

PREPARING FOR *TWO* FUTURES: November 4, 2014

If We Do Nothing:

The demand for public transportation has been growing faster than the available funding. Between 2007 and 2013, ridership climbed 23% despite service reductions and fare increases needed to offset more than \$40 million in budget cuts. Many of PSTA's 40 routes experience standing room only at some point throughout the day. People are requesting faster service, longer service hours, and more weekend and regional service. Without additional funding, PSTA cannot make these improvements.

PSTA's primary local funding source is through property tax. Within the next few years, the property tax will not provide enough revenue for PSTA to operate as it does today, much less satisfy the public demand for more service. **If the referendum does not pass, PSTA will default to a depleted network of basic routes.**

• 18-28% service cut in 2017

- Continued cuts will be likely in subsequent years as property tax revenue fails to keep up with increasing costs and demand
- 15 minute service only on a few routes; most routes would offer 30 or 60 minute service, and service would stop before 9:00 p.m.
- Limited Saturday service and elimination of most Sunday service

If We Choose to Improve:

If the sales tax referendum passes, PSTA would eliminate its property tax in 2015 and be able to provide expanded service, starting with the sales tax implementation in 2016.

- Implement the Greenlight Pinellas Plan
- Approximately 65% increase in bus service
- Longer hours of operation - nights/weekends
- Buses running every 10 to 15 minutes
- More regional connections
- Service to Westshore, Tampa International Airport, and downtown Tampa
- Robust service for both commuters and tourists
- Immediate Improvements:
More service on nights/weekends and extra buses for standing-room-only routes

