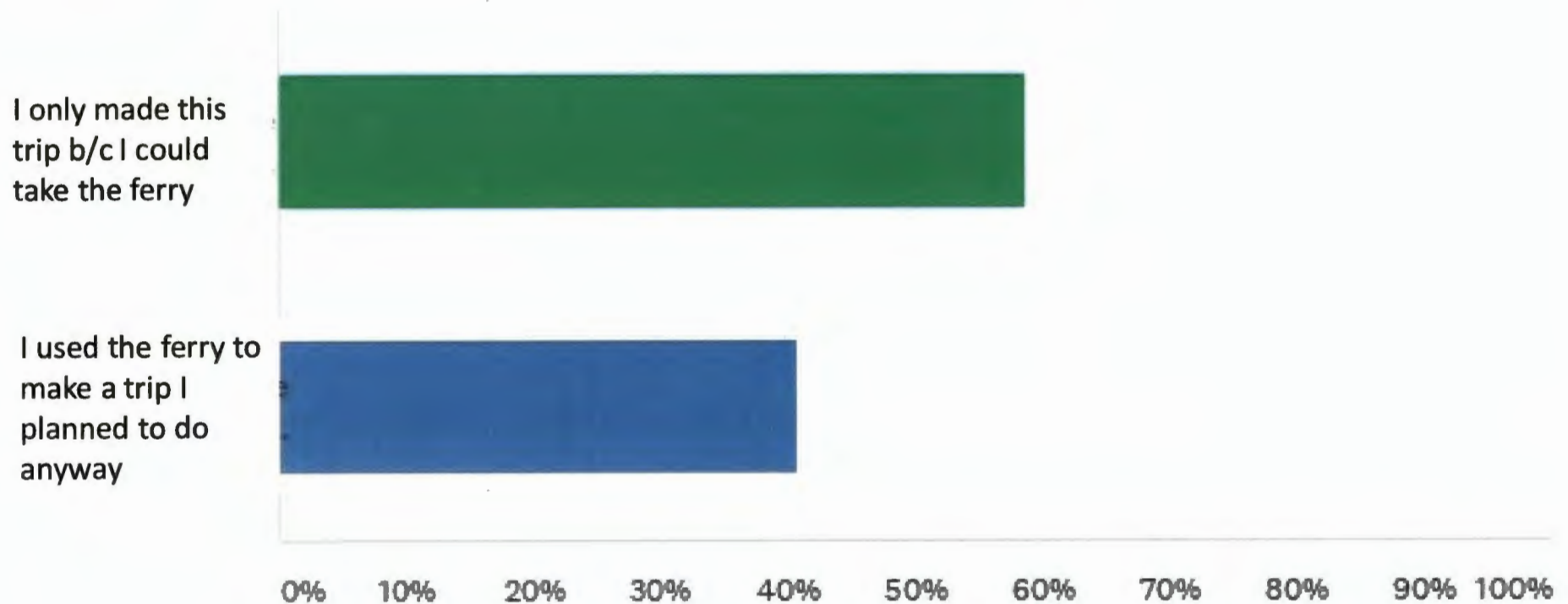
