinellas County and across Tampa Bay.

The Bus Operations department contains approximately three hundred and eighty-eight (399) bus operators who work seven (7) days a week and provide year-round bus service, including all holidays. All bus operators are professionally licensed with CDL class "B" and air-brake endorsements and are trained to be well-versed in safety and security measures, heavy-duty vehicle navigation, and fare-box handling. Operators receive over four hundred (400) hours of combined classroom and behind-the-wheel instruction before being released into live-action, revenue bus operations servicing the public.

PSTA bus operators are also trained in ADA (Americans with Disabilities) protocols, defensive driving techniques, and incident management. They are cross-trained to drive every route offered within the PSTA fixed-route system.

The Bus Operations department also employs twenty-four (24) transportation supervisors and

three (3) transportation managers who oversee PSTA's daily fixed-route service offerings. Transportation supervisors work in several capacities as read below.

1) **DISPATCH** – Dispatch supervisors work behind the dispatch window to ensure proper operator check-in and oversee the daily work administration amongst the bus operators, ensuring no gaps in service.

(2) **RADIO**—Radio supervisors operate two heavy-duty radio control centers (RCC). There are three (3) radio supervisors on any given shift. One of three radio supervisors monitors bus service and radio traffic in northern Pinellas County; the next radio supervisor monitors service and radio traffic in southern Pinellas County, and the third radio supervisor monitors on-time performance and service delivery for PSTA's premier, flagship bus rapid transit service on the SunRunner line. They also monitor and help instruct real-time traffic conditions, unforeseen detours, passenger disputes, on-time performance, and incident or accident recovery when needed for all PSTA buses on the roads across the county.

(3) **SCHEDULING** — Scheduling supervisors are responsible for administering the day-to-day scheduling functions of work distribution, taking care to adhere to all work rules per the most updated union labor agreement, administering timekeeping functions and special pay provisions while filling open shifts to ensure uninterrupted service. Scheduling presides over bus operator bump-downs, hold-downs, work-shift changes, and vacation bids to grant day-off requests.

(4) **ROAD**—Road supervisors work road shifts in PSTA-marked cars traversing county roads while surveilling PSTA's bus routes and rendering aid or support to bus operators in the event of extended road detours, vehicle collisions, mechanical issues, customer disputes, and any other unforeseen event that may occur while



TRANSPORTATION DIVISION OVERVIEW

operators are in the middle of their scheduled bus service.

CUSTOMER SERVICE

The Customer Service department is made up of eighteen (18) customer service representatives (or CSRs) are either stationed at PSTA headquarters in the "CSR Phone Room" or singularly maybe stationed in one of four (4) customer service centers: (1) Park Street Service Center (Fort Harrison Ave & Park St) located in downtown Clearwater; (2) Williams Park Service Center (2nd Ave & 4th St) located in downtown St. Petersburg; (3) Grand Central Service Center (Central Ave and 31st St N) located in downtown Saint Petersburg in the Grand Central District and; (4) the Pinellas Park Service Center (70th Ave and 34th St N) located behind the Shoppes at Park Place in Pinellas Park.

The Customer Service department is often among the first PSTA employees within the Authority to interact with customer inquiries. They give out scheduling and fare information, sell passes, record complaints, take commendations, report asset management requests, and generally keep riders updated with the latest PSTA news and information. CSRs also update riders with any changes or delays to bus service via the PSTA website, Twitter "Service Alerts," and the PSTA customer phone system (727-540-1900).

The Customer Service department logs over twelve hundred (1,200) customer interactions daily through phone calls and responds to customer comment cards sent via the PSTA website.

SAFETY, SECURITY, AND TRAINING (SST)

The Safety, Security, and Training Department (or SST for short) consists of five (5) people, including the Director and four (4) Safety, Security, and Training Supervisors.

The SST department is responsible for maintaining the driver pool to ensure PSTA is fully staffed to maintain scheduled bus service without interruption. SST trains between fifty (50) and seventy-five (75) new operators each year in the safe and secure operation of PSTA's fleet of over 220 hybrid-fueled buses, streetcar-style low-floor trolleys, and all-electric buses across forty (40) different fixed routes. SST also offers refresher training for over five hundred (500) combined bus operators, maintenance personnel, and supervisory personnel on updated safety and security instructions, accident procedures, or the latest PSTA policy changes as they affect safe and secure bus and rider operation.

All four (4) staffers in SST are certified in FL third (3rd) party CDL testing, TSI safety training & driving techniques, TSA security measures, FTA compliance and policy measures, FTA drug + alcohol + reasonable suspicion testing, and the Americans with Disabilities Act (ADA) compliance among other certifications this team uses to ensure the safety and wellbeing of PSTA employees and its customers. SST also ensures that PSTA and its contractors remain compliant with Florida's DOT 14-90 rule, which regulates equipment and operational safety compliance among motor vehicle operators in Florida.

SST also oversees PSTA's security contractor at its terminals while reviewing surveillance footage from buses and PSTA buildings to investigate complaints and incidents.

Lastly, SST is also responsible for overseeing the management and coordinating responses for on-the-scene incidents, accidents, or other collisions.



Pinellas Suncoast Transit Authority

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Regarding SST's involvement in state or federal audits, SST helps coordinate the safety components of triennial reviews and other bus audits to ensure proper state and federal compliance for all state and federally required safety and security measures.

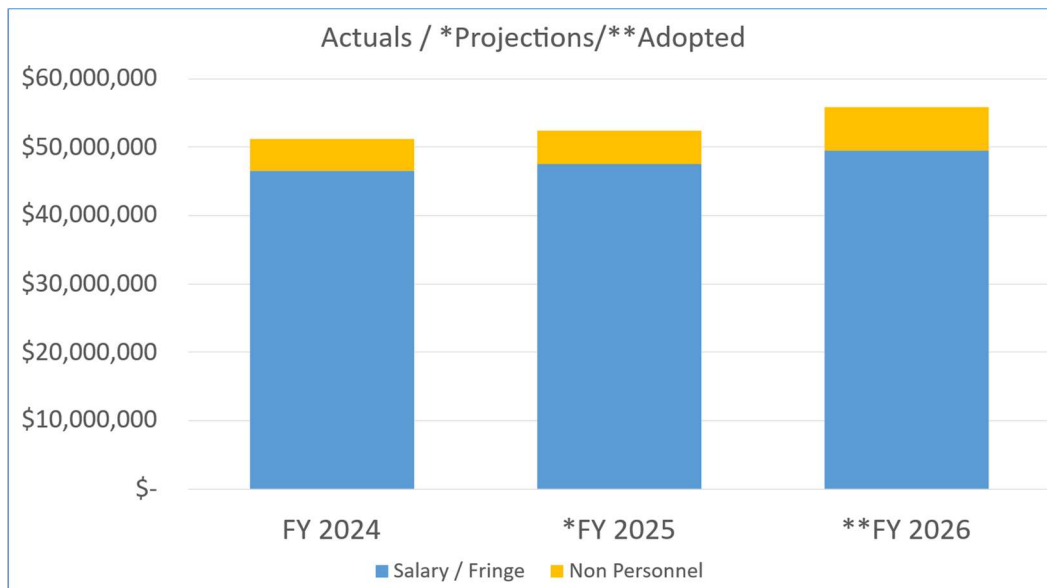
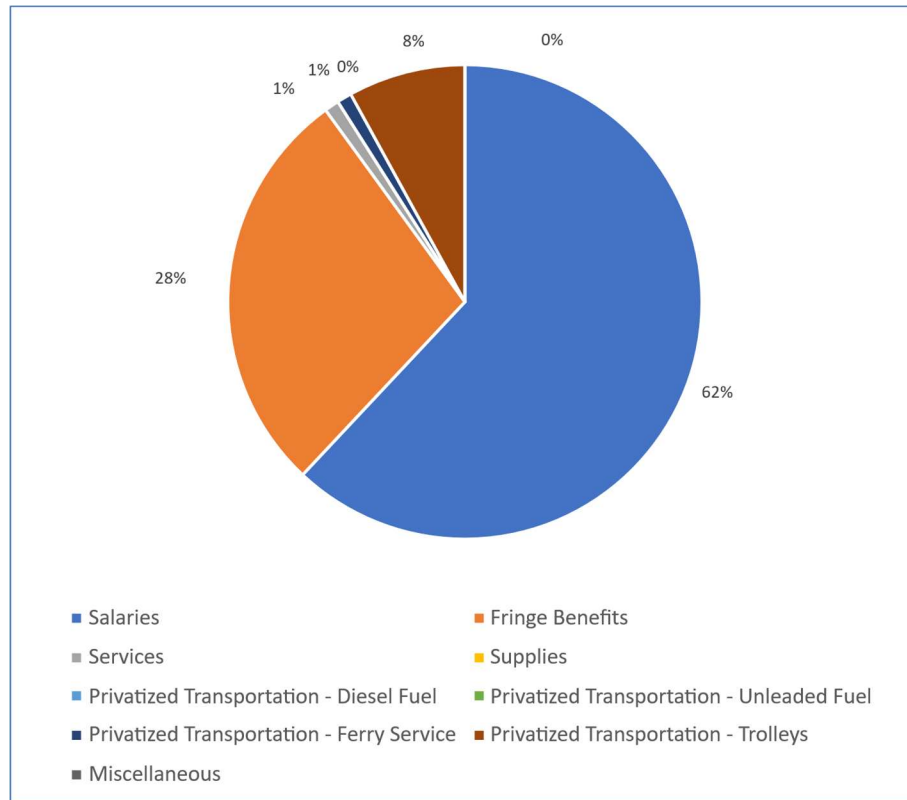
**TRANSPORTATION DIVISION OVERVIEW****TRANSPORTATION DIVISION BUDGET**

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 29,294,600	\$ 33,485,470	\$ 33,352,390	\$ 34,027,980	2.03%
Fringe Benefits	\$ 17,250,030	\$ 15,167,440	\$ 14,216,160	\$ 15,434,520	8.57%
Services	\$ 660,950	\$ 608,000	\$ 590,820	\$ 666,660	12.84%
Supplies	\$ 32,360	\$ 44,500	\$ 40,550	\$ 46,000	13.44%
Privatized Transportation - Diesel Fuel	\$ 136,720	\$ 114,290	\$ 99,960	\$ 95,000	-4.96%
Privatized Transportation - Unleaded Fuel	\$ 54,260	\$ 81,160	\$ 45,970	\$ 53,410	16.18%
Privatized Transportation - Ferry Service	\$ -	\$ 436,670	\$ 160,000	\$ 768,080	380.05%
Privatized Transportation - Trolleys	\$ 3,593,140	\$ 4,163,010	\$ 3,818,530	\$ 4,524,360	18.48%
Miscellaneous	\$ 177,950	\$ 59,560	\$ 156,700	\$ 203,060	29.59%
Total Operating Expenses	\$ 51,200,010	\$ 54,160,100	\$ 52,481,080	\$ 55,819,070	6.36%

- Salaries and fringe benefits expenses are increasing due to the labor contract.
- Service expenses have increased due to higher security contractor rates.
- Supply expenses increased primarily due to concessions for vehicle operators and safety supplies.
- Privatized Transportation Ferry Service have increase due to the new Cross-Bay Ferry service and a full year of the Clearwater and Dunedin Ferry Services.
- Privatized Transportation Trolleys are increasing based on contracts.
- Miscellaneous expenses are increasing primarily due to Government Accounting Standard Board required entries and Training/Seminar Fees.



TRANSPORTATION DIVISION OVERVIEW

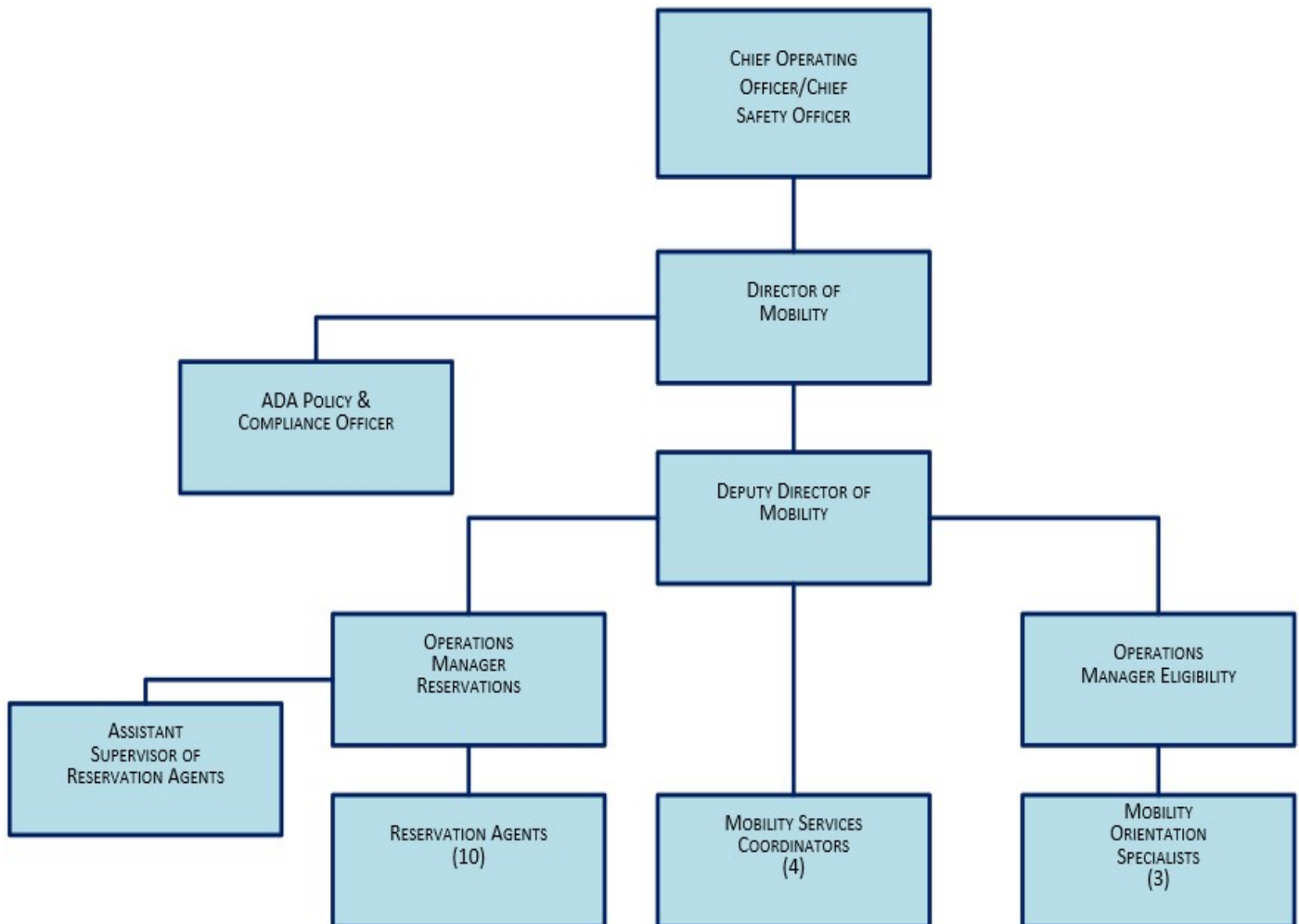




MOBILITY DIVISION



MOBILITY DIVISION OVERVIEW





MOBILITY DIVISION OVERVIEW

MOBILITY DIVISION

The Mobility Division provides, ADA Paratransit (Access Paratransit), an on-demand program for ADA riders (Mobility on Demand), Transportation Disadvantaged services for Pinellas County, first mile/last mile transportation solutions (Direct Connect) to PSTA's customers, Vanpool services and on demand tourist services that provide rides between the St. Pete Clearwater airport and any location on Clearwater Beach. The Mobility team strives to innovate new ride share programs that more closely align with riders' needs within the community and seeks to serve other rider demands for transformative transportation models which extend beyond the traditional transportation offerings.

Currently, the Mobility Division staffs a team of over twenty transportation professionals who oversee PSTA's paratransit service (including eligibility and contract oversight) which provides over one thousand (1,000) daily customer trips,

Mobility on Demand, Direct Connect, and the Transportation Disadvantaged (TD) program which enables thousands of county residents to make their essential trips for life sustaining needs each and every day.

As new mobility models continue to evolve and impact on how we deliver service to our customers, we are challenged to keep up with the ever-changing paradigm shifts of how and where trips are taken as the travel needs of our customers continue to change.

The Mobility Division endeavors to stay at the forefront of these frequently shape-shifting trip demands from riders, by continuing to innovate and create smart, accessible, and effective transportation programs like Direct Connect, TD Late Shift, TD Urgent Day, Mobility On-Demand (MOD), and the Healthy Hop program among other new transit initiatives that are on the horizon at PSTA.

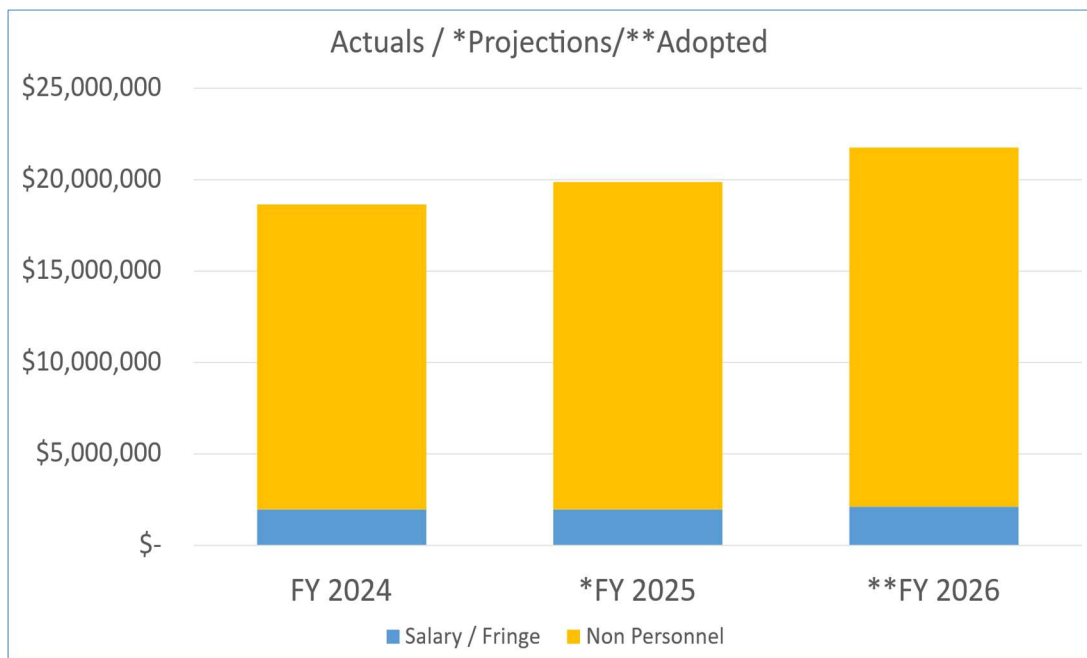
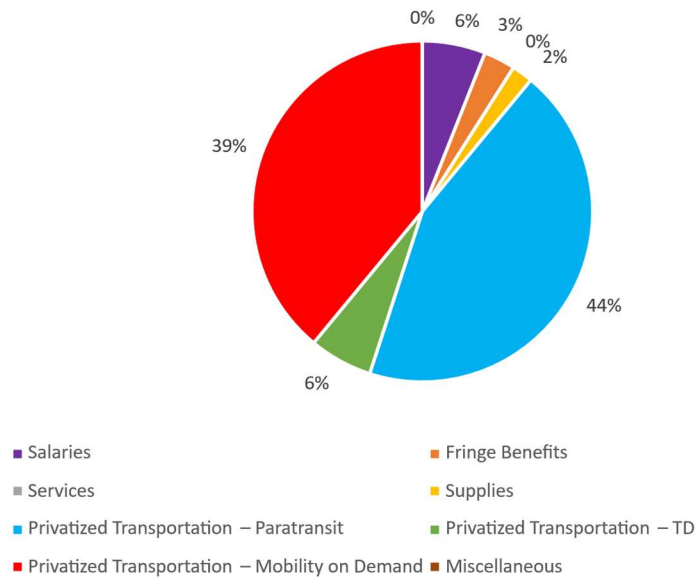
**MOBILITY DIVISION OVERVIEW****MOBILITY DIVISION BUDGET**

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 1,233,750	\$ 1,413,460	\$ 1,340,800	\$ 1,427,050	6.43%
Fringe Benefits	\$ 711,600	\$ 723,430	\$ 630,230	\$ 702,180	11.42%
Services	\$ -	\$ 5,000	\$ 40,000	\$ -	-100.00%
Supplies	\$ 369,300	\$ 408,780	\$ 336,790	\$ 370,640	10.05%
Privatized Transportation – Paratransit	\$ 8,970,750	\$ 9,382,980	\$ 9,133,140	\$ 9,557,490	4.65%
Privatized Transportation – TD	\$ 999,950	\$ 1,227,890	\$ 1,172,880	\$ 1,197,950	2.14%
Privatized Transportation – Mobility on Demand	\$ 6,300,390	\$ 8,413,990	\$ 7,168,640	\$ 8,481,680	18.32%
Miscellaneous	\$ 24,270	\$ 17,000	\$ 17,420	\$ 12,190	-30.02%
Total Operating Expenses	\$ 18,610,010	\$ 21,592,530	\$ 19,839,900	\$ 21,749,180	9.62%

- Salaries and fringe benefits expenses are increasing due to filled vacancies, normal increases and an increase in health benefits, offset by one less mobility reservation agent with the use of AI.
- Supplies saw increases due to fuel for PSTA's on demand tourist service from St. Pete Clearwater Airport to anywhere on Clearwater Beach that PSTA pays for.
- Paratransit services are anticipated to increase in FY 2026 based on ridership and contractual rates.
- Transportation Disadvantaged services are anticipated to increase in FY 2026 based on ridership and contractual rates.
- Mobility on Demand services are anticipated to increase in FY 2026 based on ridership and contractual rates.
- Miscellaneous expenses decreased due to reductions in travel and training costs and training/seminar fees.



