

High Speed Ferry

St. Petersburg to Tampa



Proposal

TIMELINE -

- The City of St. Petersburg is proposing to be the party of record for a High Speed Ferry pilot which will run from October 15, 2016 through April 15, 2017.



Proposal

Timeline

- Phase 1 – Business operations and development
 - Notice to proceed – Jan 31, 2016
 - Design sign-off – April 1, 2016
 - **Vessel Deposit (one vessel) – April 1, 2016**
 - Project Implementation – May 1, 2016
 - Vessel Deposit (second vessel) - June 1, 2016
 - **Vessel transit to St. Petersburg – September 18, 2016**
 - Start operations – October 15, 2016
 - Demobilize project – April 15, 2017
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Proposal

- The vessel(s) would run from downtown St. Petersburg (with primary mooring in the Vinoy Basin adjacent to the Museum of History and across the street from the Museum of Fine Arts) to downtown Tampa (with primary mooring in front of the Tampa Convention Center)
- The St. Petersburg location is served by both the downtown trolley and the Beach trolley, is a walkable distance from St. Petersburg's business and entertainment/arts district, and has ample parking nearby.
- The Tampa location is adjacent to the Tampa Convention Center, is a walkable distance from both Amalie Arena and the Channelside entertainment district, is served by the Tampa Streetcar line thereby providing access to Ybor City, and also has ample parking nearby.



Proposal

ONE VESSEL OPERATION

- It is anticipated (but remains up for discussion) that the Ferry service will operate Tuesday through Sundays, with no operations of Monday to allow for preventative vessel maintenance and crew changes.
- Three to four roundtrips on Tuesday through Friday, four roundtrips on Saturdays and Sundays along with Federal holidays (except Christmas).
- Secondary excursions and/or charter excursions can also be implemented between Tuesdays and Thursdays for service to Amalie Arena, major conventions and events (NCAA National Championship game in Jan. 2017).



Proposal

Two Vessel Operation

- It remains anticipated that with two vessels, the Ferry service will operate Tuesday through Sundays, with no operations of Monday to allow for preventative vessel maintenance and crew changes.
- Six to eight roundtrips on Tuesday through Friday, eight roundtrips on Saturdays and Sundays along with Federal holidays (except Christmas).
- A second vessel, would allow for three to four Friday roundtrips and four Saturday and Sunday roundtrips while more easily providing for secondary excursions and/or charter excursions.



Proposal

Pilot Project **PROJECTED** Costs – Single Vessel

- \$1,101,425.00 – Cost includes crew, vessel and vessel related expenses, fuel, usage maintenance, ticketing, project management, and administrative fees.
- One time start-up costs – \$235,500.00 - Vessel facilities development, permitting and legal.
- **Total cost - \$1,341,925.00**

• **Pilot Project Projected costs – Second Vessel**

- \$898,860.00 – Cost includes second crew, vessel and vessel related expenses, fuel, usage maintenance.



Proposal

Cost for participating governmental entities

- The projected cost for each of the four (St. Petersburg, Pinellas County, Hillsborough County, Tampa) participating governmental entities is **\$350,000.00**.
- As the lead governmental entity, the City of St. Petersburg will engage in negotiations with HMS Ferries on the defined terms of the agreement, including actual costs to be incurred by the partner governments, ticket prices to be charged to the consumers, profit sharing in the ticket sales, third party funding, sponsorship/co-sponsorship opportunities, and funding from other regional or state governmental authorities.



What do we need from you?

- In order to proceed with negotiations of an agreement with HMS Ferries, the City of St. Petersburg needs a firm financial commitment of **\$350,000.00** from each of the partner governments.



What do we need from you?

- Commission/Council resolution earmarking funds contingent on an agreement acceptable to all partner governments.
- Commission/Council assistance in lobbying regional/state governmental entities for additional funding for a second vessel.
- Commission/Council assistance in soliciting sponsorship/co-sponsorships.
- Partner government assistance in marketing regional ferry service.

