



Pinellas Waterborne Transportation Integrated Ferry System – Phase 1

Clearwater City Council

May 17, 2021

Pinellas Suncoast Transit Authority (PSTA)
St. Petersburg, Florida

Building an Integrated Pinellas System

1. Improve Clearwater Service

- Improve Docks
- Explore Vessel Acquisition
- Operating Support/Expansion



2. Improve Cross-Bay and John's Pass Services

- Enhance Commuter Service
- Develop Plan for New, Accessible Ferry Terminals

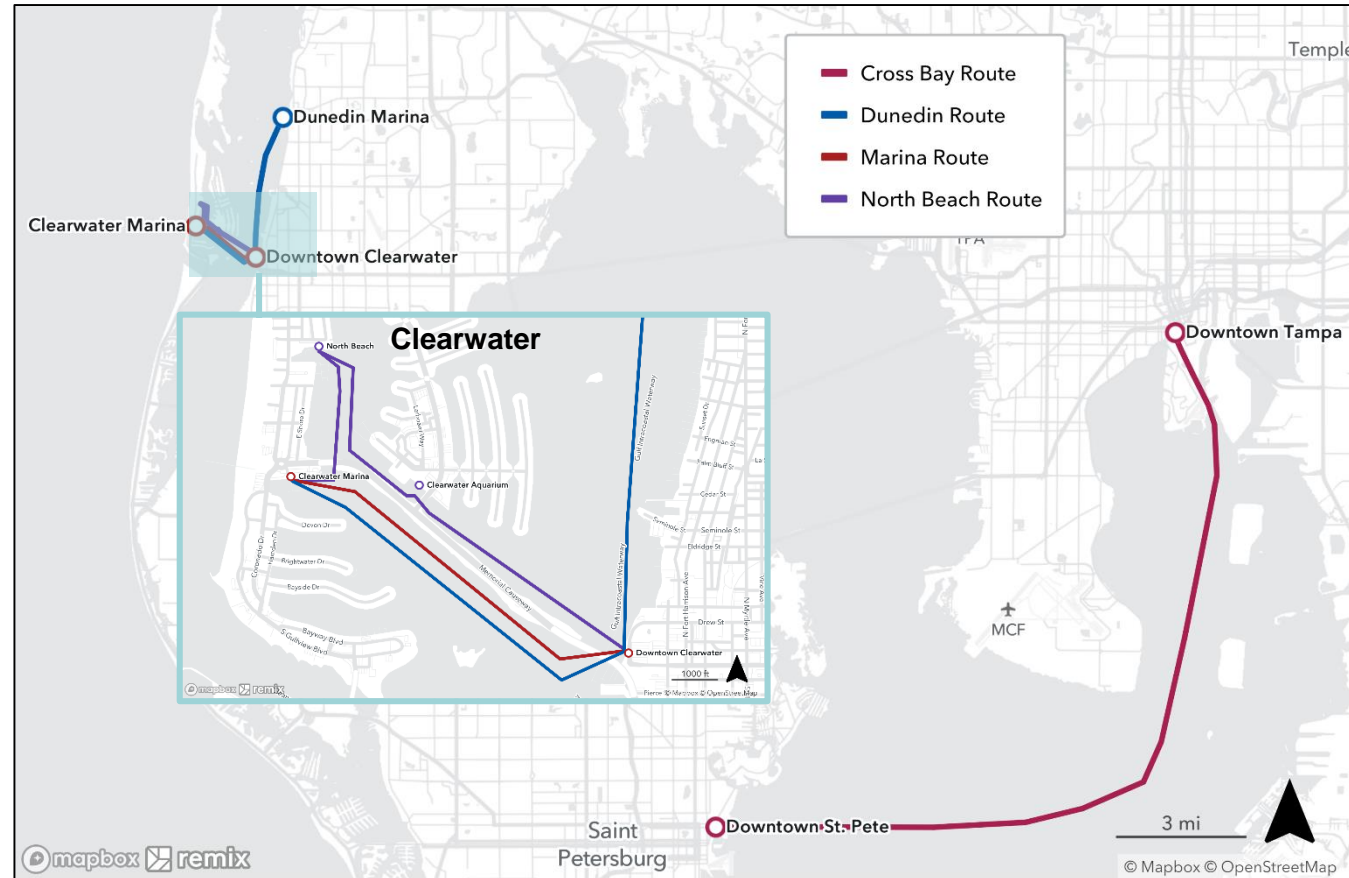
3. Analyze Service Route Expansion

- Ensure Land Connections (Bus, Bike, etc.)
- Conduct travel demand analysis
- Capital Investment Requirements