MOBILITY DIVISION OVERVIEW

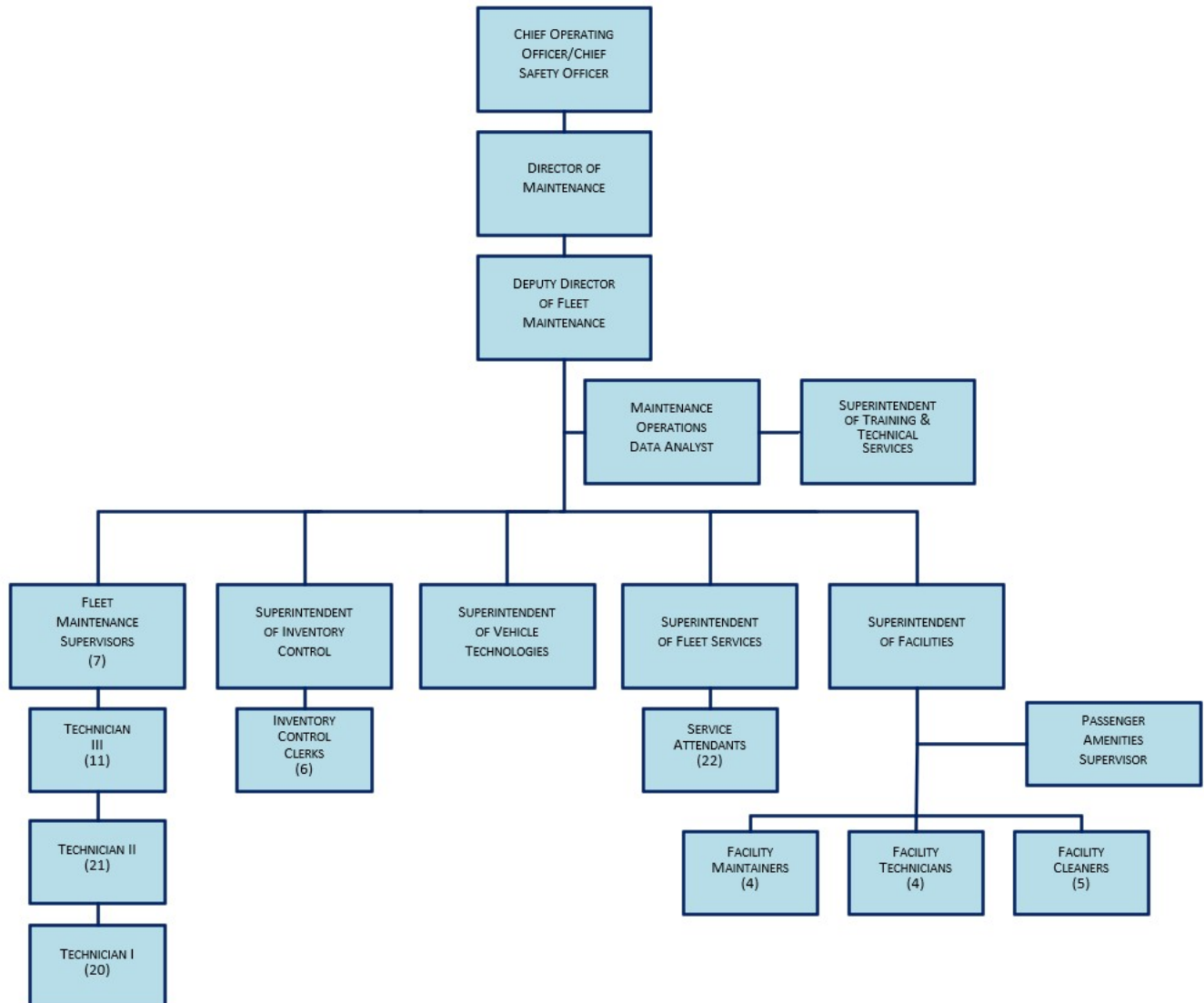




MAINTENANCE DIVISIONS



MAINTENANCE DIVISIONS OVERVIEW





MAINTENANCE DIVISIONS OVERVIEW

MAINTENANCE DIVISIONS

The Maintenance Divisions are comprised of four departments: Fleet Maintenance, Fleet Services, Facilities Maintenance, and Inventory Control.

The primary goal of the PSTA Maintenance Program is to provide a cost-effective, systematic interruption free pattern of transit operation.

This is accomplished by:

- Ensure all vehicles, facilities and equipment are operating at peak efficiency.
- Ensure all vehicles, facilities and equipment are safe.
- Maximize the life of all vehicles, facilities, and equipment.
- Minimize loss of accessibility due to equipment failure.
- Meet or exceed original equipment manufacturers' maintenance requirements.

- Maintain exterior and interior appearance for vehicles and facilities.
- Maintain a system of permanent vehicle, facility, and equipment maintenance records.
- Administer an aggressive equipment warranty recovery program.

To meet these goals and objectives PSTA has implemented a systematic maintenance program designed primarily to:

- Reduce costs.
- Provide effective scheduling of shop work.
- Be proactive with ongoing maintenance of vehicles, facilities, and equipment.
- Maximize the number of operable vehicles, facilities, and equipment at any time.



FLEET MAINTENANCE DIVISION OVERVIEW

FLEET MAINTENANCE DEPARTMENT

The Fleet Maintenance Department is responsible for 216 heavy transit buses that service 46 fixed routes including the SunRunner and two express routes to Hillsborough County. The revenue fleet consists of a mixed fleet of diesel, diesel-hybrid electric, and battery electric vehicles.

The Fleet Maintenance Department provides around-the-clock service for both preventative and demand-response needs of the entire fleet to ensure that 100% pullout is made every day, and that minimal service is delayed or disrupted due to mechanical failures.

The Fleet Maintenance Department provides a full line of service and repairs for all PSTA vehicles. Services include major/minor engine repairs, routine oil and other fluid changes, transmission service, tire replacement/repair, tire rotation and balance, tune-ups and general inspections, preventative maintenance (PM), and all points' safety and emergency inspection checks. Safety is paramount in the public transportation industry, and just as PSTA expects its bus operators to be safety minded and safety conscientious when behind the wheel at all times, so too, are the expectations that vehicles must be maintained to support safe operation as well.

The Fleet Maintenance Department ensures all vehicles are in compliance with Regional, State, and Federal entities.

The Fleet Maintenance Department's oversight responsibilities include but are not limited to:

- Preventative Maintenance Inspections.
- Vehicle Diagnosis and Repair.

- Engine, Transmission, Driveline Repair and Overhaul.
- Collision Repair and Bodywork.
- Radio Communication, Surveillance, Smart Technology, Wi-Fi Installation & Maintenance.
- Brakes, Tires, Steering, & Suspension.
- Vehicle Onboard Americans with Disabilities Act (ADA) Equipment.
- Road-Call Support and Towing When Necessary.
- Fueling, Cleaning, & Detailing.
- Farebox & Vault Pulling.

Additionally, the Fleet Maintenance Department is responsible for maintaining all non-revenue support vehicles for PSTA to ensure all vehicles are properly serviced, repaired, and readily available for use. Service is provided to fifty-two (52) service vehicles, which are comprised of pool cars, service trucks, and miscellaneous support equipment. In total, the Fleet Maintenance Department maintains approximately two hundred seventy-two (262) vehicles.

The Fleet Services Department ensures all revenue service vehicles are properly crewed nightly, which includes the fueling of all buses and support vehicles, checking and filling of critical vehicle fluids, interior cleaning including trash removal, sweeping, mopping and disinfecting, exterior washing, major cleaning details, pest control, posting and removal of advertisements/notices on buses, farebox vault pulling and fare media replenishment, etc.

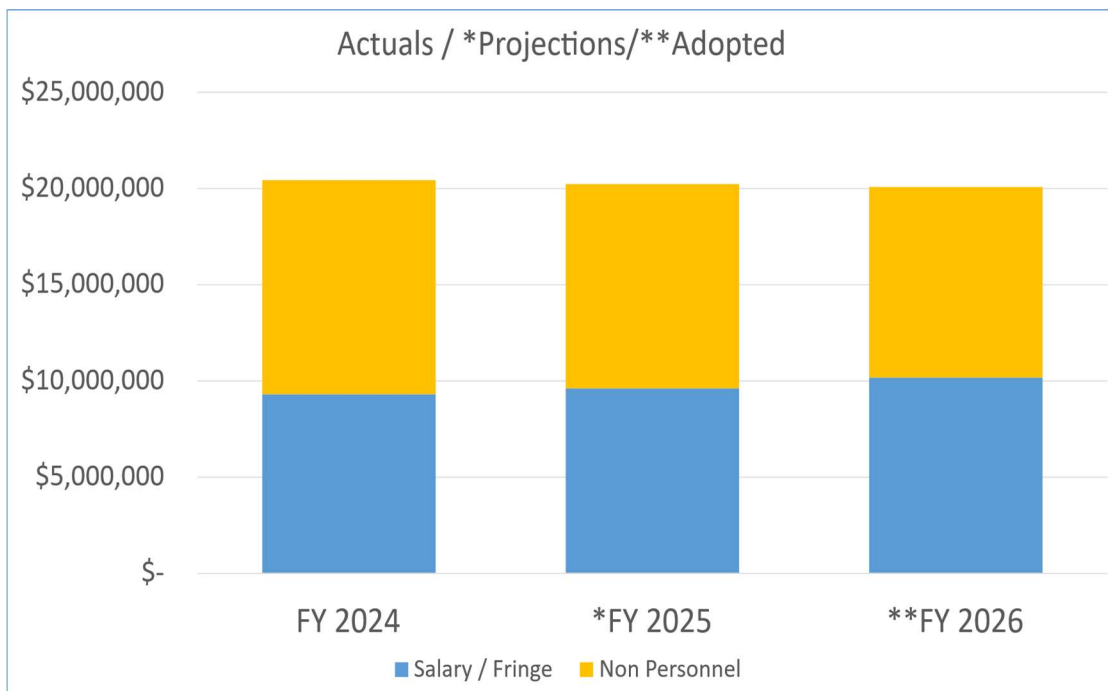
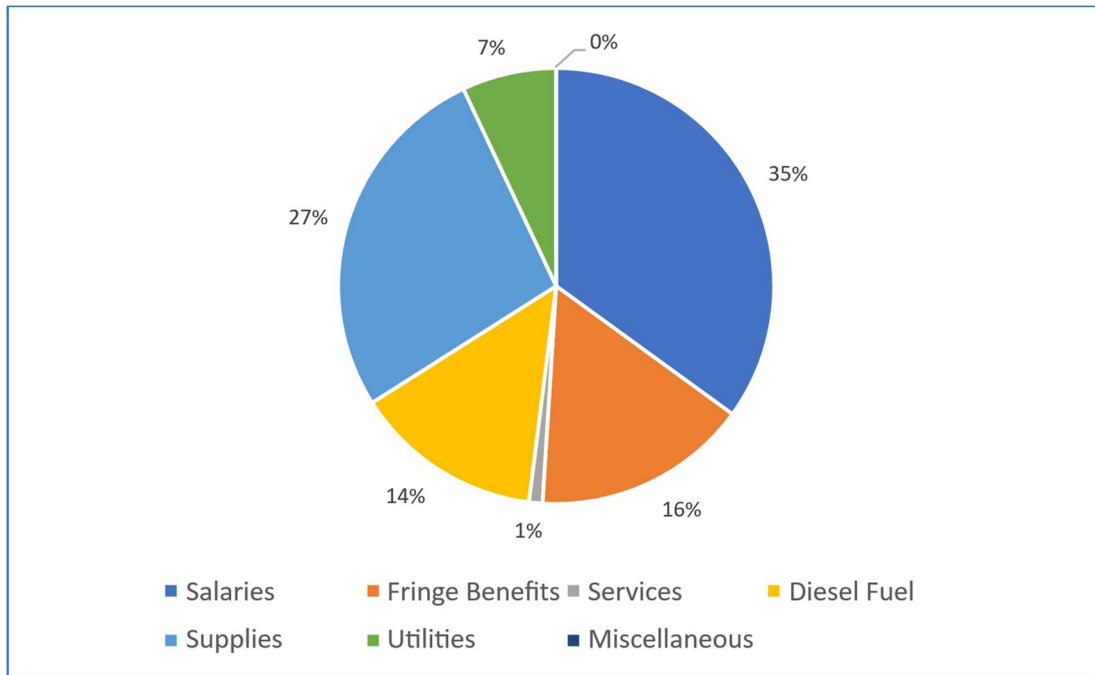
**FLEET MAINTENANCE DIVISION OVERVIEW****FLEET MAINTENANCE DEPARTMENT BUDGET**

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 5,683,510	\$ 6,846,430	\$ 6,462,260	\$ 6,869,560	6.30%
Fringe Benefits	\$ 3,597,640	\$ 3,336,430	\$ 3,122,860	\$ 3,304,140	5.80%
Services	\$ 14,670	\$ 234,000	\$ 110,870	\$ 236,800	113.58%
Diesel Fuel	\$ 5,476,250	\$ 5,504,300	\$ 4,510,400	\$ 2,863,420	-36.52%
Supplies	\$ 5,388,260	\$ 5,135,000	\$ 5,173,360	\$ 5,347,630	3.37%
Utilities	\$ 204,170	\$ 330,240	\$ 764,520	\$ 1,398,770	82.96%
Miscellaneous	\$ 71,210	\$ 54,400	\$ 65,200	\$ 45,000	-30.98%
Total Operating Expenses	\$ 20,435,710	\$ 21,440,800	\$ 20,209,470	\$ 20,065,320	-0.71%

- Salaries and fringe benefits expenses increased due to the new union contract rate increases.
- Service expenses decreased due to incurring subrogation credits in FY 2025 that are not anticipated in FY 2026.
- Diesel Fuel expense decreased primarily due to the increased implementation of hybrid and electric buses.
- Supply expenses increased due to increased contractual tire costs.
- Utility expenses increased due to additional electric buses in the fleet.
- Miscellaneous expenses decreased due to less anticipated travel expenses.



FLEET MAINTENANCE DIVISION OVERVIEW





FACILITIES MAINTENANCE DIVISION OVERVIEW

FACILITIES MAINTENANCE DEPARTMENT

The Facilities Maintenance Department is responsible for the ongoing upkeep and general maintenance of all PSTA properties, buildings, grounds, and other projects. The Facilities Department supports all the other departments within PSTA by method of demand-responsive service, state-of-good repair, capital planning, and 24/7 on-call service from both employees and the public alike. This includes requests for new benches and shelters, installation of new equipment, building repair (both interior and exterior), carpentry/electrical/plumbing/ and HVAC demands, maintenance support for PSTA's external real-time hardware components, and the general upkeep of PSTA's main Administrative Headquarters as well as four (4) passenger terminals, and two (2) Park-N-Ride lots located in Pinellas County. In addition, five (5) high ridership transfer locations are also maintained by the Department. To augment the staff of the Facilities Maintenance Department outside contractors and vendors support building and property related maintenance functions are also utilized.

The Facilities Maintenance Department also oversees capital asset facilities related acquisitions, installations, and rehabilitations.

The Facilities Maintenance Department oversight includes, but is not limited to the maintenance of:

- Over 4,400 bus stops, 527 bus shelters and 740 benches, using a staff of 15 people plus sub-contractors.
- Installation, maintenance and repair of PSTA amenities.
- Bus stops, benches and landing pads.

- Landscaping at PSTA Headquarters, customer service centers, and other areas.
- General repair and routine maintenance for all locations.
- Support and maintenance of real-time hardware at the service centers.
- New construction of buildings, facilities, and capital asset infrastructure to support the on-going operations.
- Rehabilitation of existing PSTA structures and equipment.

The ongoing goals of the Facilities Maintenance Department are follows:

- Facilitate traditional reactive and break-down maintenance practices to a proactive maintenance program.
- Facilitate the adoption of a data collection system that allows discreet local management based on standardized data.
- Minimizing interval or cycle-based maintenance where appropriate and cost effective.
- Develop and coordinate standardized facilities assessment policies and guidance.
- Develop and coordinate facilities maintenance self-assessments.
- Develop and advocate proper facilities maintenance resource strategies and rules-of-thumb.
- Maintain a clear facilities maintenance strategic plan. Develop benchmarks with best practices of like agencies to identify opportunities for improvement.



FACILITIES MAINTENANCE DIVISION OVERVIEW

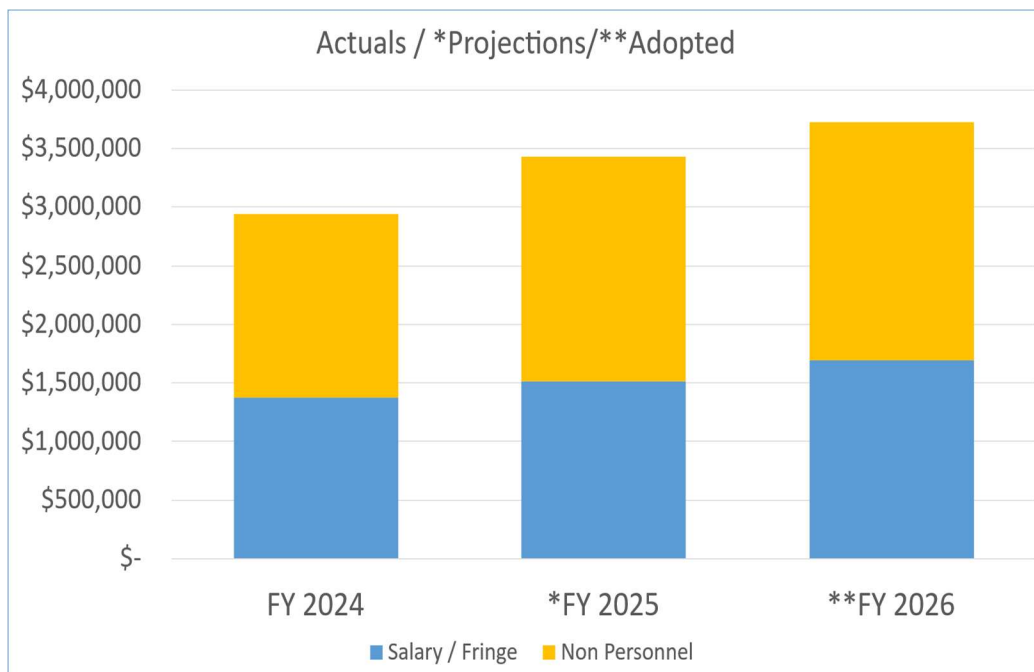
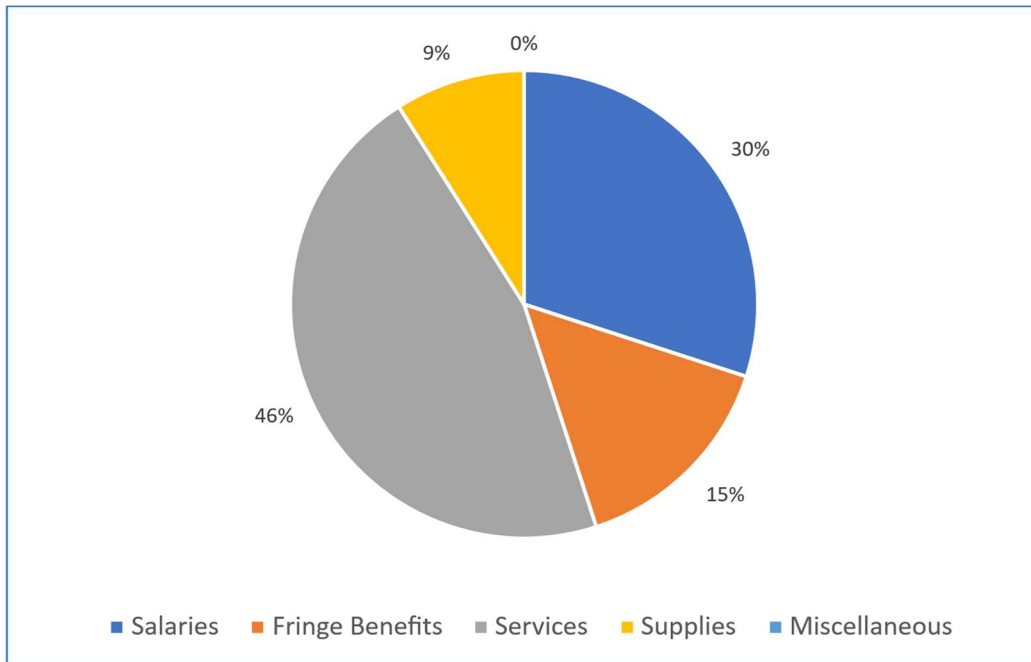
FACILITIES MAINTENANCE DEPARTMENT BUDGET

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Salaries	\$ 842,460	\$ 1,018,680	\$ 1,020,470	\$ 1,128,520	10.59%
Fringe Benefits	\$ 530,180	\$ 500,950	\$ 490,470	\$ 565,390	15.28%
Services	\$ 1,294,670	\$ 1,755,500	\$ 1,583,500	\$ 1,703,500	7.58%
Supplies	\$ 258,020	\$ 288,500	\$ 334,600	\$ 318,000	-4.96%
Miscellaneous	\$ 11,500	\$ 6,400	\$ 4,700	\$ 5,200	10.64%
Total Operating Expenses	\$ 2,936,830	\$ 3,570,030	\$ 3,433,740	\$ 3,720,610	8.35%

- Salaries and fringe benefits expenses are increasing due to normal increases and increased health insurance costs.
- Service expenses increased due to anticipated maintenance services for the 34th Street South Spark Service.
- Supply expenses decreased due to expected decrease in Building and Ground Miscellaneous Supplies.
- Miscellaneous increased due to increase in Training and Seminar Fees.



