Pinellas Suncoast Transit Authority (PSTA)

2014 Annual Agency Profile

http://www.psta.net/ 3201 Scherer Drive St. Petersburg, FL 33716

Statistical and Data Manager: Ms. Rita Hoffman 727-540-1847

Financial Information

\$0

\$0

\$0

\$0

\$1,052,867

\$1,052,867

0.0%

0.0%

0.0%

0.0%

100.0%

100.0%

General Information

16,005 Average Sunday Unlinked Trips^a

Service Consumption 70,933,094 Annual Passenger Miles (PMT) 14,503,728 Annual Unlinked Trips (UPT) 46,567 Average Weekday Unlinked Tripsa 29,568 Average Saturday Unlinked Trips^a

Database Information NTDID: 40027 Reporter Type: Full Reporter

Fare Revenues \$14.946.788 Local Funds \$34,812,405 54.5% State Funds \$7,010,355 11.0% Federal Assistance \$6,765,714 10.6% Other Funds \$371,796 0.6% **Total Operating Funds Expended** \$63,907,058 100.0%

Fare Revenues

Federal Assistance

Total Capital Funds Expended

Fixed Guideway Vehicles Available

Local Funds

State Funds

Other Funds

Sources of Capital Funds Expended

Sources of Operating Funds Expended

Operating Funding Sources 23.4%

Capital Funding Sources

Service Area Statistics

Tampa-St. Petersburg, FL

348 Square Miles 850,758 Population

Urbanized Area Statistics - 2010 Census

17 Pop. Rank out of 498 UZAs

957 Square Miles

2,441,770 Population

Service Supplied

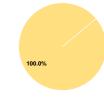
12,039,102 Annual Vehicle Revenue Miles (VRM) 744,278 Annual Vehicle Revenue Hours (VRH) 296 Vehicles Operated in Maximum Service (VOMS) 342 Vehicles Available for Maximum Service (VAMS)

Modal Characteristics

| Modal Overview | Vehicles Operated in Maximum Service | | Uses of Capital Funds | | | | | | |
|------------------------|--------------------------------------|-----------------------------|-----------------------|--------------------------|----------------------------|-----------|-------------|--|--|
| Mode | Directly Operated | Purchased Transportation | Revenue Vehicles | Systems and Guideways | Facilities and Stations | Other | Total | | |
| Commuter Bus | 7 | - | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Demand Response | | 62 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Demand Response - Taxi | - | 52 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Bus | 160 | 15 | \$108,770 | \$37,825 | \$491,588 | \$414,684 | \$1,052,867 | | |
| Total | 167 | 129 | \$108,770 | \$37,825 | \$491,588 | \$414,684 | \$1,052,867 | | |

Summary of Operating Expenses (OE)





Operation Characteristics

| o por amon o mar a o con con co | | | | | | | | i ixeu Guideway | verificies Available | vernoles operateu | | Avelage |
|---------------------------------|--------------|---------------|---------------|-----------------|----------------|----------------|----------------|-----------------|----------------------|-------------------|----------------|--------------|
| | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | Directional | for Maximum | in Maximum | Percent | Fleet Age in |
| Mode | Expenses | Fare Revenues | Capital Funds | Passenger Miles | Unlinked Trips | Revenue Miles | Revenue Hours | Route Miles | Service | Service | Spare Vehicles | Years1 |
| Commuter Bus | \$2,005,369 | \$0 | \$0 | 924,374 | 101,135 | 222,492 | 10,390 | 0.0 | 10 | 7 | 30.0% | 11.0 |
| Demand Response | \$4,272,598 | \$469,477 | \$0 | 755,984 | 152,704 | 1,520,647 | 58,502 | 0.0 | 67 | 62 | 7.5% | |
| Demand Response - Taxi | \$1,805,727 | \$537,330 | \$0 | 1,250,426 | 166,704 | 1,342,109 | 44,737 | 0.0 | 52 | 52 | 0.0% | |
| Bus | \$55,175,236 | \$14,000,067 | \$1,052,867 | 68,002,310 | 14,083,185 | 8,953,854 | 630,649 | 0.0 | 213 | 175 | 17.8% | 7.2 |
| Total | \$63,258,930 | \$15,006,874 | \$1,052,867 | 70,933,094 | 14,503,728 | 12,039,102 | 744,278 | 0.0 | 342 | 296 | 13.5% | |

Performance Measures Service Efficiency Service Effectiveness

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour | O _l Mode | perating Expenses per Passenger Mile | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|------------------------|--|--|------------------------|---|---|--|--|
| Commuter Bus | \$9.01 | \$193.01 | Commuter Bus | \$2.17 | \$19.83 | 0.5 | 9.7 |
| Demand Response | \$2.81 | \$73.03 | Demand Response | \$5.65 | \$27.98 | 0.1 | 2.6 |
| Demand Response - Taxi | \$1.35 | \$40.36 | Demand Response - Taxi | \$1.44 | \$10.83 | 0.1 | 3.7 |
| Bus | \$6.16 | \$87.49 | Bus | \$0.81 | \$3.92 | 1.6 | 22.3 |
| Total | \$5.25 | \$84.99 | Total | \$0.89 | \$4.36 | 1.2 | 19.5 |



Notes: ^aAverage Unlinked Trips not available for Demand Response Taxi.

Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data

Financial Information updated 7/12/216