

**HOUSE OF REPRESENTATIVES**  
**LOCAL BILL ECONOMIC IMPACT STATEMENT FORM**

*\*Read all instructions carefully.\**

*House local bill policy prohibits a local bill from being considered by a committee or subcommittee without an Economic Impact Statement. This form must be prepared by an individual who is qualified to establish fiscal data and impacts and has personal knowledge of the information given (for example, a chief financial officer of a particular local government) and include information for the first two full fiscal years after the effective date of the local bill. Please file this completed form with the Clerk of the House as soon as possible after a bill is filed. Additional pages may be attached as necessary.*

**BILL #:** HB 1487  
**SPONSOR(S):** Representative Linda Chaney  
**RELATING TO:** Pinellas County and the Pinellas Suncoast Transit Authority  
[Indicate Area Affected (City, County or Special District) and Subject]

Check if this is a revised Economic Impact Statement

**I. REVENUES:**

These figures are new revenues that would not exist but for the passage of the bill. The term "revenue" contemplates, but is not limited to, taxes, fees, and special assessments. For example, license plate fees may be a revenue source. If the bill will add or remove property or individuals from the tax base, include this information as well.

	<u>First FY</u>	<u>Second FY</u>
Revenue decrease due to bill:	\$ <u>0.00</u>	\$ <u>0.00</u>
Revenue increase due to bill:	\$ <u>0.00</u>	\$ <u>0.00</u>

**II. COST:**

Include all costs, both direct and indirect, including start-up costs. If the bill repeals the existence of a certain entity, state the related costs, such as satisfying liabilities and distributing assets.

Expenditures for Implementation, Administration, and Enforcement:

	<u>First FY</u>	<u>Second FY</u>
	\$ <u>0.00</u>	\$ <u>0.00</u>

Please include explanations and calculations regarding how each dollar figure was determined in reaching total cost.

Since PSTA Board Members serve voluntarily and without compensation,  
there would be no change in cost, positive or negative, for PSTA. The  
bill does not require any implementation that would lead to an increase  
in costs for PSTA.

### III. FUNDING SOURCE(S):

State the specific sources from which funding will be received, for example, license plate fees, state funds, borrowed funds, or special assessments.

If certain funding changes are anticipated to occur beyond the following two fiscal years, explain the change and at what rate taxes, fees, or assessments will be collected in those years.

	<u>First FY</u>	<u>Second FY</u>
Local:	\$ <u>0.00</u>	\$ <u>0.00</u>
State:	\$ <u>0.00</u>	\$ <u>0.00</u>
Federal:	\$ <u>0.00</u>	\$ <u>0.00</u>

### IV. ECONOMIC IMPACT:

#### Potential Advantages:

Include all possible outcomes linked to the bill, such as increased efficiencies, and positive or negative changes to tax revenue. If an act is being repealed or an entity dissolved, include the increased or decreased efficiencies caused thereby. Include specific figures for anticipated job growth.

1. Advantages to Individuals: By increasing transparency, accountability, and the promotion of best budgetary guidelines, citizens may see a reduced fiscal impact in the long term due to improved cost efficiency by PSTA.
2. Advantages to Businesses: By increasing transparency and accountability of PSTA and the PSTA Board, businesses could see more activity along PSTA's core routes. Given that window coverings and advertisements must be paid for, this could lead to better marketing and outreach capabilities for local businesses.
3. Advantages to Government: By reducing the size of the PSTA Board, local governments could experience increased efficiency and more streamlined decision-making for public transit services.

#### Potential Disadvantages:

Include all possible outcomes linked to the bill, such as inefficiencies, shortages, or market changes anticipated. Include reduced business opportunities, such as reduced access to capital or training. State any decreases in tax revenue as a result of the bill.

1. Disadvantages to Individuals: The bill doesn't contain any element that would disadvantage individuals.
2. Disadvantages to Businesses: \_\_\_\_\_

The bill doesn't contain any element that would disadvantage businesses.

3. Disadvantages to Government: The bill doesn't contain any element that would disadvantage government.

**V. DESCRIBE THE POTENTIAL IMPACT OF THE BILL ON PRESENT GOVERNMENTAL SERVICES:**

The bill should lead to better PSTA management, budgeting, reporting, and performance for Pinellas County by reducing the Board composition, requiring reporting measures, specifying PSTA and Board requirements that would be in the best interest of the County and Pinellas citizens. Furthermore, the bill will lead to increased transparency and accountability measures that would best provide cohesiveness and better understanding of PSTA services and economic impacts amongst local governments. Based on performance reporting, this bill could lead PSTA to streamline services to focus on corridors with the highest demand, to serve those in the community who most rely on public transit.

**VI. SPECIFIC DATA USED IN REACHING ESTIMATES:**

Include the type(s) and source(s) of data used, percentages, dollar figures, all assumptions made, history of the industry/issue affected by the bill, and any audits.

Because this bill does not require an increase or decrease in spending, no specific data were available or used to estimate the bill's impacts. Best transit industry practice acknowledges that transparency, performance reporting, and use of best budgetary guidelines can lead to an increase in the cost-effectiveness and cost-efficiency of public transit services. Therefore, the County could see a positive fiscal impact that would benefit citizens, businesses, and area local governments; however, the magnitude of that impact is indeterminate.

**VII. CERTIFICATION BY PREPARER**

I hereby certify I am qualified to establish fiscal data and impacts and have personal knowledge of the information given. I have reviewed all available financial information applicable to the substance of the above-stated local bill and confirm the foregoing

Economic Impact Statement is a true and accurate estimate of the economic impact of the bill.

DocuSigned by:  
*Victoria Perk*  
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My signature endorses the validity of this economic impact statement, but implies neither CUTR's support nor opposition to the contents of the bill.

PREPARED BY:

**[Must be signed by Preparer]**

Print preparer's name:

Victoria A. Perk, PhD

January 5, 2024

1/5/2024 | 14:46 EST

**Date**

TITLE (such as Executive Director, Actuary, Chief Accountant, or Budget Director):

Program Director

REPRESENTING:

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