FACILITIES MAINTENANCE DIVISION OVERVIEW





MAINTENANCE DIVISION OVERVIEW

INVENTORY CONTROL DEPARTMENT

The Inventory Control Division is overseen by the Superintendent of Inventory Control assisted by two (2) Lead Inventory Control Clerk and six (6) Inventory Control Clerks. The Inventory Control Division is staffed seven (7) days per week and twenty-four (24) hours per day (24/7).

The primary objective of the PSTA's Inventory Control Department is to ensure that parts and supplies are available for use in sufficient quantities all the while working towards reducing costs and controlling the number of non-moveable or slow-moving parts (those parts in stock over two (2) years or more).

Regular review of inventory is conducted to monitor the flow of parts and supplies. This information is used to establish a minimum and maximum estimate of the total parts and supplies needed. A physical count of inventory is

conducted throughout the fiscal year with an entire physical audit of the inventory conducted each year. Presently, the inventory control staff manages over ten thousand (10,000) different parts at a value of approximately four (4) million dollars.

In addition to managing inventory and supply levels, the Department also handles the following:

- Shipping & Receiving for the entire organization.
- Management of all vehicle fluids, gases, and supplies.
- Tracking and handling of all vehicle warranty recovery claims and reimbursements.
- Tracking and management of uniforms for one hundred (100) Maintenance employees.



GENERAL FUNCTION



GENERAL FUNCTION DIVISION OVERVIEW

The General Function Division is maintained under the control of the Chief Financial Officer. This division was established as a separate general ledger division for the purpose of monitoring and controlling expenses that are considered part of the costs for doing business. There are no

employees assigned to this division. Expenses that pertain to the entire Authority rather than an individual division, i.e., utilities, tax collection fees, etc., are charged to the General Function Division.

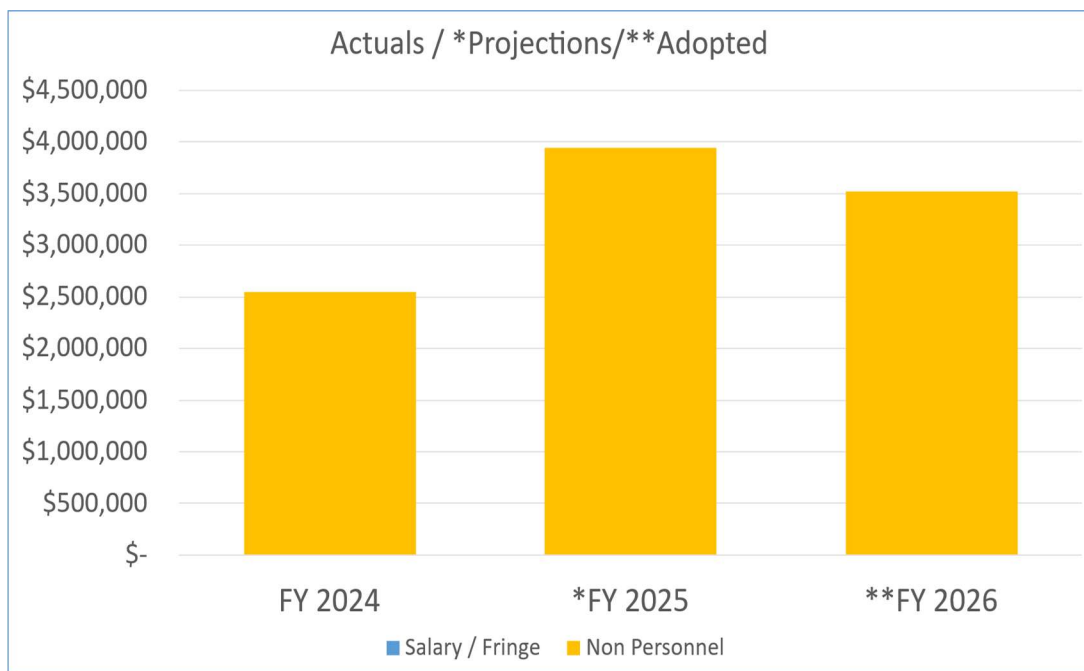
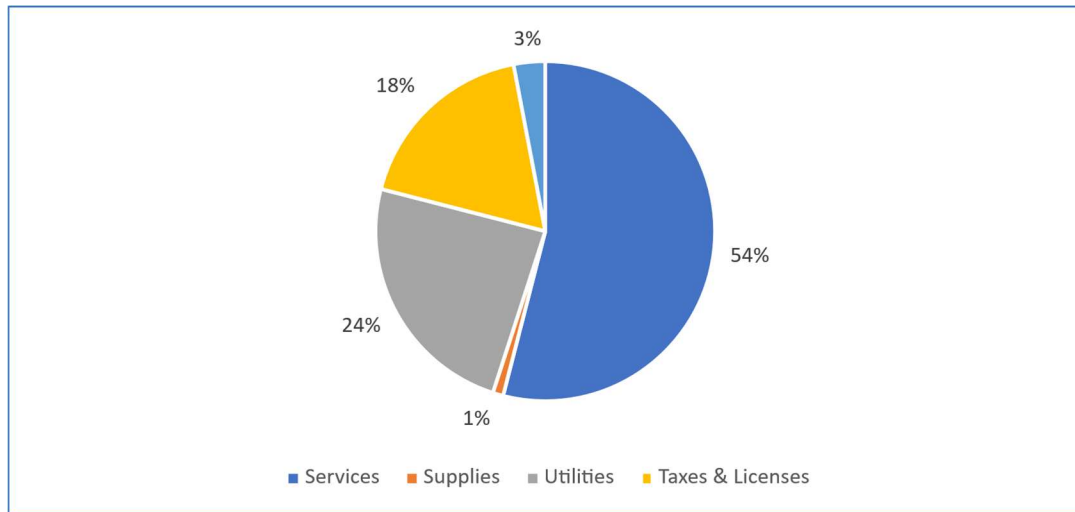
GENERAL FUNCTION DIVISION BUDGET

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Services	\$ 1,682,270	\$ 1,786,480	\$ 2,210,540	\$ 1,874,340	-15.21%
Supplies	\$ 27,880	\$ 40,980	\$ 24,180	\$ 27,550	13.94%
Utilities	\$ 719,450	\$ 836,500	\$ 819,040	\$ 858,000	4.76%
Taxes & Licenses	\$ 981,950	\$ 970,430	\$ 788,860	\$ 644,360	-18.32%
Miscellaneous	\$ 119,090	\$ 109,000	\$ 102,710	\$ 111,610	8.67%
Total Operating Expenses	\$ 3,530,640	\$ 3,743,390	\$ 3,945,330	\$ 3,515,860	-10.89%

- Service expenses are decreasing mainly due to costs associated with tax collection.
- Utilities expenses are increasing due to electricity rates.
- Taxes and Licenses expenses are decreasing due to less projected fuel tax because of electric buses.



GENERAL FUNCTION DIVISION OVERVIEW





INSURANCE DIVISION



INSURANCE DIVISION OVERVIEW

The Insurance Division is maintained under the control of the Chief Financial Officer with direct oversight by the Director of Risk Management. It was established as a separate general ledger division for monitoring and controlling expenses related to PSTA's property and casualty insurance programs and oversight of the workers'

compensation program. There are no employees assigned to this division. All expenses involving the administration of PSTA's insurance programs are recorded in the Insurance Division. This division provides the tool for monitoring the insurance programs' cost effectiveness.

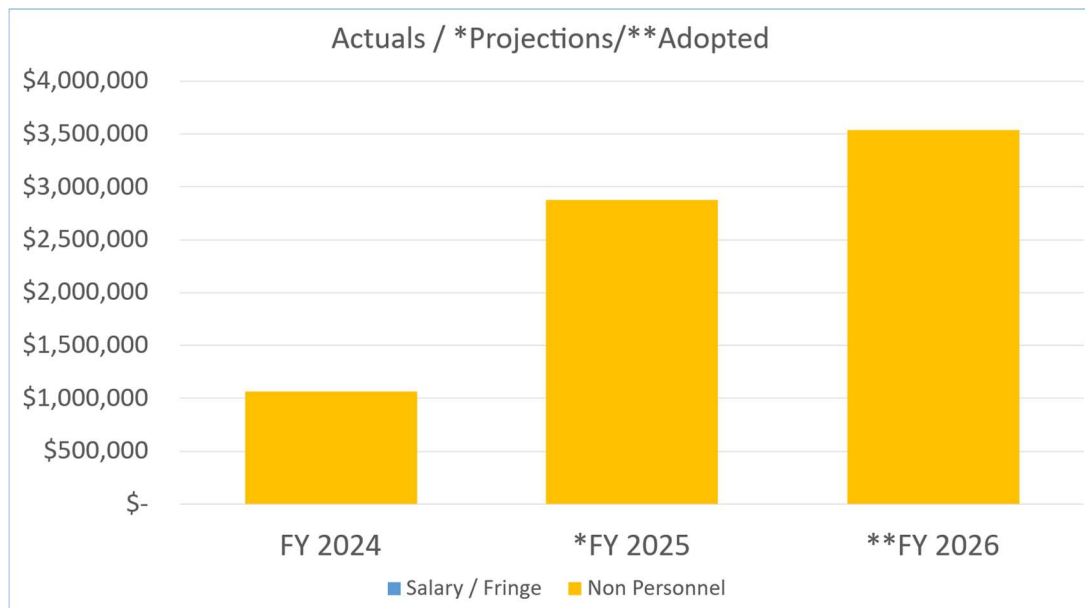
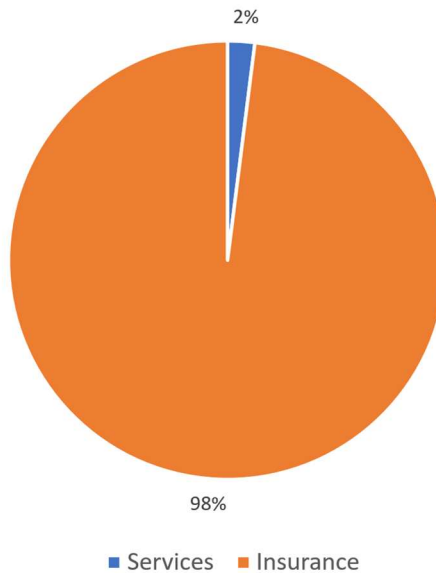
INSURANCE DIVISION BUDGET

Expense Item	Actual FY 2024	Adopted FY 2025	Projected FY 2025	Adopted FY 2026	% Change FY 2025 FY 2026
Services	\$ 55,030	\$ 58,110	\$ 58,110	\$ 58,110	0.00%
Insurance	\$ 1,009,960	\$ 3,703,510	\$ 2,814,000	\$ 3,476,370	23.54%
Total Operating Expenses	\$ 1,064,990	\$ 3,761,620	\$ 2,872,110	\$ 3,534,480	23.06%

- Insurance expenses increased due to anticipated market increases and decreased anticipated claims recovery based on current open claims.



INSURANCE DIVISION OVERVIEW





Pinellas Suncoast Transit Authority

ADOPTED FY 2026 BUDGET

CAPITAL BUDGET



CAPITAL BUDGET OVERVIEW

CAPITAL BUDGET SUMMARY

Presented below is the Capital Improvement Plan for fiscal years 2026 – 2030. Included in this plan are the capital expenditures necessary to sustain and improve the equipment, facilities, and technology of the Pinellas Suncoast Transit Authority. Capital expenditures create future benefits and are incurred when capital finances are used to purchase capital assets with a useful life of at least one year or to add value to an existing capital asset (as is the case in associated capital). The capital asset capitalization threshold is \$5,000 with a useful life of at least one year. PSTA has budgeted \$68,600,403 in capital expenditures for FY 2026.

CAPITAL BUDGET PROCESS

As part of The Authority's budgeting process, the Finance Division meets annually with project managers, Directors, and Chiefs for their respective areas. The management staff are asked to project needs for future expenditures in the current year and the next five years. In the case of the FY 2026 capital budget, the staff was asked to project the forecast for the current FY 2025 and FY 2026 – 2030 expected project expenditures. After the meetings, the Finance Division develops the FY 2026 budget and the FY 2027 – 2030 capital improvement plan and then is presented to the Chief Executive Officer. The capital budget and plan are then presented to the Planning committee and then to the PSTA Board of Directors for final approval. The PSTA Board of Directors approves the capital budget during a series of two public hearings in September.

CAPITAL BUDGET FUNDING

The total capital budget for the fiscal year 2026 is \$68,600,403. The funding for the capital budget is listed below:

Funding Agencies	2026 Funding Amount
Capital Reserve	\$ 958,367
FDOT	\$ 2,451,850
FTA Current Grants	\$ 47,056,908
FTA Future - Formula	\$ 15,829,586
US DOT - Smart Grant	\$ 500,000
VW Settlement	\$ 1,040,000
In-Kind Local	\$ 86,933
Local	\$ 676,758
Total Funding - FY 2026 Capital Budget	\$ 68,600,403

The USDOT and Federal Transit Administration is responsible for 91% of the funding for the FY 2026 capital budget, with Sections 5307, 5309, 5310, 5312, 5337, 5339, and other miscellaneous grant funds.

Federal discretionary grants are awarded on a competitive basis. Transit agencies are eligible Sections 5307, 5337, and 5339 Urbanized Formula Grants based upon legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas, like Pinellas County, with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.



For matching, the federal share is not to exceed 80 percent of the net project cost for capital expenditures.

The eligible activities that relate to PSTA are planning, engineering, design and evaluation of transit projects and other technical transportation-related studies, capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention, security equipment, construction and maintenance of passenger facilities, and computer hardware and software.

In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For the five-year capital plan, the following funding sources are identified.

Funding Sources	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Capital Reserve	\$ 958,367	\$ 1,132,100	\$ 543,600	\$ 543,600	\$ 543,600
FDOT	\$ 2,451,850	\$ 58,500	\$ -	\$ -	\$ -
FTA Current Grants	\$ 47,056,908	\$ 8,464,516	\$ 726,076	\$ 1,268,166	\$ 689,299
FTA Future - Formula	\$ 15,829,586	\$ 15,068,294	\$ 29,964,016	\$ 48,164,551	\$ 12,328,397
US DOT - Smart Grant	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
VW Settlement	\$ 1,040,000	\$ -	\$ -	\$ -	\$ -
In-Kind Local	\$ 86,933	\$ -	\$ -	\$ -	\$ -
Local	\$ 676,758	\$ 8,000,000	\$ -	\$ -	\$ -
Total Funding FY 2026-2030 Capital Plan	\$ 68,600,403	\$ 33,223,410	\$ 31,233,692	\$ 49,976,318	\$ 13,561,296



The Federal Transit Administration(FTA) is the primary funding agency for the five-year plan. As each year progresses, the grants department makes applications to various FTA funding sources to secure the necessary money to pay for the projects in the capital plan. These sources are FTA formula funds and discretionary grants based on awards.

The grant applications completed in FY 2025 for future years projects are \$27,072,675. All of these funds are formula funds and are allocated each year to the urbanized area. These funds are dedicated for serving Pinellas County with more efficient modes of transportation and for normal asset replacements.



EXPENDITURES

Vehicles – Vehicles are budgeted at \$17,106,899 or 26% of the total capital budget. This budget includes the purchase of hybrid and electric buses, Lono Replacement buses, and support vehicle lease and related replacement components.

Passenger Amenities – Passenger Amenities are budgeted at \$1,852,475 or 3% of the total capital budget. This budget includes the purchase of replacement shelters, and additional electric bus chargers.

Passenger shelters are deployed based upon the needs of the community, either to replace old or damaged shelters or to accommodate increased utilization of stops. To accompany the shelters, pedestrian access/walkways are built for new stops, rebuild, expand current walkways or to provide foundation for new shelters.

Training and Third-Party Contracts – Training and third-party contracts are budgeted at \$2,331,256 or 3% of the total capital budget. This budget includes funding for Vanpool services, updating PSTA's FTA required Transit Asset Management Plan.

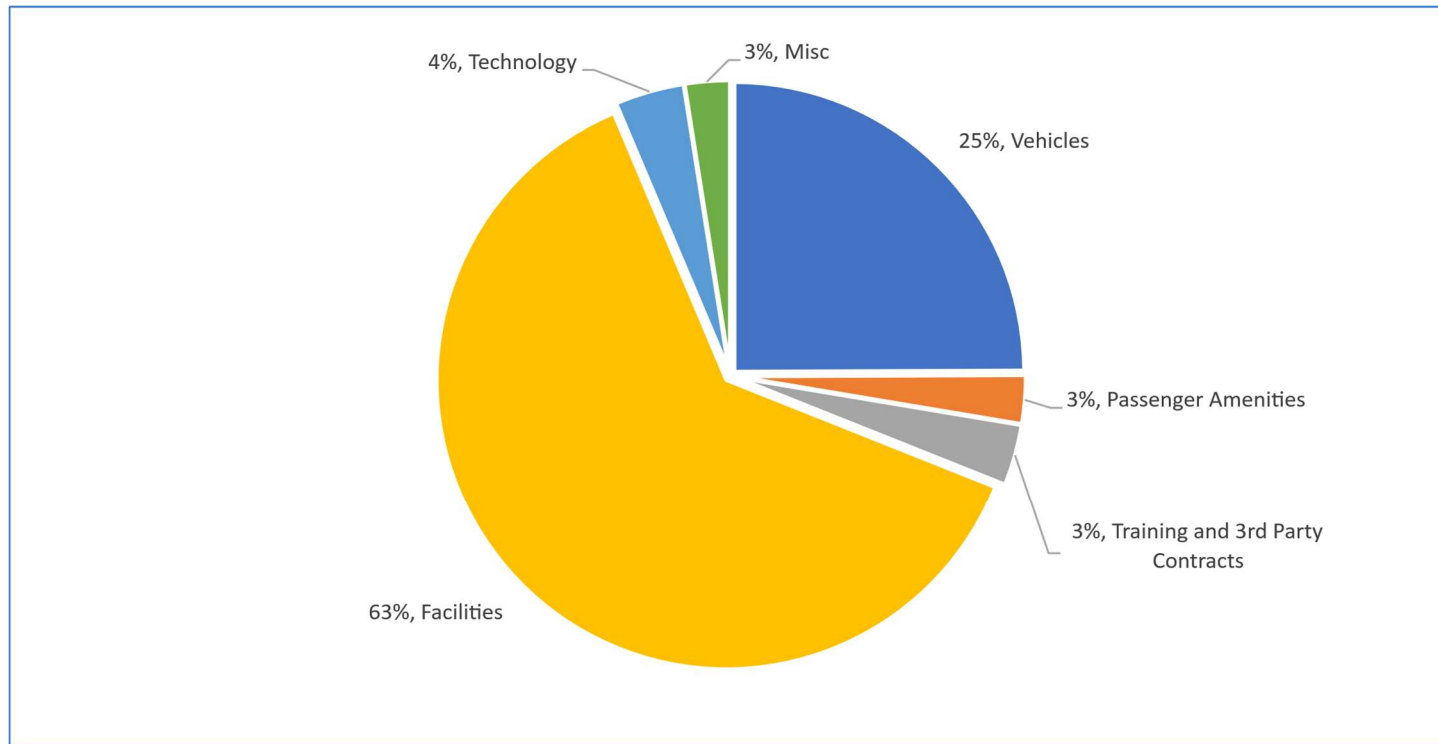
Facilities – Facilities are budgeted at \$42,948,247 or 63% of the total capital budget. The largest projects are the Clearwater Station construction project, Ferry Terminal construction, replacement generators, and the Solar Panels project.

Technology – Technology is budgeted at \$2,2645,077 or 4% of the total capital budget. Key projects include the Hastus Upgrade project, Identity Verification, PIE Service Flamingo Fare Reader, Website Update, Bus Yard Automation Demonstration and Spare Voice Improvements (AI CSR).

Miscellaneous and Contingency – Miscellaneous and contingency is budgeted at \$1,716,450 or 3% of the total capital budget. The largest portion is the Data Warehouse Project of \$800,000. In addition, there is budget allocated to Short Range Planning for \$360,000 which is utilized throughout the year for unanticipated needs.