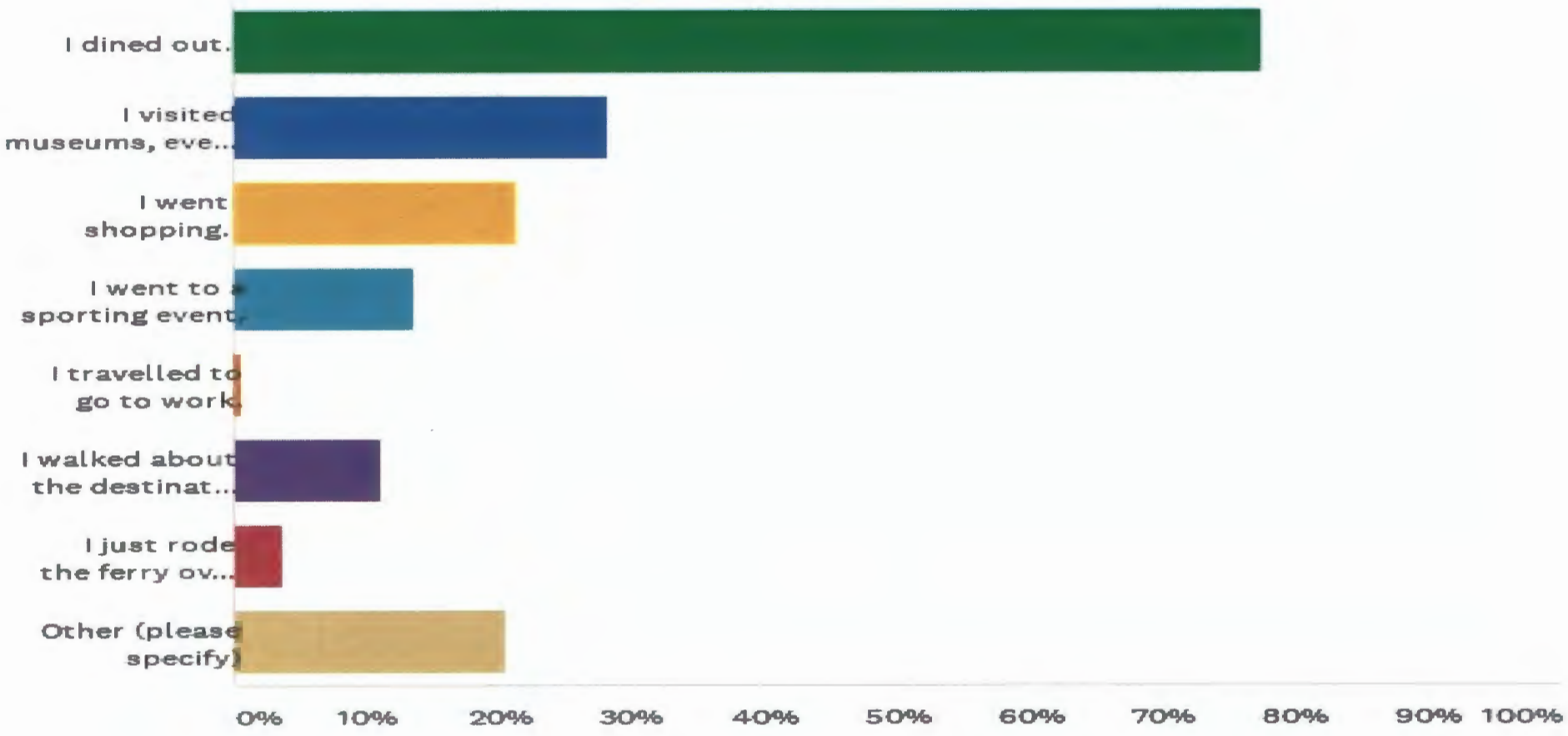