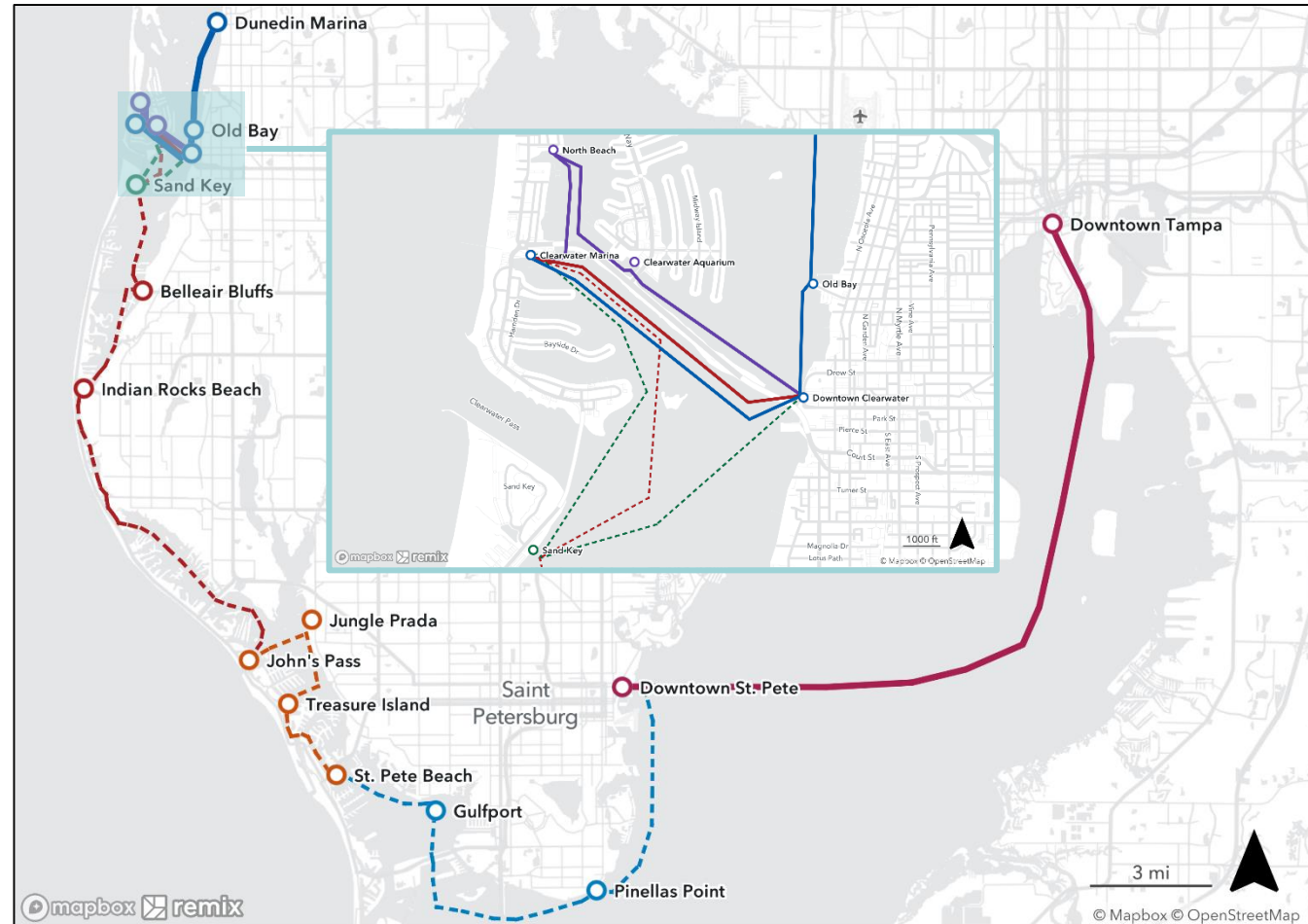
Vision of Public Ferry Service

- Enhance Existing Services
 - Clearwater Ferry from Downtown to Marina
 - Dunedin Service
 - Cross Bay Seasonal Service