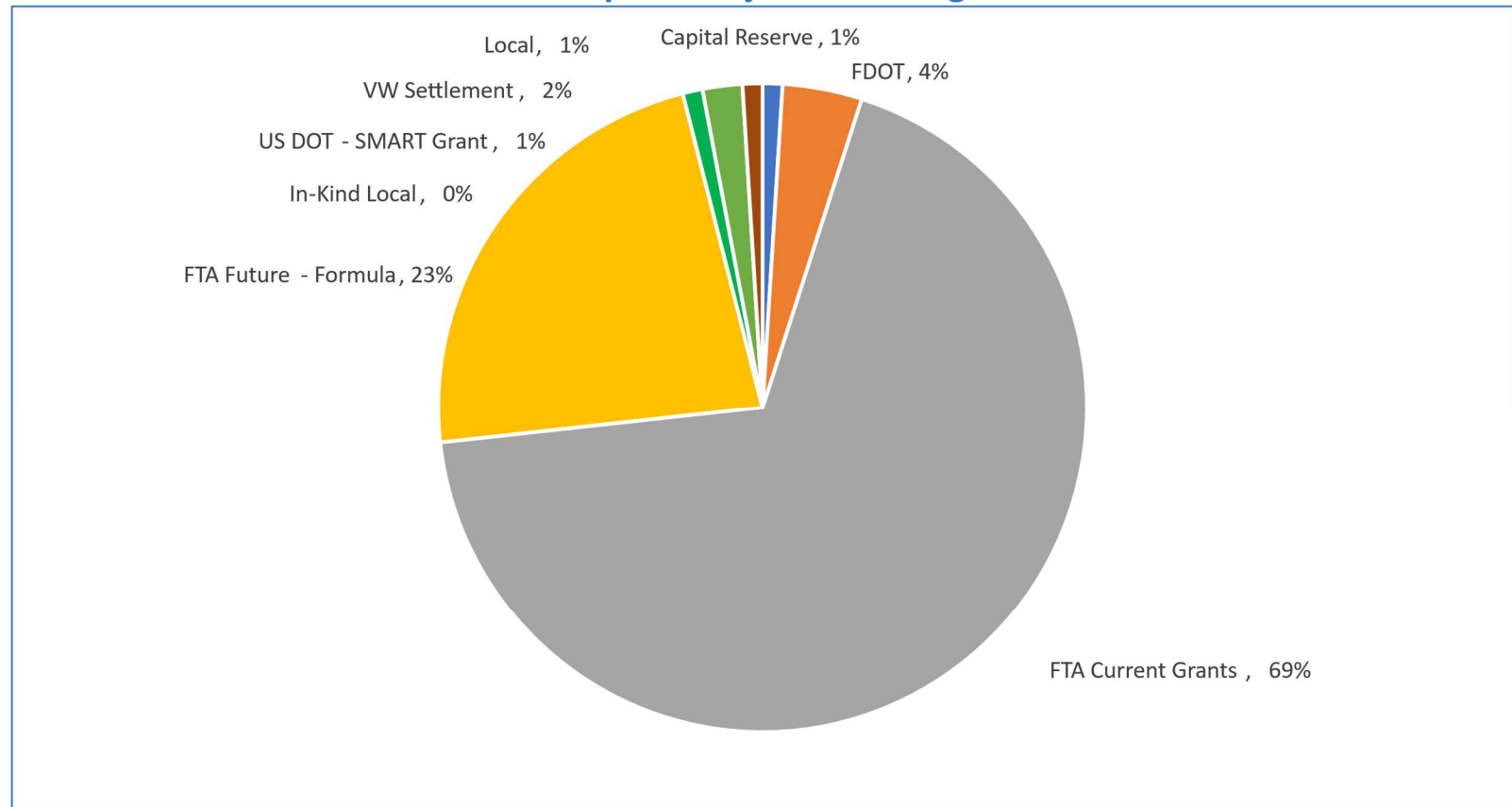


FY 2026 Capital Budget by Category





FY 2026 Capital Projects Funding Sources



The five-year capital plan represents the collaborative and thoughtful approach that Pinellas Suncoast Transit Authority has taken to achieve the authority's goals for the future. It is

important to note that this approach is done with the assistance of the PSTA staff, the PSTA Board of Directors and most importantly the citizens and visitors of Pinellas County.



Capital Projects Effects on Future Operating Budgets

The receipt of both hybrid and electric vehicles over the next year, dependent on manufacturer delivery schedules, will cumulatively save the Agency in fuel costs and maintenance. The agency is also preparing to have small increases in operating costs in the form of electric propulsion that will be offset by large decreases in fuel.

When construction for the Clearwater Station is complete, the Facilities Maintenance division will have increased costs. Additionally, the use of utilities will increase.

The Solar project is a phased project. With each phase completion PSTA will immediately see savings in electricity costs, and with completing the first phase PSTA will increase resiliency during power outages by directly charging six depot chargers.

The Solar project is a significant and phased project. With each phase completion PSTA will immediately see savings in electricity costs, and with completing the first phase PSTA will increase resiliency during power outages by directly charging six depot chargers.



VEHICLE PROJECTS

Project Title	Funding	FY 2025 Adopted Budget	Total Project Projection	Prior YR Actuals + Director Projection FY 2025	FY 2026 Project Plan	FY 2027 Project Plan	FY 2028 Project Plan	FY 2029 Project Plan	FY 2030 Project Plan
Major Component Replacement Program Future Years	FL-2023-069	-	1,500,000	750,000	750,000	-	-	-	-
Major Component Replacement Program Future Years	FTA Future - Formula	1,500,000	6,750,000	-	250,000	1,500,000	1,500,000	1,500,000	2,000,000
Major Component Replacement Program Future Years	See Above	1,500,000	8,250,000	750,000	1,000,000	1,500,000	1,500,000	1,500,000	2,000,000
Bus Plan Y2 - 24 Buses	FL-2021-075	2,832,676	2,832,676	2,832,676	-	-	-	-	-
Bus Plan Y2 - 24 Buses	FL-2022-036	3,000,000	3,000,000	3,000,000	-	-	-	-	-
Bus Plan Y2 - 24 Buses	FL-2021-050 B&BF	16,342,100	16,342,100	16,342,100	-	-	-	-	-
Bus Plan Y2 - 24 Buses	FL-2022-049	3,510,888	3,510,888	3,510,888	-	-	-	-	-
Bus Plan Y2 - 24 Buses	See Above	25,685,664	25,685,664	25,685,664	-	-	-	-	-
Bus Plan Y3 - 24 Buses	VW Settlement	-	18,000,000	16,960,000	1,040,000	-	-	-	-
Bus Plan Y3 - 24 Buses	FL-2022-049	-	25,703,598	25,703,598	-	-	-	-	-
Bus Plan Y3 - 24 Buses	FL-2021-075	-	-	-	-	-	-	-	-
Bus Plan Y3 - 24 Buses	See Above	-	43,703,598	42,663,598	1,040,000	-	-	-	-
Bus Replacement Plan	FTA Future - Formula	-	22,446,570	-	-	-	22,446,570	-	-
FY 2024 LoNO Replacement Buses	FTA Current	-	27,805,012	18,296,977	9,508,035	-	-	-	-
FY 2024 LoNO Replacement Buses	FL-2023-069	-	834,207	548,947	285,260	-	-	-	-
FY 2024 LoNO Replacement Buses	Capital Reserve	-	203,750	134,077	69,673	-	-	-	-
FY 2024 LoNO Replacement Buses	See Above	-	28,842,969	18,980,000	9,862,969	-	-	-	-
Supervisor Vehicles	Capital Reserve	-	60,000	60,000	-	-	-	-	-
Cross Bay Ferry Boat	FTA Current	-	4,863,280	-	4,863,280	-	-	-	-
Support Vehicle Lease	FL-2022-049	-	147,663	5,630	33,839	33,839	28,911	22,722	22,722
Support Vehicle Lease	FL-2022-069	-	147,663	5,630	33,839	33,839	28,911	22,722	22,722
Support Vehicle Lease	FL-2025-024	-	147,663	5,630	33,839	33,839	28,911	22,722	22,722
Support Vehicle Lease	FTA Future - Formula	-	501,152	19,109	114,844	114,844	98,121	77,117	77,117
Support Vehicle Lease	See Above	-	944,140	36,000	216,360	216,360	184,854	145,283	145,283
Fleetwatch Data Loggers	FL-2019-085	-	16,092	16,092	-	-	-	-	-
UTA Bike Rack Sensors	FL-2019-085	-	49,290	-	49,290	-	-	-	-
Service Truck Rehab	FTA Current	-	75,000	-	75,000	-	-	-	-
Total Vehicles		27,185,664	134,936,603	88,191,354	17,106,899	1,716,360	24,131,424	1,645,283	2,145,283



PASSENGER AMENITIES PROJECTS

Project Title	Funding	FY 2025 Adopted Budget	Total Project Projection	Prior YR Actuals + Director Projection FY 2025	FY 2026 Project Plan	FY 2027 Project Plan	FY 2028 Project Plan	FY 2029 Project Plan	FY 2030 Project Plan
Shelters and Amenities	Capital Reserve	-	44,594	25,000	19,594	-	-	-	-
Shelters and Amenities	FL-2019-085	-	121,133	-	100,000	21,133	-	-	-
Shelters and Amenities	FL-2021-001	-	150,000	-	-	150,000	-	-	-
Shelters and Amenities	FL-2021-075	150,905	300,000	-	-	28,867	200,000	71,133	-
Shelters and Amenities	FL-2022-049	-	300,000	-	-	-	-	200,000	100,000
Shelters and Amenities	FL-2022-069	-	39,343	-	-	-	39,343	-	-
Shelters and Amenities	FL-2025-024	-	150,000	-	-	-	-	128,867	21,133
Shelters and Amenities	FTA Future - Formula	-	300,000	-	-	-	-	-	300,000
Shelters and Amenities	See Above	150,905	1,405,070	25,000	119,594	200,000	239,343	400,000	421,133
SunRunner Improvements	FL-2022-037	343,480	1,367,456	1,367,456	-	-	-	-	-
SunRunner Improvements Force Account	FL-2022-037	70,000	124,901	124,901	-	-	-	-	-
SunRunner Improvements	Capital Reserve	27,000	643,040	643,040	-	-	-	-	-
SunRunner Improvements	City of St. Petersburg	106,754	340,537	340,537	-	-	-	-	-
SunRunner Improvements	FDOT	162,182	850,901	850,901	-	-	-	-	-
SunRunner Improvements	FL-2020-071	251,181	1,167,556	1,167,556	-	-	-	-	-
SunRunner Improvements	See Above	960,597	4,494,390	4,494,390	-	-	-	-	-
Ferry Boat Repairs	Capital Reserve	100,000	100,000	100,000	-	-	-	-	-
Park Street Roof	Capital Reserve	-	130,000	110,000	10,000	10,000	-	-	-
ADA Landing Pads FY22	Capital Reserve	-	164,826	164,826	-	-	-	-	-
ADA Landing Pads FY22	FL-2017-024	-	75,000	75,000	-	-	-	-	-
ADA Landing Pads FY22	See Above	-	239,826	239,826	-	-	-	-	-
ADA and Bus Shelter Pads	FTA Future - Formula	150,000	828,850	-	150,000	157,500	165,375	173,645	182,330
PierTram&En-RouteBEBCharging-StPetersburg	FL 24 Earmark	1,116,279	1,116,279	55,000	1,061,279	-	-	-	-
PierTram&En-RouteBEBCharging-StPetersburg	FL-2022-049	-	22,368	22,368	-	-	-	-	-
PierTram&En-RouteBEBCharging-StPetersburg	FL-2023-044	600,000	133,904	-	133,904	-	-	-	-
PierTram&En-RouteBEBCharging-StPetersburg	City of St. Petersburg	50,000	50,000	-	50,000	-	-	-	-
PierTram&En-RouteBEBCharging-StPetersburg	Capital Reserve	-	20,000	12,000	8,000	-	-	-	-
PierTram&En-RouteBEBCharging-StPetersburg	See Above	1,766,279	1,342,551	89,368	1,253,183	-	-	-	-
34th Street South Lx (Spark)	FL-2017-109	-	43,047	43,047	-	-	-	-	-
34th Street South Lx (Spark)	FL-2017-024	-	75,003	75,003	-	-	-	-	-
34th Street South Lx (Spark)	FDOT	-	250,000	250,000	-	-	-	-	-
34th Street South Lx (Spark)	Capital Reserve	-	250,000	250,000	-	-	-	-	-
34th Street South Lx (Spark)	See Above	-	618,050	618,050	-	-	-	-	-
Connected Community Bus Plan Signage & Wayfinding	FTA Current	-	100,000	-	100,000	-	-	-	-
En-Route BEB Charging - PSTA Layby	FL-2022-049	-	46,090	46,090	-	-	-	-	-
En-Route BEB Charging - PSTA Layby	FL-2023-044	-	439,396	219,698	219,698	-	-	-	-
En-Route BEB Charging - PSTA Layby	See Above	-	485,486	265,788	219,698	-	-	-	-
Clearwater-Dunedin-Clearwater Beach Ferry Service	FDOT	218,333	-	-	-	-	-	-	-
Clearwater-Dunedin-Clearwater Beach Ferry Service	Local Contributions	218,333	-	-	-	-	-	-	-
Clearwater-Dunedin-Clearwater Beach Ferry Service	See Above	436,667	-	-	-	-	-	-	-
Total Passenger Amenities		3,564,448	9,744,222	5,942,422	1,852,475	367,500	404,718	573,645	603,463



TRAINING AND THIRD-PARTY PROJECTS

Project Title	Funding	FY 2025 Adopted Budget	Total Project Projection	Prior YR Actuals + Director Projection FY 2025	FY 2026 Project Plan	FY 2027 Project Plan	FY 2028 Project Plan	FY 2029 Project Plan	FY 2030 Project Plan
ADA Travel Training / In-Person Assessments Program	FL-2019-085	-	98,774	98,774	-	-	-	-	-
ADA Travel Training / In-Person Assessments Program	FL-2021-001	-	19,755	19,755	-	-	-	-	-
ADA Travel Training / In-Person Assessments Program	FL-2021-075	-	19,755	19,755	-	-	-	-	-
ADA Travel Training / In-Person Assessments Program	FTA Future - Formula	66,088	186,479	106,479	64,000	16,000	-	-	-
ADA Travel Training / In-Person Assessments Program	Capital Reserve	-	26,620	26,620	-	-	-	-	-
ADA Travel Training / In-Person Assessments Program	See Above	66,088	351,383	271,383	64,000	16,000	-	-	-
Employee Education	FL-2017-109	-	2,773	2,773	-	-	-	-	-
Employee Education	FL-2017-080	-	3,169	3,169	-	-	-	-	-
Employee Education	FL-2019-085	-	3,169	3,169	-	-	-	-	-
Employee Education	FTA Future - Formula	20,000	115,847	15,847	20,000	20,000	20,000	20,000	20,000
Employee Education	See Above	20,000	124,960	24,960	20,000	20,000	20,000	20,000	20,000
Employee Training	FL-2018-080	-	109	109	-	-	-	-	-
Employee Training	FL-2019-085	-	3,418	3,418	-	-	-	-	-
Employee Training	FL-2021-001	-	3,527	3,527	-	-	-	-	-
Employee Training	FL-2021-075	-	3,527	3,527	-	-	-	-	-
Employee Training	See Above	-	10,581	10,581	-	-	-	-	-
Community Bus Plan Update	FL-2018-080	18,343	184,398	184,398	-	-	-	-	-
Community Bus Plan Update	FL-2019-085	23,939	121,085	121,085	-	-	-	-	-
Community Bus Plan Update	FL-2021-001	37,719	190,786	190,786	-	-	-	-	-
Community Bus Plan Update	See Above	80,000	496,269	496,269	-	-	-	-	-
Community Bus Plan Update Future	FTA Future - Formula	-	850,000	-	-	-	-	425,000	425,000
AOPP - South St. Pete CRA Mobility Study	FL-2023-017	180,000	274,949	246,149	28,800	-	-	-	-
AOPP - South St. Pete CRA Mobility Study	FDOT	10,000	15,275	13,675	1,600	-	-	-	-
AOPP - South St. Pete CRA Mobility Study	Capital Reserve	5,000	7,637	6,837	800	-	-	-	-
AOPP - South St. Pete CRA Mobility Study	City of St. Petersburg	5,000	7,637	6,837	800	-	-	-	-
AOPP - South St. Pete CRA Mobility Study	See Above	200,000	305,499	273,499	32,000	-	-	-	-
Mobility Study Follow-On Work	Capital Reserve	35,000	35,000	-	35,000	-	-	-	-
Mobility Study Follow-On Work	FDOT	35,000	35,000	-	35,000	-	-	-	-
Mobility Study Follow-On Work	See Above	70,000	70,000	-	70,000	-	-	-	-
Bus Stop Site Evaluations	FL-2019-085	200,000	200,000	-	100,000	100,000	-	-	-
Bus Stop Site Evaluations	FL-2025-024	-	160,000	-	80,000	80,000	-	-	-
Bus Stop Site Evaluations	Capital Reserve	-	40,000	-	20,000	20,000	-	-	-
Bus Stop Site Evaluations	See Above	200,000	400,000	-	200,000	200,000	-	-	-
Van Pool	FTA Future - Formula	-	7,716,000	-	-	1,776,000	1,860,000	1,980,000	2,100,000
Van Pool	FL-2019-015	1,500,000	3,982,757	2,482,757	1,500,000	-	-	-	-
Van Pool	See Above	1,500,000	11,698,757	2,482,757	1,500,000	1,776,000	1,860,000	1,980,000	2,100,000
Clearwater Communication Plan	Capital Reserve	12,500	50,000	4,000	25,000	21,000	-	-	-
Clearwater Communication Plan	FDOT	12,500	50,000	4,000	25,000	21,000	-	-	-
Clearwater Communication Plan	See Above	25,000	100,000	8,000	50,000	42,000	-	-	-
TAM Plan Update	FTA Future - Formula	-	200,000	-	200,000	-	-	-	-
34th St. ITS/TSP Project	FL-2022-049	-	96,893	96,893	-	-	-	-	-
34th St. ITS/TSP Project	FTA Future - Formula	-	160,000	-	160,000	-	-	-	-
34th St. ITS/TSP Project	See Above	-	256,893	96,893	160,000	-	-	-	-
Sustainability Tracking Tool Update	FL-02022-049	-	30,000	30,000	-	-	-	-	-
CCBN Implementation Assistance	FL-2022-049	-	94,706	59,450	35,256	-	-	-	-
Total Training and Third Party Contracts		2,161,088	14,989,047	3,753,791	2,331,256	2,054,000	1,880,000	2,425,000	2,545,000



FACILITIES PROJECTS

Project Title	Funding	FY 2025 Adopted Budget	Total Project Projection	Prior YR Actuals + Director Projection FY 2025	FY 2026 Project Plan	FY 2027 Project Plan	FY 2028 Project Plan	FY 2029 Project Plan	FY 2030 Project Plan
Solar Panels	Capital Reserve	-	2,216	2,216	-	-	-	-	-
Solar Panels	FL-2021-075	-	1,184,571	63,093	1,121,478	-	-	-	-
Solar Panels	FTA Future - Formula	2,750,000	2,750,000	-	2,750,000	-	-	-	-
Solar Panels	FL-2023-069	-	345,895	17,036	328,859	-	-	-	-
Solar Panels Allocation	FTA Future - Discretionary	-	3,350,000	-	-	3,350,000	-	-	-
Solar Panels	See Above	2,750,000	7,632,682	82,346	4,200,337	3,350,000	-	-	-
Electric Infrastructure Phase I	Capital Reserve	543,600	3,327,158	609,158	543,600	543,600	543,600	543,600	543,600
Electric Infrastructure Phase II	FL-2023-069	-	6,531,250	6,531,250	-	-	-	-	-
Electric Infrastructure Phase II	FL-2023-061	-	2,968,750	2,968,750	-	-	-	-	-
Electric Infrastructure Phase II	See Above	-	9,500,000	9,500,000	-	-	-	-	-
Garage Rollup Doors	FL-2019-085	400,000	400,000	-	400,000	-	-	-	-
Clearwater Station Design	FL-04-0135	-	993,713	993,713	-	-	-	-	-
Clearwater Station Design	FL-2018-080	-	1,284,786	1,284,786	-	-	-	-	-
Clearwater Station Design	FL-2021-001	-	311,579	311,579	-	-	-	-	-
Clearwater Station Design	FL-2017-024	84,000	3,313	3,313	-	-	-	-	-
Clearwater Station Design	Capital Reserve	-	317,988	317,988	-	-	-	-	-
Clearwater Station Design	See Above	84,000	2,911,380	2,911,380	-	-	-	-	-
Clearwater Station Construction	FTA Future - Discretionary	2,000,000	-	-	-	-	-	-	-
Clearwater Station Construction	FL-2024-067	-	20,000,000	750,000	13,167,000	6,083,000	-	-	-
Clearwater Station Construction	FL-2023-069	2,650,000	4,150,000	-	3,350,000	800,000	-	-	-
Clearwater Station Construction	FL-2022-049	-	4,000,000	-	4,000,000	-	-	-	-
Clearwater Station Construction	FDOT	-	2,300,000	-	2,300,000	-	-	-	-
Clearwater Station Construction	Pinellas County	-	8,000,000	-	-	8,000,000	-	-	-
Clearwater Station Construction	FL-2023-044	-	600,000	-	-	600,000	-	-	-
Clearwater Station Construction	FL-2025-024	-	1,352,310	-	1,352,310	-	-	-	-
Clearwater Station Construction	FL-2025-025	-	2,000,000	-	2,000,000	-	-	-	-
Clearwater Station Construction	FTA Future - Formula	-	3,000,000	-	3,000,000	-	-	-	-
Clearwater Station Construction	City of Clearwater (Land)	-	3,900,000	3,900,000	-	-	-	-	-
Clearwater Station Construction	Capital Reserve	-	600,000	-	100,000	500,000	-	-	-
Clearwater Station Construction	See Above	4,650,000	49,902,310	4,650,000	29,269,310	15,983,000	-	-	-
Facilities Major Emergency Repairs/Replacements	Capital Reserve	-	-	-	-	-	-	-	-
Bus Washers	FTA Future - Formula	-	7,000,000	-	-	-	-	-	7,000,000
Generators	FTA Future - Formula	-	10,000,000	-	5,000,000	5,000,000	-	-	-
Ferry Terminal - Dunedin	City of Dunedin	-	207,000	-	207,000	-	-	-	-
Ferry Terminal - Dunedin	FTA Future - Earmark	-	828,000	-	828,000	-	-	-	-
Ferry Terminal - Dunedin	See Above	-	1,035,000	-	1,035,000	-	-	-	-
Ferry Terminal - City of St. Pete	City of St. Petersburg	-	418,958	-	418,958	-	-	-	-
Ferry Terminal - City of St. Pete	FTA Future - Earmark	-	2,081,042	-	2,081,042	-	-	-	-
Ferry Terminal - City of St. Pete	See Above	-	2,500,000	-	2,500,000	-	-	-	-
Total Facilities		8,427,600	85,132,183	17,752,885	42,948,247	24,876,600	543,600	543,600	7,543,600



TECHNOLOGY PROJECTS (part 1 of 2)