Economic and Transportation Benefits of Intercity Ferry Service

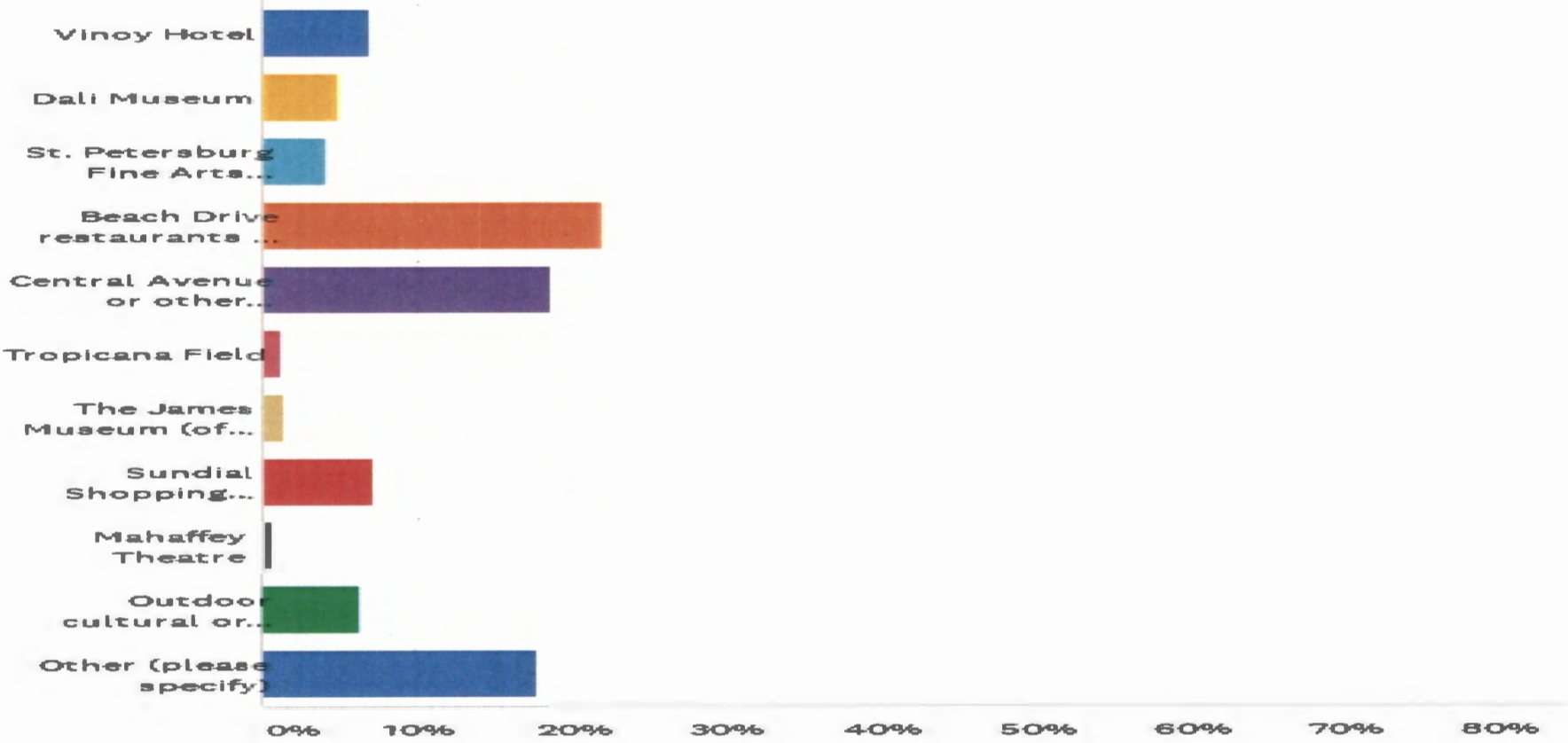
Ferry is generating new customers AND taking trips off congested roadways.