Vision of Public Ferry Service

- Phased Future Services
 - South Beach
 - Intracoastal(s)
 - John's Pass
 - South Point
- Long-Term
 - Year Round
 - Bidirectional
 - Commuter & Entertainment Markets



- | | | | |
|-------------------|--------------------------|---------------------|-------------------------|
| — Cross Bay Route | - - - Intracoastal North | — Marina Route | - - - South Beach Route |
| — Dunedin Route | - - - Intracoastal South | — North Beach Route | - - - South Point Route |

Key Activities

Transforming existing proof of concept projects into integrated, viable public transportation

- Service hours that meet needs of commuters and entertainment
- Equitable Fare Pricing Policies
- Networked communication
 - Trip Planning and Real Time Locators
 - Fare Media Integration
- Public Sector Involvement
 - Funding Contribution
 - System Operation/ Capital Ownership



Case Studies

• Jacksonville, FL

- Public Capital, Private Operator
- Funded by LO Gas Tax
- Fares \$1/ped, \$8/car

• Savannah, GA

- Agency Operated
- Funded by City and Tourism
- No Fares

• Rhode Island DOT (Seasonal)

- State Owned, Private Operator
- State pays flat fee plus fares
- Fare \$11 one way



PSTA Action Items Underway

1. FTA Passenger Ferry Program Grant Pursuit

- Infrastructure investment on docks
 - Prototype Dock Design
 - Clearwater and Dunedin Marina Master Plans
- New Vessel Acquisition
 - Environmentally Friendly Propulsion
 - Naval Architecture Considerations



2. Service Development Options

- Service Plan Options
- State Funding Support



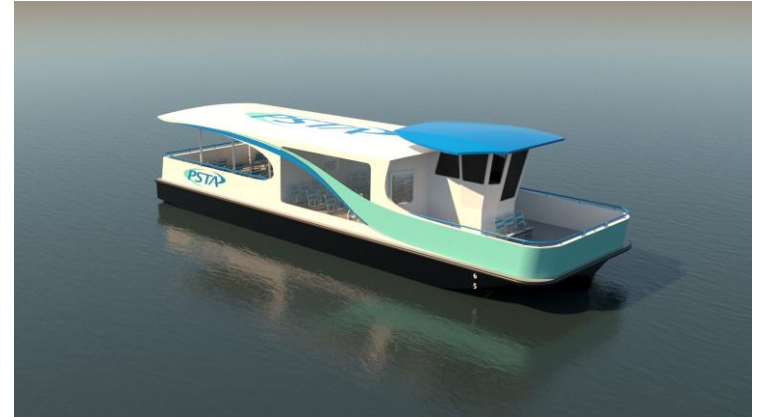
- \$780k-\$1M per dock
 - Includes:
 - Engineering, construction, and construction oversight
 - Boarding access
 - ADA compliance
 - Shaded gangways and docks
 - 2 Vessel
 - Dock lighting
 - Dock security cameras
 - Fare collection

- Does NOT include:
 - Pre-board waiting area
 - Restrooms
 - Utility Bank Conduit
(to be included in City Marina development)
 - All-Electric Charging



Vessel Acquisition Concept

- Coordinated with Clearwater Ferry operations and passenger load needs
- Considerations:
 - Consistent Fleet: minimize maintenance costs and allow for service expansion
 - Environmentally Sustainable/ Green Technologies
 - Vessel Speed Requirement: 17-20 knots, full loaded
 - Passenger Capacity 50-60 plus bicycle capacity, ADA compliant
 - Meets bridge height restrictions: 14' vertical clearance
 - Propulsion Upgradability



Preliminary Cost: Vessels

- \$4- \$5M per vessel includes:
 - Design & Engineering
 - Construction & Delivery
 - Testing & Commissioning
 - Hybrid Propulsion Equipment
 - PSTA System Technologies (Fare collection, AVL, APCs, etc.)
 - Interoperability of Vessels and Routes
- Outstanding Decisions:
 - Annual Vessel Purchase
 - Vessel Features
 - Commercial Grade
 - Evaluation of Propulsion Systems
 - Analysis of Benefits (Emissions and Maintenance)



Next Steps

- Fund and conduct a Concept Design Phase
 - Refine preliminary concept
 - Solidify Cost Estimates
- Prepare application for FTA Passenger Ferry Grant Program
- Secure operating funding
- Secure local capital grant match:
 - FDOT State New Starts Funding
 - FDOT Intermodal Grant Program
 - TDC Capital Project Funding Program
 - City, County



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