Project Title	Funding	FY 2025 Adopted Budget	Total Project Projection	Prior YR Actuals + Director Projection FY 2025	FY 2026 Project Plan	FY 2027 Project Plan	FY 2028 Project Plan	FY 2029 Project Plan	FY 2030 Project Plan
Audio Visual Equipment - Replacement	FL-2021-075	275,000	313,056	313,056	-	-	-	-	-
Audio Visual Equipment - Replacement	FL-2019-085	-	65,869	65,869	-	-	-	-	-
Audio Visual Equipment - Replacement	FL-2017-024	-	20,000	20,000	-	-	-	-	-
Audio Visual Equipment - Replacement	See Above	275,000	398,925	398,925	-	-	-	-	-
Audio Visual Equipment - Conference room	FTA Future - Formula	-	90,000	-	90,000	-	-	-	-
Distribution Switch & Router Replacement	FL-2023-069	184,884	127,221	127,221	-	-	-	-	-
APC Replacement	FTA Future - Formula	-	1,500,000	-	-	-	-	1,500,000	-
Computer Refresh Project HW	FL-2023-069	500,000	500,000	500,000	-	-	-	-	-
Computer Refresh Project HW	FTA Current	-	50,000	-	50,000	-	-	-	-
Computer Refresh Project HW	See Above	500,000	550,000	500,000	50,000	-	-	-	-
Computer Refresh Project SW	FTA Future - Formula	-	100,000	-	-	-	-	50,000	50,000
Copier - Printer Replacement	FTA Future - Formula	65,000	130,000	130,000	-	-	-	-	-
Purchase Servers - Future	FTA Future - Formula	-	350,000	-	150,000	200,000	-	-	-
Fiber Expansion Project	FL-2022-037	150,000	-	-	-	-	-	-	-
Hastus Upgrade - Core	FL-2022-049	211,317	500,000	400,000	100,000	-	-	-	-
Hastus Adds	FTA Future - Formula	-	750,000	-	-	-	-	750,000	-
Hastus Upgrade - Core	FL-2017-109	-	289,990	-	289,990	-	-	-	-
Hastus Upgrade	See Above	211,317	1,539,990	400,000	389,990	-	-	750,000	-
Document Image Software	FL-2019-085	-	50,000	-	50,000	-	-	-	-
Mobility on Demand Software (Spare)	FL-2017-024	153,000	872,366	872,366	-	-	-	-	-
Integrating Direct Connect Program Into Transit	FL-2021-013	24,000	120,000	106,000	14,000	-	-	-	-
Integrating Direct Connect Program Into Transit	In Kind Transit App	-	30,000	30,000	-	-	-	-	-
Integrating Direct Connect Program Into Transit	See Above	24,000	150,000	136,000	14,000	-	-	-	-
Flamingo Discount Verification Pilot	Capital Reserve	100,000	-	-	-	-	-	-	-
Identity Verification	US DOT - Smart Grant	-	1,000,000	-	500,000	500,000	-	-	-
Website Build	FL-2021-001	165,000	280,000	175,000	105,000	-	-	-	-
Website Maintenance	FL-2021-001	85,000	5,360	-	5,360	-	-	-	-
Website Update	See Above	250,000	285,360	175,000	110,360	-	-	-	-
Cleverworks	FTA Future - Formula	-	500,000	-	-	-	500,000	-	-
APC Hardware & Software	FTA Current	70,000	90,000	90,000	-	-	-	-	-
SunRunner Station Communication Improvement	FTA Future - Formula	250,000	500,000	-	-	500,000	-	-	-
Cyber Security Incident Response Plan	FTA Current	25,000	52,500	26,250	26,250	-	-	-	-
SunRunner Hardware Equipment Replacement	FTA Future - Formula	-	360,000	-	-	160,000	100,000	100,000	-
Core Switch 1 Replacement	FTA Future - Formula	-	100,000	-	-	100,000	-	-	-
Core Switch 2 Replacement	FTA Future - Formula	-	100,000	-	-	-	100,000	-	-
Access Point Equipment Replacement	FTA Future - Formula	100,000	100,000	-	100,000	-	-	-	-
CashApp Option for Init	FTA Future - Formula	-	50,000	-	-	-	50,000	-	-
Spare Voice Improvements (AI CSR)	FTA Future - Formula	-	65,000	-	65,000	-	-	-	-
Grouper reservation Add-On (Spare Software Upgrade)	Capital Reserve	-	75,000	-	37,500	37,500	-	-	-
Grouper reservation Add-On (Spare Software Upgrade)	FDOT	-	75,000	-	37,500	37,500	-	-	-
Grouper reservation Add-On (Spare Software Upgrade)	See Above	-	150,000	-	75,000	75,000	-	-	-
TD Web Based Application	FTA Future - Formula	100,000	200,000	-	100,000	100,000	-	-	-



TECHNOLOGY PROJECTS (part 2 of 2)

Project Title	Funding	FY 2025 Adopted Budget	Total Project Projection	Prior YR Actuals + Director Projection FY 2025	FY 2026 Project Plan	FY 2027 Project Plan	FY 2028 Project Plan	FY 2029 Project Plan	FY 2030 Project Plan
Bus Yard Automation Demonstration	FL-2023-097	892,609	894,807	537,763	357,044	-	-	-	-
Bus Yard Automation Demonstration	In-Kind Local	217,333	217,868	130,935	86,933	-	-	-	-
Bus Yard Automation Demonstration	Capital Reserve	13,000	13,032	7,832	5,200	-	-	-	-
Bus Yard Automation Demonstration	See Above	1,122,942	1,125,707	676,530	449,177	-	-	-	-
Portable Radios	FL-2023-069	9,363	9,363	9,363	-	-	-	-	-
Portable Radios	Capital Reserve	63	63	63	-	-	-	-	-
Portable Radios	See Above	9,426	9,426	9,426	-	-	-	-	-
SS&T Database	FTA Future - Formula	-	200,000	-	-	100,000	100,000	-	-
INIT APOS (hardware and software)	FTA Future - Formula	-	131,000	-	131,000	-	-	-	-
Flamingo Fare Credit card Terminal	FTA Future - Formula	-	20,500	-	20,500	-	-	-	-
Internal communication tool for Bus Operators	FTA Future - Formula	-	150,000	-	-	150,000	-	-	-
Computer Refresh Laptops	FTA Future - Formula	-	400,000	-	-	-	-	400,000	-
Desktops	FTA Future - Formula	-	100,000	-	-	-	-	-	100,000
AWS Cloud storage	FTA Future - Formula	-	700,000	-	-	-	700,000	-	-
Enterprise resource plan	FTA Future - Formula	-	2,000,000	-	-	-	2,000,000	-	-
Transit App Multimodal Trip Planning & App Enhancements	FDOT	-	41,500	-	41,500	-	-	-	-
Transit App Multimodal Trip Planning & App Enhancements	Capital Reserve	-	41,500	-	41,500	-	-	-	-
Transit App Multimodal Trip Planning & App Enhancements	See Above	-	83,000	-	83,000	-	-	-	-
PIE Service Flamingo Fare Reader	Capital Reserve	-	11,250	-	11,250	-	-	-	-
PIE Service Flamingo Fare Reader	FDOT	-	11,250	-	11,250	-	-	-	-
PIE Service Flamingo Fare Reader	See Above	-	22,500	-	22,500	-	-	-	-
New Board Meeting Software	FTA Future - Formula	-	200,000	-	200,000	-	-	-	-
Independent Stand Alone Validator	FTA Current	-	18,300	-	18,300	-	-	-	-
Total Technology		3,590,569	14,571,795	3,541,718	2,645,077	1,885,000	3,550,000	2,800,000	150,000



MISCELLANEOUS AND CONTINGENCY PROJECTS

Project Title	Funding	FY 2025 Adopted Budget	Total Project Projection	Prior YR Actuals + Director Projection FY 2025	FY 2026 Project Plan	FY 2027 Project Plan	FY 2028 Project Plan	FY 2029 Project Plan	FY 2030 Project Plan
Miscellaneous Maintenance Tools/Equipment (5337)	FTA Future - Formula	7,000	35,000	-	7,000	7,000	7,000	7,000	7,000
Miscellaneous Maintenance Tools/Equipment (5337)	See Above	7,000	35,000	-	7,000	7,000	7,000	7,000	7,000
Short Range Planning to Increase Ridership - Planners	FL-2017-109	-	175,990	175,990	-	-	-	-	-
Project Administration	FL-2022-TBD	-	103,180	3,180	100,000	-	-	-	-
Project Administration	FTA Future - Formula	66,950	350,648	15,898	66,950	66,950	66,950	66,950	66,950
Project Administration	See Above	66,950	453,828	19,078	166,950	66,950	66,950	66,950	66,950
Contingency	FTA Future - Formula	250,000	750,000	-	250,000	250,000	250,000	-	-
Short Range Planning	FTA Current	500,000	2,560,000	-	360,000	500,000	400,000	800,000	500,000
Neighborhood Outreach/Engagement Project	FL-2021-075	24,884	74,651	74,651	-	-	-	-	-
Alt 19 TCAR Study	FL-2019-085	42,336	36,838	36,838	-	-	-	-	-
Alt 19 TCAR Study	FL-2021-075	207,664	-	-	-	-	-	-	-
Alt 19 TCAR Study	See Above	250,000	36,838	36,838	-	-	-	-	-
TDP Major Update	FTA Current	70,000	70,000	-	70,000	-	-	-	-
Data Warehouse Study Phase 1	FTA Current	-	800,000	-	800,000	-	-	-	-
Data Warehouse Study Phase 2	FTA Future - Formula	-	1,500,000	-	-	1,500,000	-	-	-
ALT 19 Premium Transit TSP	FTA Future - Formula	-	1,276,800	-	-	-	-	1,276,800	-
ALT 19 Premium Transit Buses	FTA Future - Formula	-	12,750,000	-	-	-	-	12,750,000	-
ALT 19 Premium Transit Shelters	FTA Future - Formula	-	17,600,000	-	-	-	-	17,600,000	-
ALT 19 Premium Transit contingency	FTA Future - Formula	-	9,488,040	-	-	-	-	9,488,040	-
ALT 19 Premium Transit	See Above	-	41,114,840	-	-	-	-	41,114,840	-
Project Administration - POP Advertising	FTA Future - Formula	-	31,250	-	31,250	-	-	-	-
Project Administration - POP Advertising	Capital Reserve	-	31,250	-	31,250	-	-	-	-
Project Administration - POP Advertising	See Above	-	62,500	-	62,500	-	-	-	-
Total Miscellaneous and Contingency		1,168,834	47,633,647	306,557	1,716,450	2,323,950	723,950	41,988,790	573,950



REVENUE SOURCES

Funding	FY 2025 Adopted Budget	Total Project Estimated Budget	Total Actuals + Projection FY2025	FY 2026 Project Plan	FY 2027 Project Plan	FY 2028 Project Plan	FY 2029 Project Plan	FY 2030 Project Plan
In Kind Transit App	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Reserve	\$ 836,163	\$ 6,194,925	\$ 2,473,658	\$ 958,367	\$ 1,132,100	\$ 543,600	\$ 543,600	\$ 543,600
FDOT	\$ 438,015	\$ 3,628,925	\$ 1,118,575	\$ 2,451,850	\$ 58,500	\$ -	\$ -	\$ -
FTA Current Grants	\$ 36,901,566	\$ 152,445,816	\$ 94,240,850	\$ 47,056,908	\$ 8,464,516	\$ 726,076	\$ 1,268,166	\$ 689,299
FTA Future - Formula	\$ 7,325,038	\$ 121,642,178	\$ 287,333	\$ 15,829,586	\$ 15,068,294	\$ 29,964,016	\$ 48,164,551	\$ 12,328,397
US DOT - SMART Grant	\$ -	\$ 1,000,000	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
VW Settlement	\$ -	\$ 18,000,000	\$ 16,960,000	\$ 1,040,000	\$ -	\$ -	\$ -	\$ -
In-Kind Local	\$ 217,333	\$ 8,217,868	\$ 130,935	\$ 86,933	\$ -	\$ -	\$ -	\$ -
Local	\$ 161,755	\$ 4,924,133	\$ 4,247,375	\$ 676,758	\$ 8,000,000	\$ -	\$ -	\$ -
TOTAL CAPITAL PROGRAM	\$ 45,879,869	\$ 316,083,846	\$ 119,488,726	\$ 68,600,403	\$ 33,223,410	\$ 31,233,692	\$ 49,976,318	\$ 13,561,296



STATISTICAL SECTION



STATISTICAL SECTION

(UNAUDITED)

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These schedules contain trend information to help the reader understand how the Authority's financial performance and well-being have changed over time.

Revenue Capacity.	132
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These schedules contain information to help the reader assess the Authority's sources of revenue, especially the most significant local revenue source, the property tax.

Demographic and Economic Information.	138
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These schedules offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.

Operating Information.	141
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These schedules contain service and infrastructure data to help the reader understand how the information in the Authority's financial report relates to the services the Authority provides and the activities it performs.

Debt Capacity.	147
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This schedule contains information to help the reader assess the Authority's sources of debt.



STATISTICAL SECTION

(UNAUDITED)

Financial Trends

Net Position by Components (FY 2015 - FY 2024)

Changes in Net Position (FY 2015 - FY 2024)

Revenues by Function/Program (FY 2015 - FY 2024)

Expenses by Function/Program (FY 2015 - FY 2024)

Property Tax Revenue by Year (FY 2015 - FY 2024)



**Net Position By Components
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

	Fiscal Year				
	2015	2016	2017	2018	2019
Business Type Activities					
Net investment in capital assets	\$ 83,810,021	\$ 76,019,269	\$ 75,861,244	\$ 75,483,987	\$ 86,661,740
Restricted	13,020	350,630	381,789	55,289	30,925
Unrestricted	19,865,822	20,993,888	22,369,123 (1)	18,383,748	12,801,579
Total net position	<u>\$ 103,688,863</u>	<u>\$ 97,363,787</u>	<u>\$ 98,612,156</u>	<u>\$ 93,923,024</u>	<u>\$ 99,494,244</u>
	Fiscal Year				
	2020	2021	2022	2023	2024
Business Type Activities					
Net investment in capital assets	\$ 85,482,712	\$ 109,960,579	\$ 116,646,494	\$ 123,753,715	\$ 136,388,647
Restricted	159,449	165,935	165,935	239,035	34,840
Unrestricted	12,623,921	20,079,013 (2)	19,918,466 (3)	6,961,133 (4)	1,279,657
Total net position	<u>\$ 98,266,082</u>	<u>\$ 130,205,525</u>	<u>\$ 136,730,895</u>	<u>\$ 130,953,883</u>	<u>\$ 137,703,144</u>

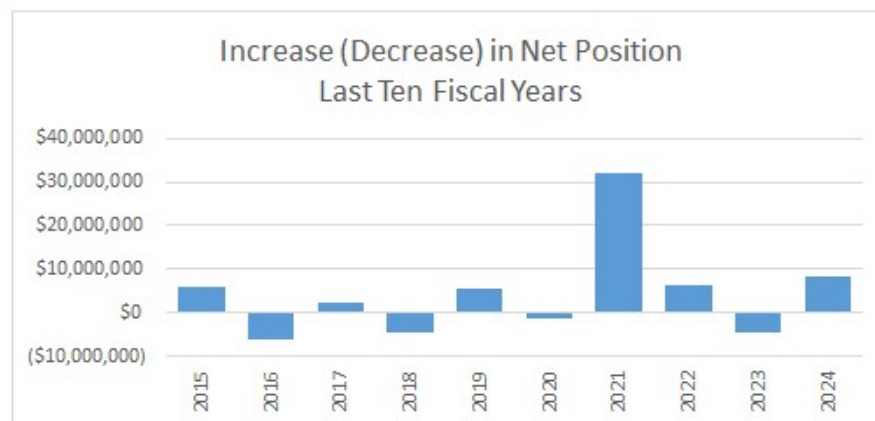
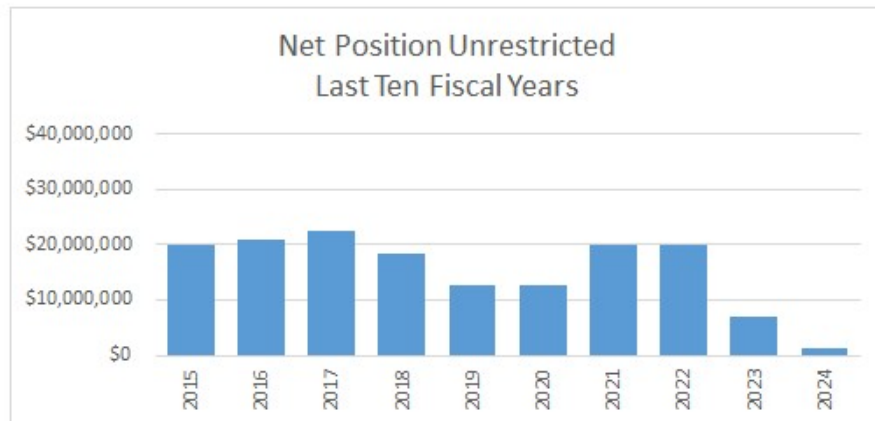
(1) Restated to conform to GASB Statement 75.

(2) Restated to conform to GASB Statement 87.

(3) Restated to conform to GASB Statement 96.

(4) Restated to conform to GASB Statement 101.

Note: The statistical section contains "Unaudited" data.





Pinellas Suncoast Transit Authority

ADOPTED FY 2026 BUDGET

**Net Position by Components
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

	Fiscal Year				
	2015	2016	2017	2018	2019
Operating revenues:					
Passenger fares	\$ 12,194,799	\$ 10,791,925	\$ 9,535,246	\$ 9,473,561	\$ 9,129,892
Demand response	1,143,997	1,197,937	1,303,510	1,501,156	1,533,743
Advertising revenue	485,359	577,046	582,761	615,234	660,371
Total operating revenues	13,824,155	12,566,908	11,421,517	11,589,951	11,324,006
Operating expenses:					
Operations	34,879,734	33,815,879	36,266,463 (1)	38,570,917	42,873,233
Purchased Transportation	7,444,573	7,738,429	9,637,695	11,627,971	12,123,292
Maintenance	8,902,528	10,178,517	11,536,994 (1)	11,510,788	12,203,763
Administration and finance	11,465,894	12,192,055	12,921,156 (1)	13,898,829	16,682,258
Marketing	708,839	657,700	819,842 (1)	943,235	852,508
Total operating expenses, before depreciation	63,401,568	64,582,580	71,182,150	76,551,740	84,735,054
Operating loss before depreciation	(49,577,413)	(52,015,672)	(59,760,633)	(64,961,789)	(73,411,048)
Depreciation	10,436,619	10,249,547	9,976,763	8,372,047	8,984,115
Amortization	-	-	-	-	-
Total depreciation and amortization	10,436,619	10,249,547	9,976,763	8,372,047	8,984,115
Operating loss	(60,014,032)	(62,265,219)	(69,737,396)	(73,333,836)	(82,395,163)
Nonoperating revenues:					
Federal maintenance assistance	5,016,216 (1)	4,979,539 (1)	5,009,268	5,026,849	4,975,583
State operating assistance	4,086,490	4,181,314	4,155,670	4,303,778	4,322,748
Other federal grants	1,378,600 (1)	935,330 (1)	967,084	1,504,617	2,618,763
Special project assistance - state grants	3,169,227	3,621,648	4,090,853	5,022,559	5,784,028
Special project assistance - local grants	873,441	922,275	1,174,823	1,282,808	1,715,148
Property tax revenues, net	35,592,336	38,166,312	41,607,265	45,389,030	49,113,559
Investment income	193,039	250,882	435,080	809,788	1,114,257
Fuel tax refunds	649,202	641,838	630,827	636,416	644,668
Other, net	(14,055)	313,578	(104,959)	228,008	(210,359)
Total nonoperating revenues	50,944,496	54,012,716	57,965,911	64,203,853	70,078,395
Gain (Loss) before capital grants	(9,069,536)	(8,252,503)	(11,771,485)	(9,129,983)	(12,316,768)
Capital grants and other related revenues	14,994,301	1,918,427	13,863,703	3,764,851	17,263,244
Contributed capital - local government	-	9,000	9,000 (1)	637,254	532,825
Contributed capital - private sources	-	-	23,320 (1)	38,746	91,919
Increase (decrease) in net position	5,924,765	(6,325,076)	2,124,538	(4,689,132)	5,571,220
Net position, beginning of year	97,764,098	103,688,863	96,487,618 (2)	98,612,156	93,923,024
Net position, end of year	\$ 103,688,863	\$ 97,363,787	\$ 98,612,156	\$ 93,923,024	\$ 99,494,244

(1) This has been reclassified to conform to current year's classifications.

(2) This has been restated to conform to GASB Statement 75.

Note: The statistical section contains "Unaudited" data.