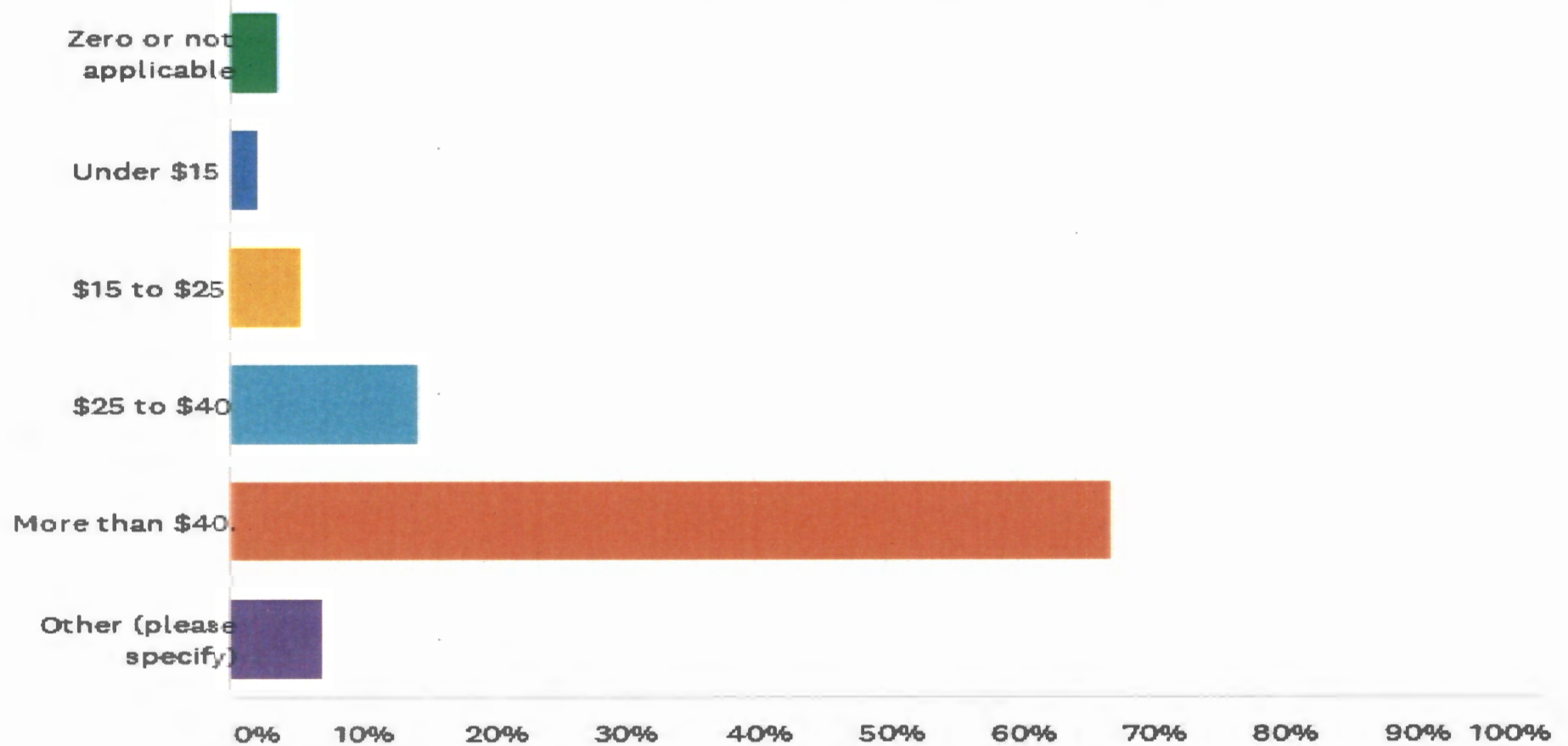
Ferry Passengers patronize St. Petersburg/Pinellas businesses and museums



Major St. Pete/Pinellas County Destinations



Ferry passengers spend a lot of money in St. Petersburg/Pinellas County



Ferry Service Also Reduces Bridge Congestion

- 42% of passengers used the ferry INSTEAD of driving. With over 700,000 intercity passenger trips with permanent service, peak-hour evening congestion mitigation benefits will multiply.
- Approximately 80% of Howard Franklin trips are non-commuter trips based on an analysis done by FDOT's Tampa Bay Regional Planning Model.
- Diverting non-commute trips from the bridges can be as helpful to reduce traffic congestion as diverting commuter trips.

Local Gov't Projected Net Cost – 4 vs. 5 Partners

	Gross Local Government Payment	Average Ticket Price	Rebate Under ILA	Net Local Government Cost
2021-2022	\$175,000.00	\$9.16	\$34,186.85	\$140,813.15
2022-2023	\$190,000.00	\$11.16	\$65,120.44	\$124,879.56
2023-2024	\$202,500.00	\$13.16	\$99,319.98	\$103,180.02
2024-2025	\$255,000.00	\$15.16	\$156,408.98	\$98,591.02

