

1. The council is invited to provide comments relating to the upcoming PSTA Board vote in October relating to the beach destination of the new Central Avenue BRT.
2. The request for Council input is consistent with Clearwater Council Policy C which reads in part:
 - a. Whenever possible, a Council representative on a board or committee will receive Council input prior to taking a position regarding issues coming before that board. The representing Councilmember shall vote in accordance with the stated position of the majority of the Council. If it is not possible to obtain Council input the Councilmember is to act to the best of their ability in the city's interest and with prior Council positions in mind.
3. Attached to this agenda item is a presentation given at the August 25 PSTA Board Meeting. It is based on the Consultants Technical Evaluation of the three alternative Beach Destinations. The Consultant followed Federal Transit Administration guidelines in preparing the evaluation.
4. The Consultant recommendation for the St. Pete Beach destination is complicated by the fact that the City of St. Pete Beach is not a member of PSTA. During the PSTA Board discussion of the attached presentation several board members expressed concerns of investing in a community that is not a full member of PSTA.
5. The following information is presented relating to St. Pete Beach's potential PSTA property Tax contribution and several proposed alternatives.
 - a. If St. Pete Beach was a member of PSTA the value of the property tax going to PSTA would be approximately \$1.7 million.
 - b. The PSTA currently runs its Suncoast Trolley from downtown Clearwater to John's pass in St. Pete Beach. While this trolley goes through and does not stop in other nonmember cities of Belleair Beach and Belleair Shore, the Suncoast Trolley does have regular stops in both St. Pete Beach and Treasure Island. These two communities pay PSTA a contractual annual fee for this service based on an hourly cost to serve.
 - i. Currently the City of St. Pete Beach pays PSTA approximately \$0.5 million for the current Suncoast Trolley service in their community. These funds come from their General Fund Account.
 - c. Should the Central Avenue BRT service be provided to St. Pete Beach, the annual hourly cost to serve would be an additional \$0.5 million. Thus they would be paying a total of \$1.0 million from their general funds. Additionally they would provide a onetime capital contribution of \$360,000 for construction of the two bus stops in their city. This is the funding level that PSTA Staff is proposing should the PSTA Board select St. Pete Beach as the beach destination.

6. PSTA Board Member Comments so far in response to staff recommendation have ranged from:
 - a. This premium service should go only to the PSTA member city (Madeira Beach)
 - b. St. Pete Beach City should fund the full equivalent funding as would be paid by them in property taxes to PSTA if they were a member.
 - c. St. Pete Beach Commission should hold the referendum to become a member of PSTA. Such action would take time and the outcome of levying an additional property tax is uncertain.
 - d. St. Pete Beach City should pay at least \$1.5 million annually for total hourly service in their community.
7. The Cities of St. Petersburg and South Pasadena will also benefit from new service to St. Pete Beach and are full members of PSTA.
8. The Annual incremental operating cost of the Madera Beach destination over St. Pete Beach would be more expensive. But it would additionally provide service to Tyrone Square and the Bay Pines