**Changes in Net Position
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

	Fiscal Year				
	2020	2021	2022	2023	2024
Operating revenues:					
Passenger Fares	\$ 4,165,445	\$ 626,777	\$ 6,321,793	\$ 6,593,371	\$ 5,819,407
Demand response	677,032	180,781	889,677	1,334,171	1,895,337
Advertising revenue	779,180	754,476 (4)	1,049,955	420,102	873,837
Total operating revenues	5,621,657	1,562,034	8,261,425	8,347,644	8,588,581
Operating expenses:					
Operations	42,631,142	39,651,013	49,054,428	59,709,967 (6)	52,531,756
Purchased Transportation	10,538,164	13,628,375	17,898,938	20,739,055 (6)	22,521,758
Maintenance	12,759,510	11,807,092	12,531,630	15,979,425 (6)	14,340,523
Administration and finance	17,389,460	17,453,136	20,552,308 (5)	24,909,665 (6)	23,151,795
Marketing	1,120,625	1,132,349	1,693,871	2,164,959 (6)	1,706,879
Total operating expenses , before depreciation	84,438,901	83,671,966	101,731,175	123,503,071	114,252,711
Operating loss before depreciation	(78,817,244)	(82,109,933)	(93,469,750)	(115,155,427)	(105,664,130)
Depreciation	8,725,291	8,431,424	9,352,957	10,498,097	12,089,209
Amortization	-	-	366,570 (5)	763,616	741,169
Total depreciation and amortization	8,725,291	8,431,424	9,719,527	11,261,713	12,830,378
Operating loss	(87,542,536)	(90,541,355)	(103,189,277)	(126,417,140)	(118,494,508)
Nonoperating revenues (expenses):					
Federal maintenance assistance	4,571,923	-	-	721	5,087,956
State operating assistance	4,709,570	12,712	5,232,327	3,784,640	930,488
Other federal grants	12,515,684	32,124,814	24,233,383	21,185,941	10,913,439
Special project assistance – state grants	4,448,877 (7)	2,772,187 (7)	3,094,554 (7)	5,848,944 (7)	6,540,112
Special project assistance – local grants	1,412,272 (7)	1,496,558 (7)	1,621,921 (7)	1,642,233 (7)	1,668,657
Property tax revenues, net	53,031,249	57,112,617	61,276,418	69,583,333	77,764,754
Investment income	874,486	181,694	336,922	2,170,851	2,828,134
Fuel tax refunds	580,645	626,176	655,823 (5)	718,992	744,632
Other, net	90,453	349,866 (4)	111,833 (5)	497,088	95,731
Total nonoperating revenues	82,235,159	94,676,624	96,563,181	105,432,743	106,573,903
Gain(Loss) before capital grants	(5,307,377)	4,135,269	(6,626,096) (5)	(20,984,397)	(11,920,605)
Capital grants and other related revenues	3,379,540	25,929,002	11,415,708	16,089,019	16,681,792
Contributed capital - local government	690,790	1,875,172	1,735,758	183,318	3,597,417
Contributed capital - private sources	8,884	-	-	-	-
Increase (decrease) in net position	(1,228,161)	31,939,443	6,525,371	(4,712,059)	8,358,604
Net position, beginning of year	99,494,244	98,266,082	130,205,525	135,665,943	130,953,883
Net position, end of year	\$ 98,266,082	\$ 130,205,525	\$ 136,730,895	\$ 130,953,883	\$ 139,312,487

- (1) This has been reclassified to conform to current year's presentation.
 (2) This has been restated to conform to GASB Statements 68 and 71.
 (3) This has been restated to conform to GASB Statement 75.
 (4) This has been restated to conform to GASB Statement 87.
 (5) This has been restated to conform to GASB Statement 96.
 (6) This has been restated to conform to GASB Statement 101.

Note: The statistical section contains "Unaudited" data.



Pinellas Suncoast Transit Authority

ADOPTED FY 2026 BUDGET

**Revenues By Function/Program
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

	Fiscal Year				
	2015	2016	2017	2018	2019
Operating revenues:					
Passenger Fares	\$ 12,194,799	\$ 10,791,925	\$ 9,535,246	\$ 9,473,561	\$ 9,129,892
Demand response	1,143,997	1,197,937	1,303,510	1,501,156	1,533,743
Advertising revenue	485,359	577,046	582,761	615,234	660,371
Total operating revenues	13,824,155	12,566,908	11,421,517	11,589,951	11,324,006
Nonoperating revenues:					
Federal maintenance assistance	5,016,216 (1)	4,979,539 (1)	5,009,268	5,026,849	4,975,583
State operating assistance	4,086,490	4,181,314	4,155,670	4,303,778	4,322,748
Other federal grants	1,378,600 (1)	935,330 (1)	967,084	1,504,617	2,618,763
Special project assistance - state grants	3,169,227	3,621,648	4,090,853	5,022,559	5,784,028
Special project assistance - local grants	873,441	922,275	1,174,823	1,282,808	1,715,148
Property tax revenues, net	35,592,336	38,166,312	41,607,265	45,389,030	49,113,559
Investment income	193,039	250,882	435,080	809,788	1,114,257
Fuel tax refunds	649,202	641,838	630,827	636,416	644,668
Other, net	(14,055)	313,578	(104,959)	228,008	(210,359)
Total nonoperating revenues	50,944,496	54,012,716	57,965,911	64,203,853	70,078,395
Capital grants and other related revenues	14,994,301	1,918,427	13,863,703	3,764,851	17,263,244
Contributed capital - local government	-	9,000	9,000	637,254	532,825
Contributed capital - private sources	-	-	23,320	38,746	91,919
Total all revenues	\$ 79,762,952	\$ 68,507,051	\$ 83,283,451	\$ 80,234,655	\$ 99,290,389

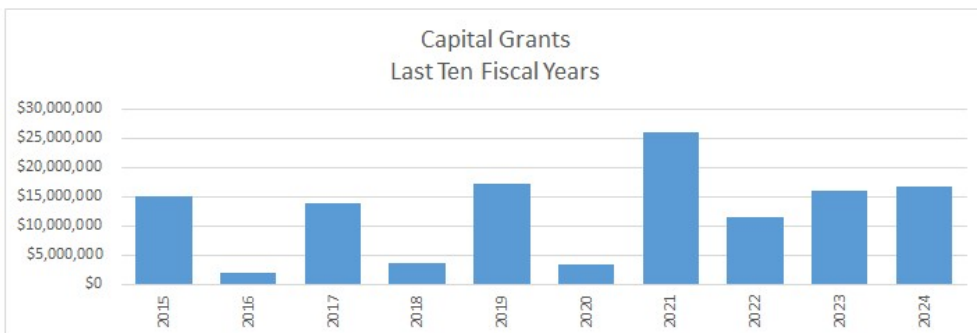
	Fiscal Year				
	2020	2021	2022	2023	2024
Operating revenues:					
Passenger Fares	\$ 4,165,445	\$ 626,777	\$ 6,321,793	\$ 6,593,371	\$ 5,819,407
Demand response	677,032	180,781	889,677	\$ 1,334,171	\$ 1,895,337
Advertising revenue	779,180	754,476 (2)	1,049,955	\$ 420,102	\$ 873,837
Total operating revenues	5,621,657	1,562,034	8,261,425	\$ 8,347,644	\$ 8,588,581
Nonoperating revenues (expenses):					
Federal maintenance assistance	4,571,923	-	-	721	5,087,956
State operating assistance	4,709,570	12,712	5,232,327	3,784,640	930,488
Other federal grants	12,515,684	32,124,814	24,233,383	21,185,941	10,913,439
Special project assistance - state grants	4,448,877	2,772,187	3,094,554	5,848,944	6,540,112
Special project assistance - local grants	1,412,272	1,496,558	1,621,921	1,642,233	1,668,657
Property tax revenues, net	53,031,249	57,112,617	61,276,418	69,583,333	77,764,754
Investment income	874,486	181,694	336,922	2,170,851	2,828,134
Fuel tax refunds	580,645	626,176	655,823	718,992	744,632
Other, net	90,453	349,866 (2)	111,833 (3)	497,088	95,731
Total nonoperating revenues	82,235,159	94,676,624	96,563,181	105,432,743	106,573,903
Capital grants and other related revenues	3,379,540	25,929,002	11,415,708	16,089,019	16,681,792
Contributed capital - local government	690,790	1,875,172	1,735,758	183,318	3,597,417
Contributed capital - private sources	8,884	-	-	-	-
Total all revenues	\$ 91,936,030	\$ 124,042,832	\$ 117,976,072	\$ 130,052,724	\$ 135,441,693

(1) This has been reclassified to conform to current year's classifications.

(2) This has been restated to conform to GASB Statement 87.

(3) This has been restated to conform to GASB Statement 96.

Note: The statistical section contains "Unaudited" data.



(a) In FY 2020, due to the COVID-19 pandemic, PSTA stopped charging fares that were reinstated in July 2021.

Note: The statistical section contains "Unaudited" data.



**Expenses by Function/Program
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

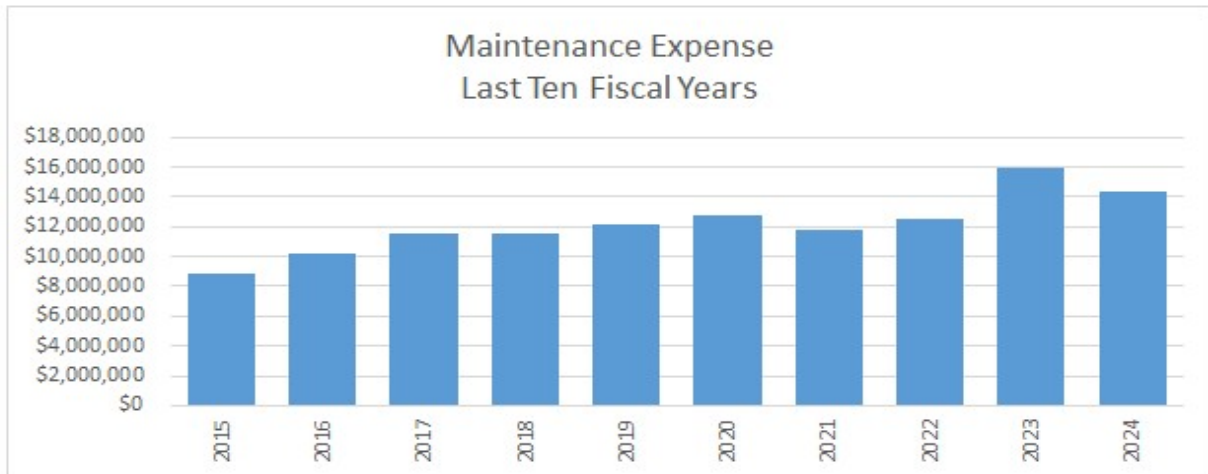
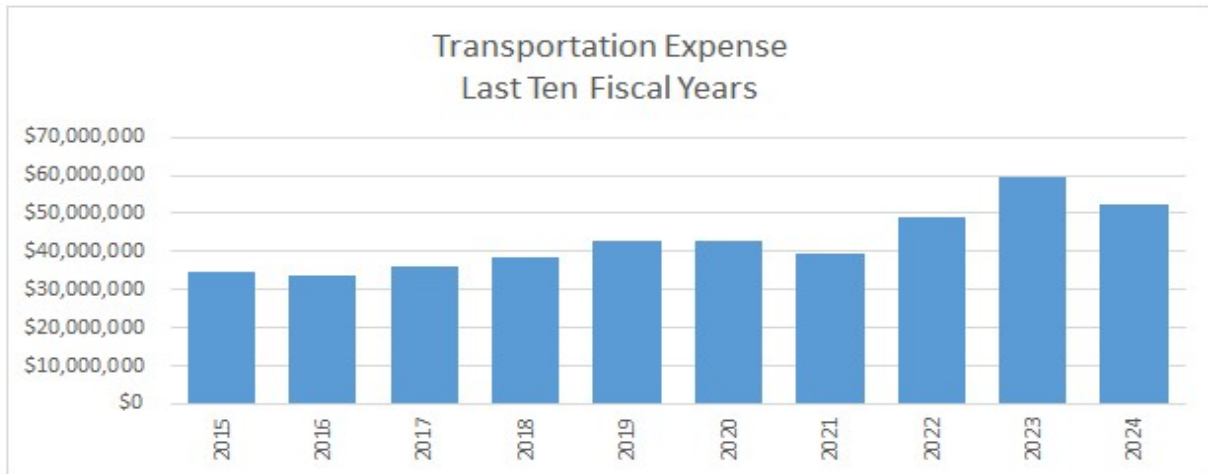
	Fiscal Year				
	2015	2016	2017	2018	2019
Operating expenses:					
Operations	\$ 34,879,734	\$ 33,815,879	\$ 36,266,463 (1)	\$ 38,570,917 (1)	\$ 42,873,233
Purchased Transportation	7,444,573	7,738,429	9,637,695	11,627,971	12,123,292
Maintenance	8,902,528	10,178,517	11,536,994 (1)	11,510,788 (1)	12,203,763
Administration and finance	11,465,894	12,192,055	12,921,156 (1)	13,898,829 (1)	16,682,258
Marketing	708,839	657,700	819,842 (1)	943,235 (1)	852,508
Total operating expenses, before depreciation	63,401,568	64,582,580	71,182,150	76,551,740	84,735,054
Depreciation	10,436,619	10,249,547	9,976,763	8,372,047	8,984,115
Amortization	-	-	-	-	-
Total depreciation and amortization	10,436,619	10,249,547	9,976,763	8,372,047	8,984,115
Total all expenses	\$ 73,838,187	\$ 74,832,127	\$ 81,158,913	\$ 84,923,787	\$ 93,719,169

	Fiscal Year				
	2020	2021	2022	2023	2024
Operating expenses:					
Operations	\$ 42,631,142	39,651,013	49,054,428	59,709,967 (2)	52,531,756
Purchased Transportation	10,538,164	13,628,375	17,898,938	20,739,055 (2)	22,521,758
Maintenance	12,759,510	11,807,092	12,531,630	15,979,425 (2)	14,340,523
Administration and finance	17,389,460	17,453,136	20,552,308	24,909,665 (2)	23,151,795
Marketing	1,120,625	1,132,349	1,693,871	2,164,959 (2)	1,706,879
Total operating expenses, before depreciation	84,438,901	83,671,966	101,731,175	123,503,071	114,252,711
Depreciation	8,725,291	8,431,424	9,352,957	10,498,097	12,089,209
Amortization	-	-	366,570	763,616	741,169
Total depreciation and amortization	8,725,291	8,431,424	9,719,527	11,261,713	12,830,378
Total all expenses	\$ 93,164,192	\$ 92,103,390	\$ 111,450,702	\$ 134,764,784	\$ 127,083,089

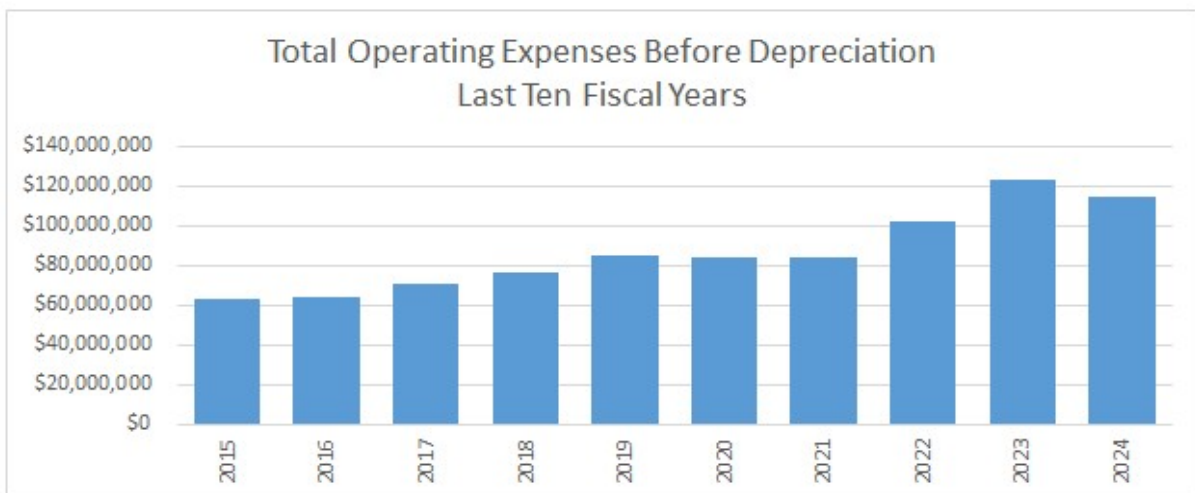
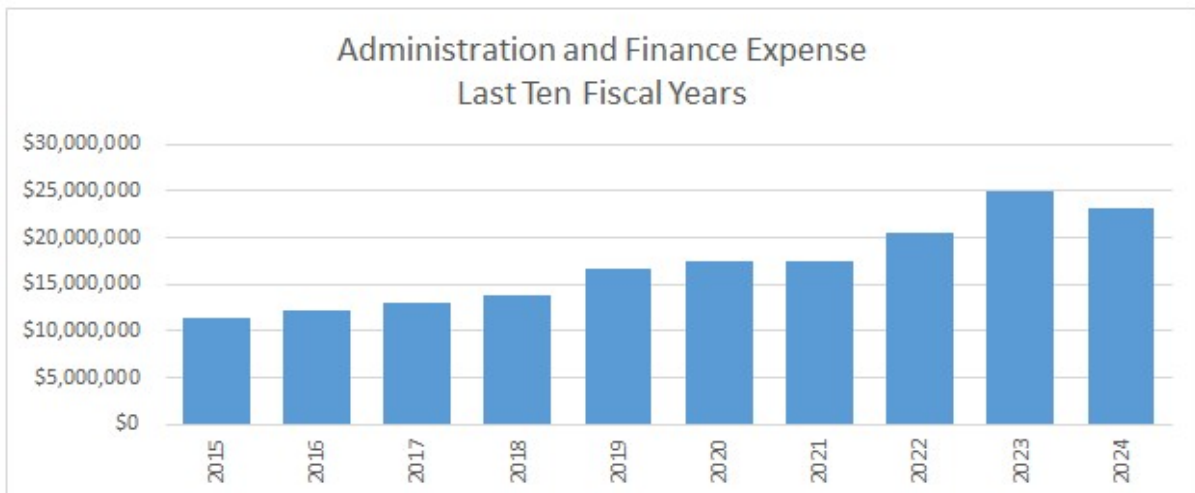
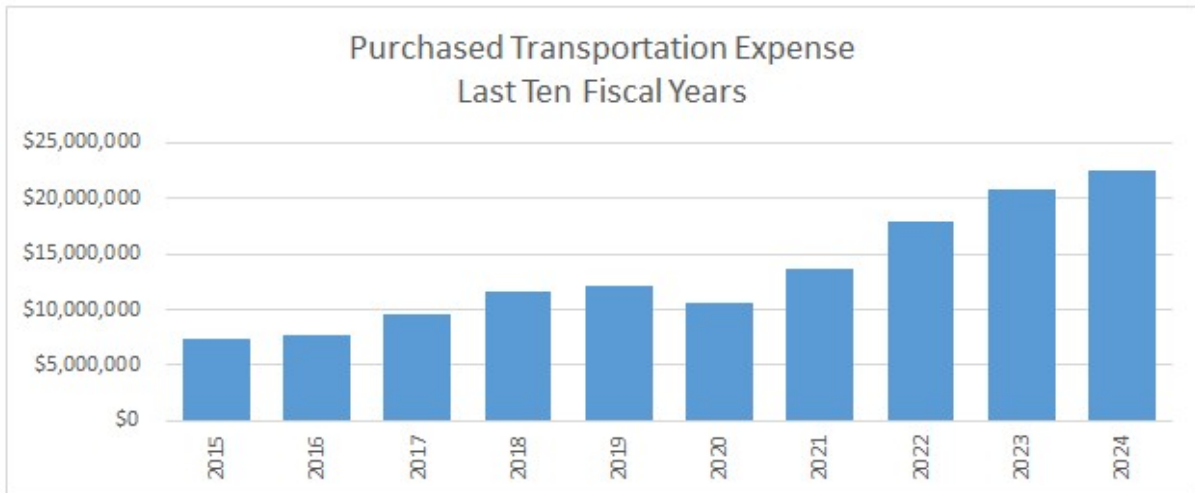
(1) This has been reclassified to conform to current year's classifications.

(2) This has been restated to conform to GASB Statement 101.

Note: The statistical section contains "Unaudited" data.



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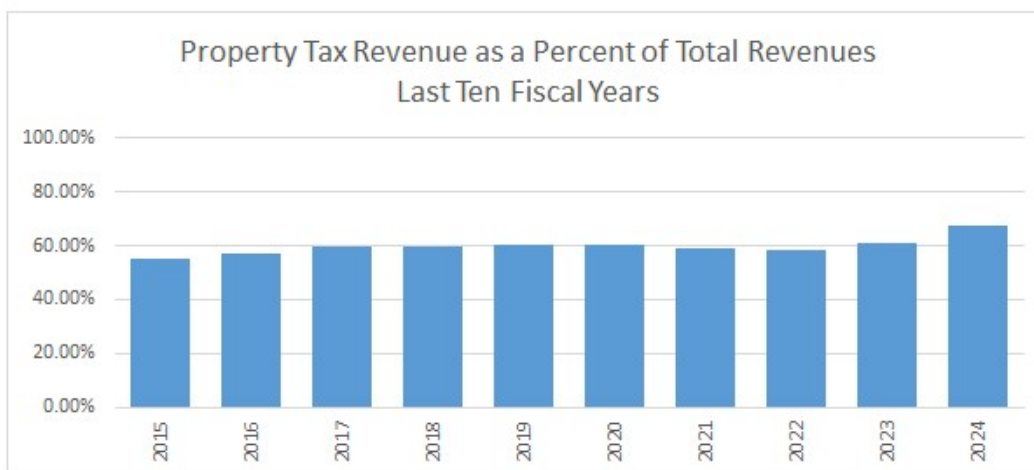
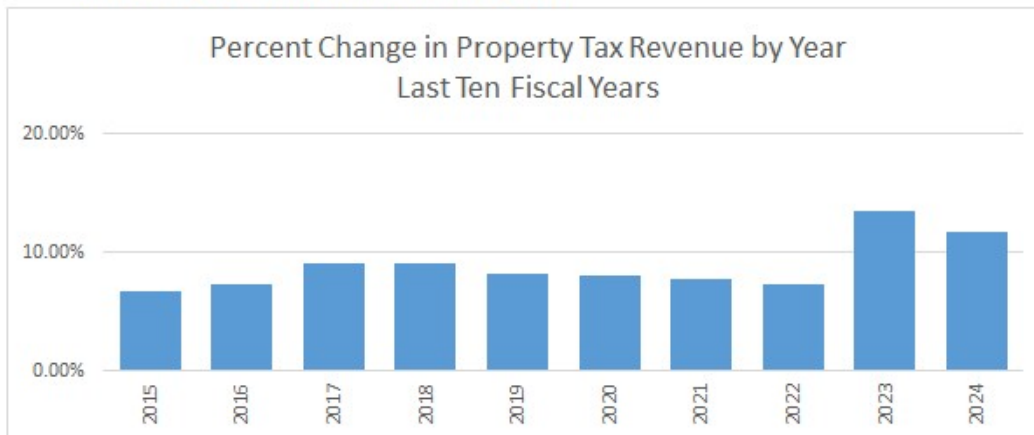


**Property Tax Revenue By Year
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

Fiscal Year	Property Tax Dollars	Percent Change	Total Revenues *	Percent of Total	Millage Rate
2015	35,592,336	6.67%	64,768,651	54.95%	0.7305
2016	38,166,312	7.23%	66,579,624	57.32%	0.7305
2017	41,607,265	9.02%	69,387,428	59.96%	0.7305
2018	45,389,030	9.09%	75,793,804	59.88%	0.7500
2019	49,113,559	8.21%	81,402,401	60.33%	0.7500
2020	53,031,249	7.98%	87,856,815	60.36%	0.7500
2021	57,112,617	7.70%	96,238,658	59.34%	0.7500
2022	61,276,418	7.29%	104,858,079	58.44%	0.7500
2023	69,583,333	13.56%	113,780,387	61.16%	0.7500
2024	77,764,754	11.76%	115,162,484	67.53%	0.7500

* excludes capital grants and contributed capital.