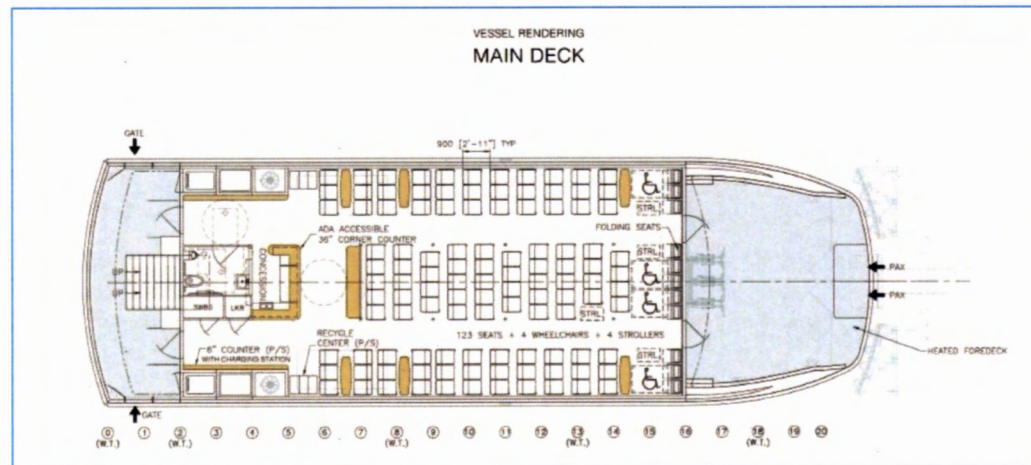
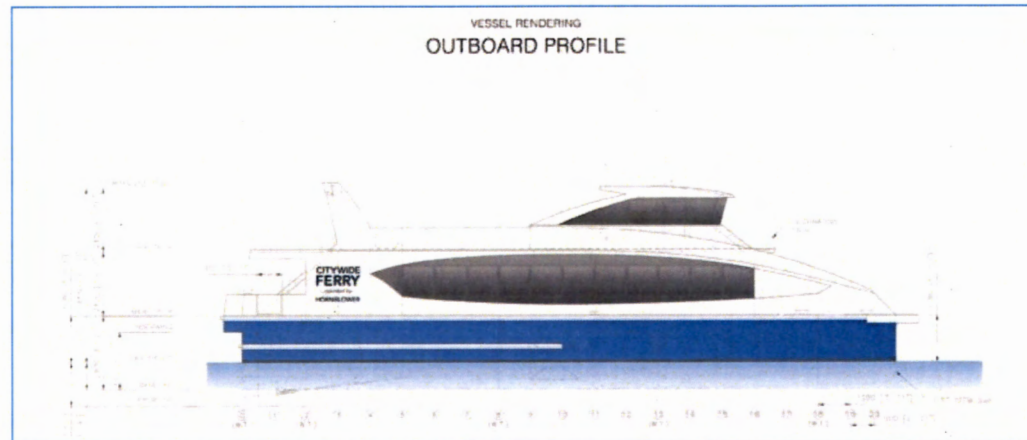
	Gross Payment	Average Ticket	Rebate	Net
2021-2022	\$175,000.00	\$9.16	\$34,186.85	\$140,813.15
2022-2023	\$152,000.00	\$11.16	\$52,096.35	\$99,903.65
2023-2024	\$161,600.00	\$13.16	\$79,455.99	\$82,144.01
2024-2025	\$204,000.00	\$15.16	\$156,408.98	\$47,591.02

Permanent Ferry Project Overview

- Four Vessels, three in service in support of Commuter service and one in reserve during peak periods.
- Two vessels in support of Intercity service during off peak periods. Capacity to move 715,000 trips – 6X more than current seasonal.