Note: The statistical section contains "Unaudited" data.



STATISTICAL SECTION

(UNAUDITED)

Revenue Capacity

Taxable Assessed Value and Estimated Actual Value of Taxable Property (FY 2015 - FY 2024)

Direct and Overlapping Property Tax Rates (FY 2015 - FY 2024)

Principal Property Taxpayers (FY 2015 - FY 2024)

Property Tax Levies and Collections (FY 2015 - FY 2024)

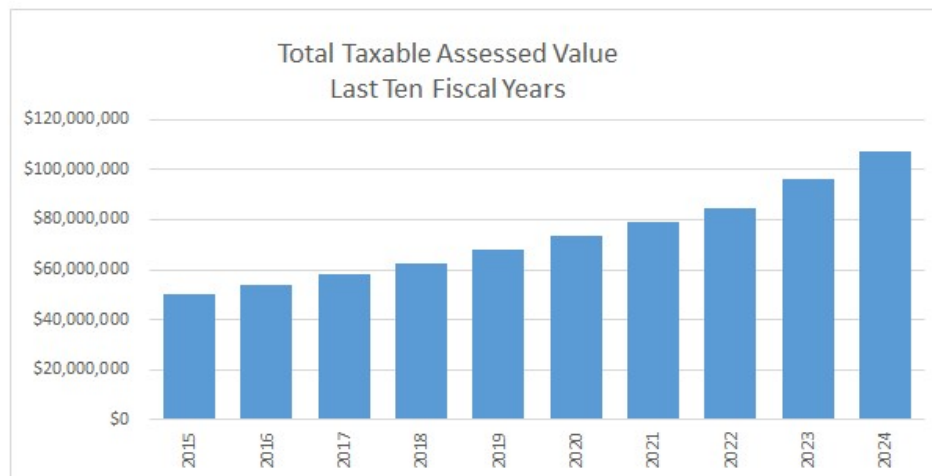
Farebox Recovery Percentage (FY 2015 - FY 2024)



**Taxable Assessed Value and Estimated Actual Value of Taxable Property
Last Ten Fiscal Years
(Dollars in thousands)**

Fiscal Years 2015 - 2024

Fiscal Year	Estimated Actual Value (a)			Total Taxable Assessed Value	Total Direct Tax Rate (d)
	Real Property	Assessed Property (b)	Exemptions (c)		
2015	75,375,232	6,506	25,059,878	50,321,860	0.7305
2016	82,866,812	6,957	29,015,580	53,858,189	0.7305
2017	75,953,105	7,171	17,975,184	57,977,920	0.7500
2018	97,076,057	6,603	18,426,193	62,614,865	0.7500
2019	105,263,104	6,365	19,023,798	67,812,395	0.7500
2020	113,238,615	6,977	19,885,584	73,238,574	0.7500
2021	121,569,525	7,791	20,981,592	78,921,348	0.7500
2022	133,476,264	7,982	22,162,107	84,742,423	0.7500
2023	164,867,166	8,678	23,504,540	96,206,905	0.7500
2024	190,022,492	8,695	24,939,512	107,528,234	0.7500



Source: Pinellas County Property Appraiser's Forms DR-403CC, DR-403V, DR-403AM and DR-403AC.

(a) Section 192.001(2), Florida Statutes, defines assessed value of property as "an annual determination of the just or fair market of item or property...." Therefore, grossed assessed value is "Estimated Actual Value." Assessed value is estimated and adjusted annually with a physical inspection every third year.

(b) Centrally assessed property is property that is assessed by the State of Florida rather than by the Property Appraiser since the property is located in more than one county. Real Property only included.

(c) Exemptions are provided for agricultural, government, institutional and historic preservation property. Exemptions available solely to residential property include, but are not limited to, widows/widowers, disabled/blind, \$50,000 homestead and homestead differential (capped).

(d) Total Direct Rate is the average of the direct rates levied (taxes levied to total taxable value). PSTA levies taxes only on real property within the PSTA's geographic area.

Note: The statistical section contains "Unaudited" data.



**Direct and Overlapping Property Tax Rates
Last Ten Fiscal Years
In Mills, Per \$1,000 of Assessed Value**

Fiscal Years 2015 - 2024

Direct Rates (a)				Overlapping Rates (b)				Municipalities	
Fiscal Year	Basic Rate	Total Direct Rate	PSTA Maximum Allowed Rate	County Board Rate	School Board Rate	Emergency Medical Service	Others District Rate (c)	Lowest	Highest
2015	0.7305	0.7305	0.7500	5.2755	7.8410	0.9158	1.2799	0.7511	6.7700
2016	0.7305	0.7305	0.7500	5.2755	7.7700	0.9158	1.2629	0.7283	6.7700
2017	0.7500	0.7500	0.7500	5.3377	7.3180	0.9158	1.2448	0.7294	6.7550
2018	0.7500	0.7500	0.7500	5.2755	7.0090	0.9158	1.2262	0.6594	6.7550
2019	0.7500	0.7500	0.7500	5.2755	6.7270	0.9158	1.2015	0.6737	6.7550
2020	0.7500	0.7500	0.7500	5.2755	6.5840	0.9158	1.1932	0.6350	6.7550
2021	0.7500	0.7500	0.7500	5.2755	6.4270	0.9158	1.1800	0.5823	6.7550
2022	0.7500	0.7500	0.7500	5.1302	6.3250	0.9158	1.1666	0.5450	6.6550
2023	0.7500	0.7500	0.7500	4.7398	5.9630	0.8775	1.0978	0.5959	6.6525
2024	0.7500	0.7500	0.7500	4.7398	5.9380	0.8418	1.0503	0.5345	6.8550

Source: Pinellas County Tax Collector

(a) Direct rates support the ad valorem revenue base recognized by PSTA.

(b) Overlapping rates are those rates levied by other local governments who overlap PSTA's geographic area.

(c) Other Districts includes Pinellas County Planning Council 0.0150; Juvenile Welfare Board 0.8981; SW Florida Water Management District 0.2669.

Note: The statistical section contains "Unaudited" data.



Principal Property Tax Payers
Fiscal Year 2024 and Nine Years Ago

Taxpayer	Business	2024		2015	
		Taxable Assessed Value	Percentage of Total PSTA Taxable Assessed Value	Taxable Assessed Value	Percentage of Total PSTA Taxable Assessed Value
Publix Super Markets Inc.	Grocery	\$ 170,289,063	0.16%	\$ 97,474,063	0.19%
Wal-Mart Stores East LP	Retail Stores	147,147,580	0.14%	104,307,755	0.21%
James, Raymond & Assoc Inc	Financial Services	129,675,280	0.12%	84,662,537	0.17%
Camden USA Inc	Real Estate	129,305,000	0.12%		
Wyndham Vacation Resorts Inc	Real Estate	128,355,000	0.12%		
Duke Energy Florida, Inc.	Electric Utility	127,140,119	0.12%	83,713,444	0.17%
Camden Central LLC	Real Estate	127,000,000	0.12%		0.00%
Bell Value-Add Fund VIII Lansbrook LLC	Real Estate	126,019,569	0.12%		
Jemb Pocono LLC	Hospitality	121,500,000	0.11%		
4TH ST S RESIDENCES II LLC	Hospitality	114,260,726	0.11%		
Bellwether Properties FLA	Real Estate			146,375,938	0.29%
De Bartolo Capital PTNSHP	Retail Mall			123,840,000	0.25%
Bayfront HMA Medical Center LLC	Healthcare			70,968,100	0.14%
USA Fed National Mtg Assoc.	Government			55,659,275	0.11%
301 South Gulfview LLC	Real Estate			63,385,746	0.13%
Pinellas County	Government			55,659,275	0.11%
		<u>\$ 1,320,692,337</u>	<u>1.24%</u>	<u>\$ 886,046,133</u>	<u>1.77%</u>
Total Taxable Assessed Value		<u>\$ 107,528,234,000</u>		<u>\$ 50,321,860,000</u>	

Source: Pinellas County Property Appraiser

Methodology: Top ten taxpayers identified for Real Property only.

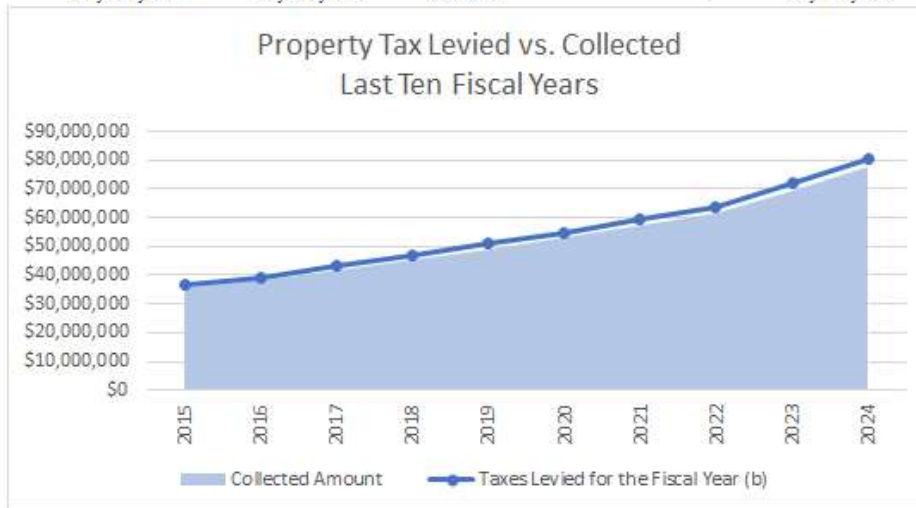
Note: The statistical section contains "Unaudited" data.



**Property Tax Levies and Collections
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

Fiscal Year	Taxes Levied for the Fiscal Year (b)	Collected Within the Fiscal Year of Levy (a)		Collections in Subsequent Years (c)	Total Collections to Date	
		Collected Amount	Percentage of Levy		Amount	Percentage of Levy
2015	36,760,049	35,559,325	96.73%	88,692	35,648,017	96.97%
2016	39,343,407	38,077,620	96.78%	148,565	38,226,185	97.16%
2017	43,549,763	41,954,890	96.34%	84,224	42,039,114	96.53%
2018	46,961,234	45,304,807	96.47%	41,325	45,346,132	96.56%
2019	50,950,610	49,072,233	96.31%	69,291	49,141,524	96.45%
2020	54,929,012	52,961,958	96.42%	31,147	52,993,105	96.48%
2021	59,191,099	57,081,470	96.44%	-	57,081,470	96.44%
2022	63,556,817	61,276,418	96.41%	-	61,276,418	96.41%
2023	72,155,179	69,583,333	96.44%	-	69,583,333	96.44%
2024	80,646,176	77,764,754	96.43%	-	77,764,754	96.43%



Source: Pinellas County Tax Collector's Form DR-502.

(a) Section 197.162, Florida Statutes, provide a 1% per month discount up to 4% for payments between November and February. Taxes collected after July 1st are categorized as delinquent.

(b) This is the revenue to be generated based on PSTA's direct rates; see "Direct and Overlapping Property Tax Rates" chart of annual financial report.

(c) All delinquent tax collections received during the year are applied to Collections Amount the year prior to collection, regardless of the year in which the taxes were originally levied. Therefore this may result in the Percentage of Levy in Total Collections to be greater than 100%.

Note: Delinquent taxes by levy year are not available.

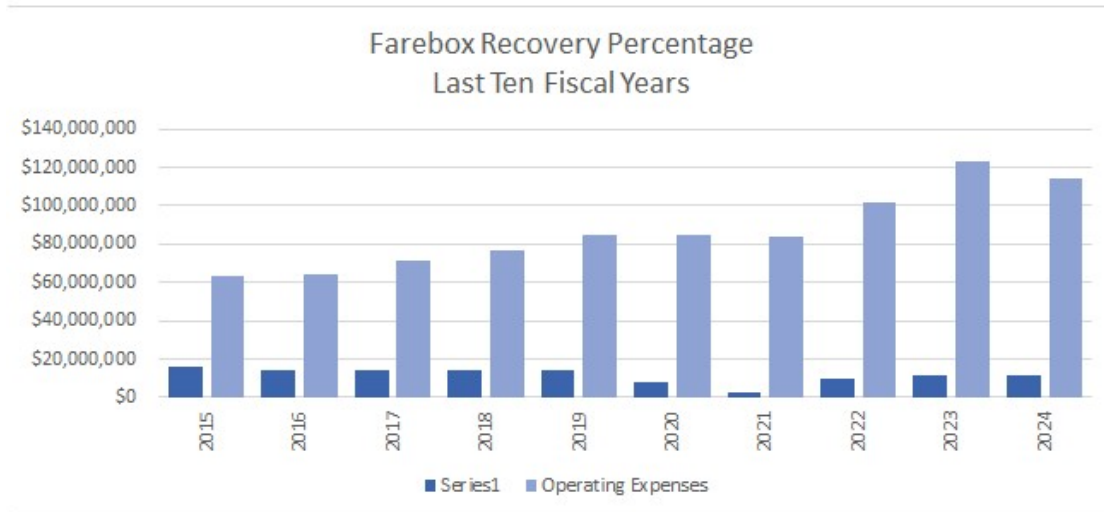
Note: The statistical section contains "Unaudited" data.



**Farebox Recovery Percentage
Last Ten Fiscal Years
Fiscal Years 2015 - 2024**

This Includes Fix Route Bus Service, Paratransit Service and Mobility on Demand

Fiscal Year	Farebox Revenues	Government Fare Subsidies (c)	Total	Operating Expenses (a)	Farebox Recovery
2015	13,338,796 (d)	2,273,027	15,611,823	63,401,568	24.62%
2016	11,989,862	2,635,050	14,624,912	64,582,580	22.65%
2017	10,838,756	3,042,380	13,881,136	71,182,150	19.50%
2018	10,974,717	3,527,509	14,502,226	76,551,740	18.94%
2019	10,663,635	3,915,144	14,578,779	84,735,054	17.21%
2020 (b)	4,842,477	3,261,232	8,103,709	84,438,901	9.60%
2021 (b)	807,558	2,084,834	2,892,392	83,671,965	3.46%
2022	7,211,470	2,555,887	9,767,357	101,731,175	9.60%
2023	7,927,542	3,462,040	11,389,582	123,503,071	9.22%
2024	7,714,744	3,953,984	11,668,728	114,252,711	10.21%



(a) Excludes depreciation.

(b) Passenger fares were not collected for half of FY 2020 and almost all of FY 2021 due to the COVID-19 Pandemic.

(c) New breakout column for Governmental Fare Subsidies.

(d) 2015 Farebox error corrected from a typographical error that occurred in FY2021.

Note: The statistical section contains "Unaudited" data.



STATISTICAL SECTION

(UNAUDITED)

Demographic and Economic Information

Demographics and Economic Statistics (FY 2015 - FY 2024)

Principal Employers (FY 2015 - FY 2024)



**Demographic and Economic Statistics
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

Fiscal Year	Pinellas County Population (a)	Personal Income (dollars in thousands) (b)	Per Capita Personal Income (b)	School Enrollment (c)	Unemployment Rate (d)
2024	977,859	N/A (e)	N/A (e)	91,021	3.6%
2023	978,777	69,142,453	70,642	93,702	3.0%
2022	969,491	66,015,819	68,093	95,446	2.4%
2021	964,490	63,075,440	65,398	96,068	3.6%
2020	984,925	58,480,515	59,376	99,798	6.6%
2019	978,045	55,296,982	56,538	101,427	2.7%
2018	970,532	52,075,175	53,656	100,948	3.0%
2017	962,003	49,762,378	51,728	102,181	3.1%
2016	954,569	46,912,934	49,146	103,242	4.4%
2015	944,971	45,637,022	48,295	103,779	4.7%

(a) Source: Bureau of Economic & Business Research, University of Florida (2015-2024).

(b) Source: Bureau of Economic Analysis, U.S. Department of Commerce (2015-2024).

(c) Source: Florida Department of Education.

(d) Source: U.S. Department of Labor, September annually (not seasonally adjusted).

(e) Information not available.

Note: The statistical section contains "Unaudited" data.



**Principal Employers
Current Year and Ten Years Ago
Fiscal Years 2015 - 2024**

Employer	2024 (a)			2015 (b)		
	Employees	Rank	Percentage of Total County Employment	Employees	Rank	Percentage of Total County Employment
Pinellas County Public School District	13,071	1	2.56%	15,762	1	3.27%
Publix	7,641	2	1.50%			
US Department of Veteran Affairs	5,055	3	0.99%	4,453	2	0.93%
WalMart	4,809	4	0.94%			
Raymond James & Associates	4,541	5	0.89%	2,600	7	0.54%
All Childrens Health Systems	3,767	6	0.74%	3,200	3	0.66%
City of St. Petersburg	3,716	7	0.73%	3,101	4	0.64%
Morton F Plant Hospital	3,196	8	0.63%			
Baycare Health System	2,550	9	0.50%			
Mease Hospital Trustees	2,498	10	0.49%			
St. Petersburg College				2,894	5	0.60%
Pinellas County Sheriff				2,724	6	0.57%
Morton Plant Hospital				2,550	8	0.53%
Home Shopping Network				2,200	9	0.46%
Pinellas County Board of Commissioners				2,020	10	0.42%
Total County Employment	510,202			481,385		

(a) Source: Florida Department of Commerce

(b) Source: Florida Research and Economic Database and Pinellas County Department of Economic Development

Note: The statistical section contains "Unaudited" data.



STATISTICAL SECTION

(UNAUDITED)

Operating Information

Service Effort and Accomplishments (FY 2015 - FY 2024)

Unlinked Passenger Changes (FY 2015 - FY 2024)

Vehicles Available for Annual Maximum Service (FY 2015 - FY 2024)

Budgeted Number of Employees (FY 2015 - FY 2024)

Miscellaneous Statistical Data (FY 2015 - FY 2024)



**Service Effort And Accomplishments Per Mile
Represents Total PSTA Service
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

Fiscal Year	Revenue Vehicle Miles	Percent of Change		Revenue Vehicle Hours	Percent of Change	
2015	12,308,272	2.24%		745,879	0.22%	
2016	11,793,761	-4.18%		725,525	-2.73%	
2017	14,045,889	19.10%	(b)	922,578	27.16%	(b)
2018	12,941,983	-7.86%		943,788	2.30%	
2019	13,725,641	6.06%		1,018,979	7.97%	
2020	12,183,561	-11.24%	(c)	874,319	-14.20%	(c)
2021	12,597,094	3.39%		893,772	2.22%	
2022	11,964,864	-5.02%	(d)	847,146	-5.22%	(d)
2023 (a)	13,369,707	11.74%		919,029	8.49%	
2024 (e)	16,846,116	26.00%		978,707	6.49%	

Source: PSTA

All data includes directly operated, SunRunner BRT, purchased bus service and demand response service.

(a) SunRunner Bus Rapid Transit (BRT) service started in October 2022.

(b) In Fiscal Year 2017 Privatized Paratransit Services increased significantly by 2.8 Million miles and related service hours.

(c) The decrease is due to the COVID-19 pandemic and reduced service.

(d) The decrease is due to resuming fares starting in July 2021.

(e) Includes Vanpool service started in January 2024.

Note: The statistical section contains "Unaudited" data.



**Represents Total PSTA Service
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

<u>Fiscal Year</u>	<u>Total Unlinked Passenger Trips (a)</u>	<u>Percent of Change</u>
2015	14,899,026	2.73%
2016	13,384,430	-10.17%
2017	12,451,908	-6.97%
2018	11,962,376	-3.93%
2019	13,668,937	14.27%
2020	10,985,210 (b)	-19.63%
2021	10,219,195	-6.97%
2022	8,830,758 (c)	-13.59%
2023	10,489,671 (d)	18.79%
2024	10,729,597 (e)	2.29%

Source: PSTA

(a) Unlinked Passenger Trips: Number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

(b) The decrease is due to the COVID-19 pandemic and reduced service.

(c) The decrease is due to resuming fares starting in July 2021.

(d) SunRunner Bus Rapid Transit (BRT) service started in October 2022. BRT service operated free fares for its first year of service.

(e) Vanpool service started in January 2024.

Note: All bus data includes directly operated including SunRunner BRT and purchased bus service. These totals also include demand response and Vanpool.

Note: The statistical section contains "Unaudited" data.



**Vehicles Available for
Annual Maximum Service
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

Fiscal Year	Fixed Route		Demand Response	Vanpool	Total
2015	243		128	0	371
2016	228		158	0	386
2017	236		133	0	369
2018	223		159	0	382
2019	247	(a)	166	0	413
2020	241		166	0	407
2021	238		200	0	438
2022	238		167	0	405
2023	229	(b)	200	0	429
2024	234	(b)	228	237	699

Source: PSTA

(a) Twenty (20) replacement trolleys received.

(b) 2023 and 2024 Fixed Route restated to include Sun Runner and list Vanpool separately for 2024.

Note: The statistical section contains "Unaudited" data.



**Budgeted Number of Employees
Last Ten Fiscal Years**

Fiscal Years 2015 - 2024

Fiscal Year	Transportation	Maintenance	Administration	Total	
2015	444	101	62.5	607.5	
2016	438	102	65	605	
2017	438	103	67	608	
2018	441	101	68	610	
2019	445	102	72	619	(a)
2020	458	104	76	638	(b)
2021	464	104	76	644	
2022	477	104	80	661	(c)
2023	482	107	82	671	(d)
2024	470	107	82	659	(e)

(a) The Project Management Office was created in 2018 and in 2019 we started to add structure to it in anticipation of projects such as the SunRunner. Paratransit (Mobility On Demand) team added reservation agents.

(b) In order to reduce overtime Transportation added 9 operators. To reduce costs paratransit increased positions to address program eligibility.

(c) Ten (10) additional operators were hired in 2022 to support the new SunRunner route as well as an additional position for Safety and Security. Paratransit became its own division called Mobility with new service providers, new software and reservation agents being brought in-house.

(d) Maintenance added additional fleet technicians to address the aging fleet while new buses are on order. In addition a maintenance training instructor was added to focus on the new technologies.

(e) Route reductions.

Note: The statistical section contains "Unaudited" data.



Miscellaneous Statistical Data
Last Ten Fiscal Years
Fiscal Years 2015 - 2024

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Population served by PSTA excluding Vanpool	944,971	954,569	962,003	970,532	978,045	984,925	964,490	969,491	978,777	977,859
Population served by PSTA including Vanpool										4,052,996 (c)
Service Area Square Miles excluding Vanpool	304	304	304	304	304	304	304	304	304	304
Service Area Square Miles including Vanpool										3,840 (c)
Number of Bus Routes	42	44	45	44	44	44	44	44	45	43
Annual PSTA Passenger Miles (in millions) (Inclusive of all services)	69,787	61,086	60,919	59,101	73,091	62,048	55,319	48,146	54,466	62,916
Directional Route Miles for all Services	928.0	912.9	899.3	899.3	902.3	906.5	878.4	875.4	875.7	857.1
Average PSTA Fixed Route Annual On Time Performance Percentage	80.5	78.6	64.8 (a)	65.2	69.2	71.3	71.2	67.2	70.4	71.5 (b)
Number of Bus Stop Locations	4,929	4,906	4,752	4,752	4,665	4,602	4,382	4,395	4,447	4,294
Number of Permanent Bus Park and Ride Locations	2	2	2	2	2	2	2	2	2	2
Number of Transit Centers	4	4	4	4	4	4	4	4	4	4
Number of Passenger Shelters	682	531	530	657	662	654	688	700	684	664
Vehicles Available for Annual Maximum Service	371	386	369	382	413	407	438	405	429	462
Average Vehicle Age in Years (PSTA Bus only)	7.39	8.25	8.80	8.80	8.80	10.80	10.80	10.41	10.00	10.73
Net Investment in Capital Assets (in thousands)	\$ 83,810	\$ 76,019	\$ 75,914	\$ 75,484	\$ 86,662	\$ 85,483	\$ 109,961	\$ 116,646	\$ 123,754	\$ 131,727

Source: PSTA

(a) Reporting of On Time Performance Due affected due to new Real Time Technology implemented in 2017.

(b) Restated 2024 Average PSTA fixed route annual on time performance percentage due to updated data.

(c) Restated 2024 to include Vanpool.

Note: The statistical section contains "Unaudited" data.



STATISTICAL SECTION

(UNAUDITED)

Debt Capacity

Schedule of Outstanding Debt (FY 2015 – FY 2024)



**Schedule of Outstanding Debt
Last Ten Fiscal Years**

Fiscal Years 2022 - 2024

Fiscal Year	Total Debt	Leases Liability	SBITA Liability	Revenue Vehicle Miles	Debt Per Revenue Mile	Revenue Vehicle Hours	Debt Per Revenue Vehicle Hours
2022	\$ 1,007,085	\$ 11,962	\$ 995,123	11,964,864	\$ 0.08	847,146	1.19
2023	\$ 4,554,110	\$ 3,927,090	\$ 627,020	13,369,707	\$ 0.34	919,029	4.96
2024	\$ 4,661,706	\$ 3,869,613	\$ 792,093	16,846,116	\$ 0.28	978,707	4.76

Note: Information is provided for only those years it is available.

Note: The statistical section contains "Unaudited" data



ACRONYMS



Pinellas Suncoast Transit Authority

ADOPTED FY 2026 BUDGET

AA	Alternative Analysis	GFOA	Government Finance Officers Association of the United States and Canada
ABBG	American Bus Benchmarking Group		
ADA	Americans with Disabilities Act	GIS	Geographic Information System
APTA	American Public Transit Association	HART	Hillsborough Area Regional Transit Authority
AVL	Automatic Vehicle Location System	IT	Information & Technology Division
BEBR	Bureau of Economic and Business Research	LCB	Local Coordinating Board
BOCC	Board of County Commissioners	LPA	Locally Preferred Alternative
BRT	Bus Rapid Transit	L RTP	Long Range Transportation Plan
CAFR	Comprehensive Annual Financial Report	MBE	Minority Businesses Enterprise
CIP	Capital Improvement Program	MPO	Metropolitan Planning Organization
CLASS	Client Assistance System		
CTC	Community Transportation Coordinator	NTD	National Transportation Database
CTT	Certified Transit Technicians	OEM	Original Equipment Manufacture
CUTR	Center for Urban Transportation Research	PCPT	Pasco County Public Transit
DBELO	Disadvantaged Business Enterprise Liaison Officer	PSTA	Pinellas Suncoast Transit Authority
DOR	Florida Department of Revenue	RAISE	Rebuilding America Infrastructure with Sustainability and Equity
EDR	Florida Legislature's Office of Economic & Demographic	SCAT	Sarasota County Area Transit
FDOT	Florida Department of Transportation	SSP	System Security Plan
FPTA	Florida Public Transit Association	SSPP	System Safety Program Plan
FTA	Federal Transit Administration	TBARTA	Tampa Bay Area Regional Transit Authority
FTC	Florida Transportation Commission	TD	Transportation Disadvantaged
FTE	Full-Time Equivalent	TIA	Tampa International Airport
FY	Fiscal Year	TIP	Transportation Improvement Program
GAAP	Generally Accepted Accounting Principles	TRAC	Transit Riders Advisory Committee
GASB	Governmental Accounting Standards Board	TRIM	Truth-in-Millage
		USF	University of South Florida
		USDOT	United States Department of Transportation



GLOSSARY



ACCESSIBLE is defined by FTA, a site, building, facility, or portion thereof that complies with defined standards and that can be approached, entered, and used by people with disabilities.

ACCRUAL BASIS is a method of accounting that recognizes revenue when earned and expenditures when incurred regardless of when cash is received or disbursed.

ADA is the Americans with Disabilities act of 1990. This Federal act requires many changes to ensure that people with disabilities have access to jobs, public accommodations, telecommunications, and public services, including public transit. Examples of these changes include mandating that all new buses and rail lines be wheelchair accessible, and that alternative transportation be provided to customers unable to access the transit system.

AD VALOREM TAX is a tax levied on the assessed value of the property minus statutory exemptions on which it is levied. The rate of the tax is expressed in "mills." This tax is also called PROPERTY TAX. Also, see the definition of MILL.

ADOPTED BUDGET is the financial plan for a fiscal year beginning October 1. Florida Statutes require local governments to approve their budget at the second of two public hearings.

AM Peak is the period in the morning when additional services are provided to handle higher passenger volumes. The period begins when normal headways are reduced and ends when headways are returned to normal.

AMENDED OR REVISED BUDGET is the current year adopted budget adjusted to reflect all budget amendments approved by the Board of Directors through the date indicated.

APPROPRIATION is the legal authorization of funds granted by a legislative body such as Pinellas Suncoast Transit Authority Board of Directors to make expenditures and to incur obligations for specific

purposes. An appropriation is usually limited in amount and to a time period within which it may be extended.

ASSESSED VALUE is a value set upon real estate or other personal property by a government as a basis for levying taxes. The Property Appraiser determines the assessed value of property in Pinellas County.

AUDIT is an official examination of an organization's accounts by an independent party.

AUTOMATIC VEHICLE LOCATION is a geographic position reporting system used to manage bus service.

AVL is an acronym for Automatic Vehicle Location. See the definition for AUTOMATIC VEHICLE LOCATION.

BALANCED BUDGET is the total amount available from taxation and other sources, including balances brought forward from prior fiscal years, must equal the total of appropriations for expenditures and reserves.

BEGINNING NET POSITION is the Ending Net Position of the previous period. (See ENDING NET POSITION definition.)

BUDGET is a plan of financial operation embodying an estimate of proposed expenditures for a given period and the proposed means of funding them.

BUS RAPID TRANSIT (BRT) is an innovative, high capacity, lower cost public transit solution that uses buses or specialized vehicles on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations, while offering the flexibility to meet transit demand.

CAPITAL BUDGET is a formal plan of action for a specified time period for purchases of capital assets using capital grants that are expressed in monetary terms.

CAPITAL ASSET is resources of a long-term character that are intended to continue to be held or



used, such as land, buildings, machinery, equipment and improvements.

CAPITAL BUDGET is the financial plan of capital project expenditures for the fiscal year beginning October 1. It incorporates anticipated revenues and appropriations included in the first year of the five-year Capital Improvements Program (CIP), and any anticipated unspent budget appropriation balances from the previous fiscal year. It is adopted as a part of the annual budget.

CAPITAL EXPENSE is the costs associated with the purchase of property, buildings, vehicles, and infrastructure improvements. It can also include the costs associated with the long-term maintenance of these assets such as bus overhaul programs, and preventative maintenance. It is also referred to as a capital improvement.

CAPITAL GRANT is monies received from grantor funding agencies used to acquire, construct, or rehabilitate capital assets.

CAPITAL IMPROVEMENT PLAN (CIP) is PSTA's financial plan of approved capital projects with their schedules and costs over a five-year period. The CIP is designed to meet capital asset needs in a responsive and efficient manner.

CAPITAL PROJECT is any improvement or acquisition of major capital assets with a useful life of at least five years such as equipment, buildings, or land.

CIP is an acronym for the CAPITAL IMPROVEMENT PLAN. See the definition for CAPITAL IMPROVEMENT PLAN.

CORRIDOR is a defined metropolitan area considered for significant transportation projects such as highway improvements, bus transit ways, rail lines, bikeways, etc.

CONTINGENCY is a budgetary reserve set aside for emergencies for unforeseen expenditures.

CTC is an acronym for Community Transportation Coordinator.

DEPRECIATION is the allocation of the acquisition cost of a capital asset to each period benefited by the asset, based on a limited useful life of the capital asset.

ENTERPRISE FUND is a fund established to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis are financed or recovered primarily through user charges.

EXPRESS SERVICE is the use of express service speeds up longer trips, especially in major metropolitan areas during heavily patronized peak commuting hours, by operating long distances without stopping. Examples include park-N-ride routes between suburban parking lots and the central business district that operate on freeways, and express buses on major streets that operate local service on the outlying portions of a route until a certain point and then operate non-stop to the central business district.

FARE is the amount charged to passengers for bus and paratransit services.

FAREBOX is an electronic registering device used to collect and store fare media

FARE CARD is electronic fare media used for payment of fares.

FISCAL YEAR (FY) is the Fiscal Year for PSTA (October 1st through September 30th). A twelve-month period to which the annual operating budget applies, and at the end of which an entity determines its' financial position and the results of its operations.

FIXED ROUTE SERVICE is buses that operate according to fixed schedules and routes.

FLAMINGO FARES TAMPA BAY brings a new payment system to the region, simplifying transit use. It allows a rider to pay using a re-loadable smart card, smartphone app, debit or credit card which can be used across participating transit agencies.



Counties currently participating in Flamingo Fares are Hillsborough (HART/TECO Line Streetcar System and Pinellas (PSTA/Jolley Trolley).

FLEX SERVICE is transit service that operates along a fixed alignment or path at generally fixed times but may deviate from the route alignment to collect or drop off passengers who have requested the deviation. This service is also known as Deviated Fixed Route Service.

FTA (Federal Transit Administration) The FTA is PSTA's federal cognizant oversight agency. The FTA helps cities and communities provide mobility to their citizens. Through its grant programs, FTA provides financial and planning assistance to help plan, build, and operate rail, bus and Paratransit systems.

FTE is the acronym for Full-Time Equivalent. See the definition for FULL-TIME EQUIVALENT.

FULL-TIME EQUIVALENT is one position funded for a full year. For example, a permanent employee funded and paid for 40 hours/week and 52 weeks/year, or 2 employees funded and paid for 20 hours/week, and 52 weeks/year would be equal to one full-time equivalent.

FUND is an accounting entity used to record cash and other financial resources as well as an offsetting amount of liabilities and other uses. The resources and uses are segregated from other resources and uses for the purpose of carrying on specific activities or attaining specific objectives in accordance with special regulations, restrictions, or limitations.

FUNDED POSITIONS is a term referring to the number of authorized positions which funding is included in a given fiscal year's budget.

FUNDING SOURCES is a term referring to the type or origination of funds to finance recurring or non-recurring expenditures. Examples include revenues such as ad valorem taxes, user fees, and grants and non-revenues such as net position.

FY (FISCAL YEAR) ADOPTED BUDGET refers to the budget for the period beginning October 1 and

ending September 30. (FISCAL YEAR) PLANNED BUDGET refers to the budget for the period beginning October 1 and ending September 30.

GAAP is the acronym for Generally Accepted Accounting Principles.

GASB is an acronym for Governmental Accounting Standards Board. See Governmental Accounting Standards Board.

GOVERNMENTAL ACCOUNTING STANDARDS BOARD (GASB) is the independent, private-sector organization based in Norwalk, Connecticut, that establishes accounting and financial reporting standards for U.S. state and local governments that follow Generally Accepted Accounting Principles (GAAP).

GRANTS AND AIDS includes all grants, subsidies, and contributions from other government agencies or private organizations.

HEADWAY is the time span between service vehicles (bus or rail) on specified routes sometimes called frequency.

INFRASTRUCTURE is the basic installations and facilities on which the continuance and growth of a community depend. For PSTA, this means such facilities as terminals, transfer stations, Park-N-Ride lots, bus repair garage, fuel lane, etc.

INTELENT TRANSPORTATION SYSTEM (ITS) includes signal timing coordination, traffic monitoring devices, and dynamic message signs. Future planning includes communication between vehicles and the transportation infrastructure.

INTERMODAL is transportation by more than one mode (bus, train, etc.) during a single journey.

METROPOLITAN PLANNING ORGANIZATION (MPO) is an agency that provides long-range transportation planning in Pinellas County. The Pinellas County MPO operates in accordance with Federal Law (23 USC 134 and 135) and Chapter 339.175, Florida Statutes to address the mobility needs of people and freight while fostering economic growth and minimizing fuel consumption, air



pollution, and greenhouse gas emissions. The MPO works hand-in-hand with the West Central Florida Chairs Coordinating Committee, an organization of area MPO's, to ensure that local and regional transportation priorities are coordinated with land use.

MILL is a monetary measure equating to one one-thousandth (0.001) of a dollar. When used in reference to the AD VALOREM TAX RATE, it means a 1-mill tax is one dollar of tax on \$1,000 of taxable value.

MILLAGE RATE is the rate per one thousand dollars of taxable property value which, when multiplied by the taxable value, yields the tax billing for a given parcel.

MINIMUM SERVICE LEVEL (MSL) is a term which defines the base outputs which are either legally mandated and/or considered the most important set of outputs of an organization. The minimum service level corresponds directly to the purpose or mission of the organization.

MODE is a system for carrying transit passengers described by a specific right-of-way, technology and operational features. PSTA utilizes the following modes: Bus and Demand Response.

MSL is the effort expressed in terms of service and cost, below which it is not realistic or feasible to operate.

MISCELLANEOUS (FUNDING SOURCE) is revenue other than those received from standard sources such as taxes, grants and user fees.

MPO is an acronym for the Metropolitan Planning Organization. See the definition for METROPOLITAN PLANNING ORGANIZATION.

OBJECTIVE is a statement specifying achievements to be attained within a prescribed time frame. An objective is exchanged /superseded by another objective at the expiration of the time frame. An objective is directly connected to how the resources of an organization will be used. An objective statement begins with an action verb and includes the quantified statement of the results expected as an outcome of the action, such as PROVIDE (the action

verb) WITH EXISTING MANPOWER, 24-HOUR SECURITY COVERAGE FOR TWO TERMINAL BUILDINGS AT DAILY COST NOT TO EXCEED \$15.60 (quantified results) DURING THE APPLICABLE FISCAL YEAR (explicit timeframe).

OPERATING BUDGET is the budget including appropriations for recurring and certain one-time expenditures that will be consumed in a fixed period of time to provide for day-to-day operations (e.g., salaries and related benefits, operating supplies, contractual and maintenance services, professional services, and operating equipment).

NET POSITION is the cumulative amount that has not been used by which total revenues (including Public Funding) exceed total expenses over a series of years. Annual budget surpluses (or deficits) generally add to (or subtract from) the Net Position. The non-capital asset portion of net position balance is available to fund current or future operating or capital needs.

OFF PEAK is Non-rush hour traffic periods.

OPERATING EXPENSES are Costs associated with the operation of the transit agency. Examples of operating expenses include fuel, maintenance supplies, labor, professional fees, and office supplies.

OPERATING REVENUES are income generated from transit services and from other activities directly related to operations.

PARATRANSIT SERVICE is non-fixed route transit service, utilizing vans and sedans to provide pre-arranged trips to and from specific location within the service area to certified participants in the program. Paratransit represents demand response transportation services.

PASS is a discounted type of media for fare payment, which offers unlimited rides for a specified period of time. Examples include 31-day pass, 7-day pass, 1-day (daily) pass, etc.

PASSENGER MILES are the cumulative sum of the distances traveled by passengers.



PASSENGER VEHICLE is a vehicle used to carry passengers in transit service.

PEAK is rush hour periods, typically defined as 6:00AM through 9:00AM, and 3:00PM through 6:00PM, Monday through Friday.

PM PEAK PERIOD is the period in the afternoon or evening when additional services are provided to handle higher passenger volumes. The period begins when normal headways are reduced and ends when headways are returned to normal.

PROJECTED EXPENSE is the estimated expense through the end of the current fiscal year for a respective budget line item.

PROPERTY TAX is another term for AD VALOREM TAX. See AD VALOREM TAX.

PSTA is an acronym for Pinellas Suncoast Transit Authority.

RAPID TRANSIT CORRIDOR is a rapid transit corridor that represents a relatively wide linear area within which a potential rapid transit facility may be located.

RECOVERY RATIO is one of the key performance indicators, which measures the amount of operating expense that was recovered from fare revenues. The ratio is calculated as fare revenues divided by operating expenses excluding depreciation and other exempt expenses.

RESERVES are that portion of a fund's assets that are (1) set aside for a specific purpose and therefore, not available for general appropriation or (2) anticipated to be available for future re-appropriation by action of the Board of Directors.

REVENUE SERVICE is the time when a vehicle is available to the general public and there is an expectation of carrying passengers.

REVENUE VEHICLE is a vehicle in the fleet that is available to operate in revenue service, including spares and vehicles temporarily out of service for routine maintenance and minor repairs.

RIDE is a trip taken by passengers on the bus.

ROLLED-BACK RATE is that millage rate which, when applied to the total amount of taxable value of property (excluding new construction), produces the same amount of tax dollars as the previous year. Calculation of the "rolled-back rate" is governed by Florida Statutes.

ROLLING STOCK is revenue vehicles used in providing transit service for passengers.

RUN is a bus operator's assigned work for the day.

SERVICE AREA is a measure of access to transit service in terms of population serviced and area coverage (square miles).

TAXABLE VALUE is the assessed value of property minus any authorized exemptions (i.e., agricultural, homestead exemption). This value is used to determine the amount of ad valorem tax to be levied. The TAXABLE VALUE is calculated by the Property Appraiser's Office in compliance with State Law.

TAXES are compulsory charges levied by a government to finance services performed for the common benefit.

TD is an acronym for Transportation Disadvantaged.

TRIP by bus is a one-way bus trip from originating terminal to destination terminal.

UNLINKED PASSENGER TRIP (UPT) is each boarding of a passenger defined as an unlinked passenger trip. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.



VEHICLE HOURS are the hours a vehicle travels from the time it pulls out from its' garage to go into revenue service to the time it pulls in from revenue service. It is often called platform time. For conventional scheduled services, it includes revenue time and deadhead time.

VEHICLE MILES are the miles a vehicle travels from the time it pulls out from its' garage to go into revenue service to the time it pulls in from revenue service. It is often called platform miles. For conventional scheduled services, it includes revenue miles and deadhead miles.

VEHICLE REVENUE HOURS are the hours a revenue vehicle is available to pick up or discharge passengers.

VEHICLE REVENUE MILES are the miles that vehicles travel while in revenue service (i.e., the time when a vehicle is available to the public and there is an expectation of carrying passengers). Vehicle revenue miles exclude travel to and from storage facilities, training operators prior to revenue service, road tests and deadhead travel, as well as school bus and special service.



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