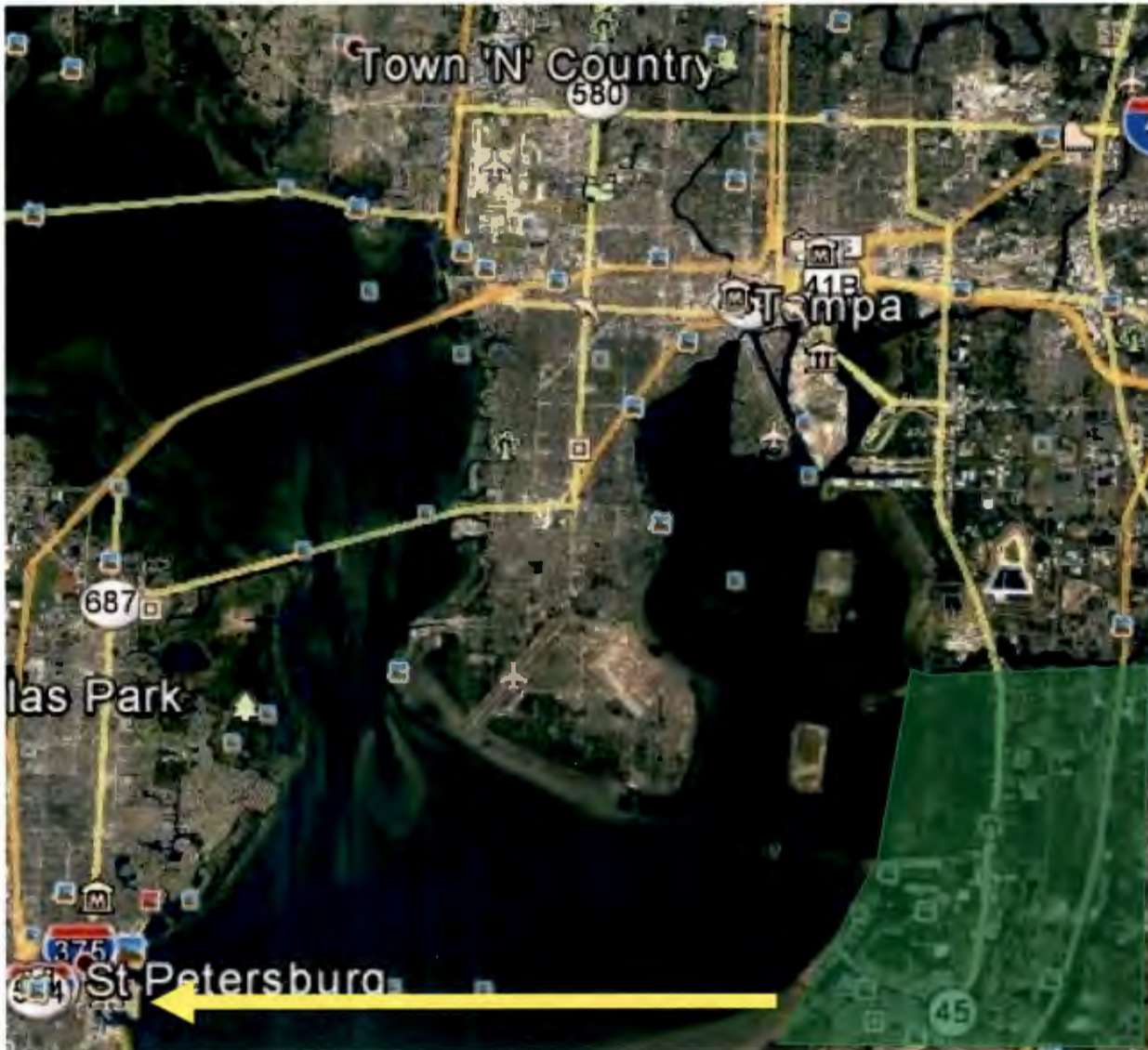
Vessel Designed for Fast Loading/Unloading



Permanent Intercity Ferry Service Will Require
No Operating or Maintenance Subsidies

Second Interim Partnership Agreement

“The Parties intend that certain general principles should be considered in addressing the relationship between the Parties and their responsibilities in such potential Comprehensive Agreement. It is the intention of the Parties, consistent with the Project Developer’s proposed Business Plan for the Ferry Project dated April 15, 2019 and the Project Developer’s proposed Supplemental Business Plan for the Ferry Project dated September 13, 2019, that the County should be primarily responsible for providing and/or facilitating the capital funding needed for the Ferry Project and that the Project Developer should be responsible for the development and construction of the Ferry Project. **It is also the intention of the Parties that the Project Developer should be responsible for the operating and maintenance costs of the Ferry Project, with the risk and cost of operations and maintenance to be covered by Ferry Project revenues.**”



250,000 residents in South Hillsborough County and it will likely add another 100,000 in ten years

Approx. 30 minute ferry trip to downtown St. Peterburg

Permanent service will be like adding a whole new major "city" of new customers for Pinellas County businesses and government sales tax revenues

Intercity and MAFB Intercity Trip Breakdown

	MAFB Daily Trips	Annual Trips	Miles	% of Service	Pax Capacity	% of Pax Capacity
Monday-Friday	50	13000	78000	47%	968500	56%
	Intercity Dailing Trips					
Monday-Friday Short	4	1040	12480		154960	
Monday-Friday Long	6	1560	34320		232440	
			0		0	
Sat. Sun Short	12	1248	14976		185952	
Sat. Sun Long	12	1248	27456		185952	
			89232	53%	759304	44%
Total			167232		1727804	