

SouthShore Implementation - Phase 1

Add US 301 Service

Activity Centers

- Commercial Center
- ▲ Educational Facility
- ◆ Future Development
- ◆ Health and Community

Park-N-Ride Lots

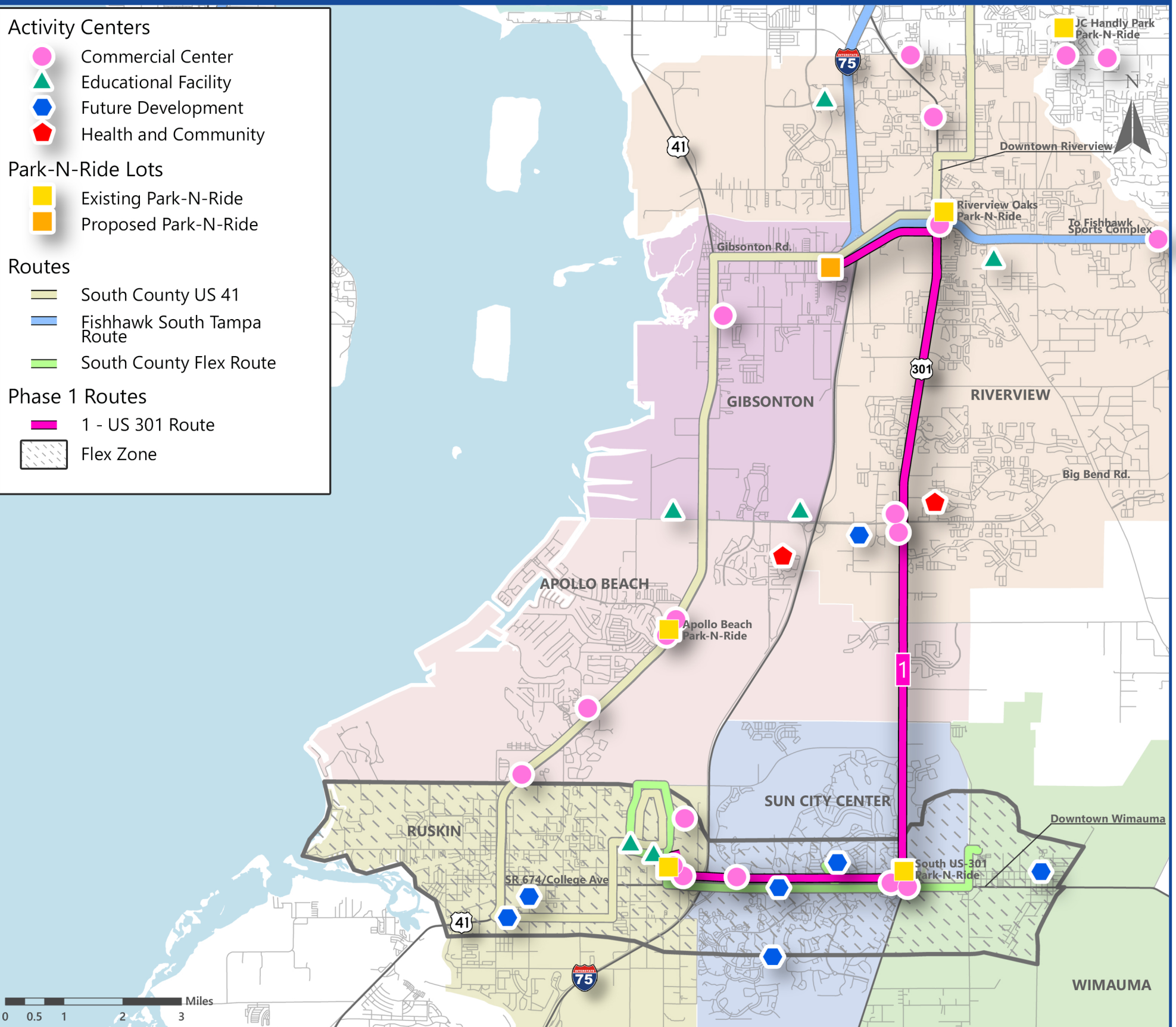
- Existing Park-N-Ride
- Proposed Park-N-Ride

Routes

- South County US 41
- Fishhawk South Tampa Route
- South County Flex Route

Phase 1 Routes

- 1 - US 301 Route
- Flex Zone



Route Name	From	To	Service Characteristics						Ridership	
			Frequency	Round Trip Route Miles	Round Trip Route Time Weekday (Min)	Round Trip Route Time with Layover (Min)	Buses Needed*	Daily Round Trips	Average Daily Projected Ridership Year 2025	Average Daily Projected Ridership Year 2035
South County US 41*	SouthShore Park-N-Ride	Brandon Mall	30 & 60	53.93	216.1	237.7	6	17	415	497
US 301	SouthShore Park-N-Ride	Gibsonton Park-N-Ride	30 & 60	32.47	130.1	143.1	5	17	178	202
South County Flex Route*	Wimauma Park-N-Ride	HCC SouthShore Campus	60	15.93	46.8	50.3	0	13	141	157
Total				102.33					734	856

* Difference in busses between current service and proposed service

Route Name	Annual Operation Cost				Capital Cost		
	Weekday Annual Operation Cost	Saturday Annual Operation Cost	Annual Operating Cost Demand Response (ADA)**	Total Operational Cost	Capital Cost - Vehicles***	Capital Cost - Stops	Total Capital Cost
South County US 41*	\$1,325,116	\$174,494		\$1,499,610	\$3,787,056	\$164,164	\$3,951,220
US 301	\$1,285,200	\$200,970	\$44,585	\$1,530,755	\$3,155,880	\$600,421	\$3,756,301
South County Flex Route*				\$0			\$0
Total	\$2,610,316	\$375,464	\$44,585	\$3,030,365	\$6,942,936	\$764,585	\$7,707,521

* Difference in cost between current service and proposed service

** Estimated at 12% of operating cost of new service miles

*** Includes 20% spare vehicles

SouthShore Implementation - Phase 2

Add I-75 Express Service

Activity Centers

- Commercial Center
- ▲ Educational Facility
- ◆ Future Development
- ◆ Health and Community

Park-N-Ride Lots

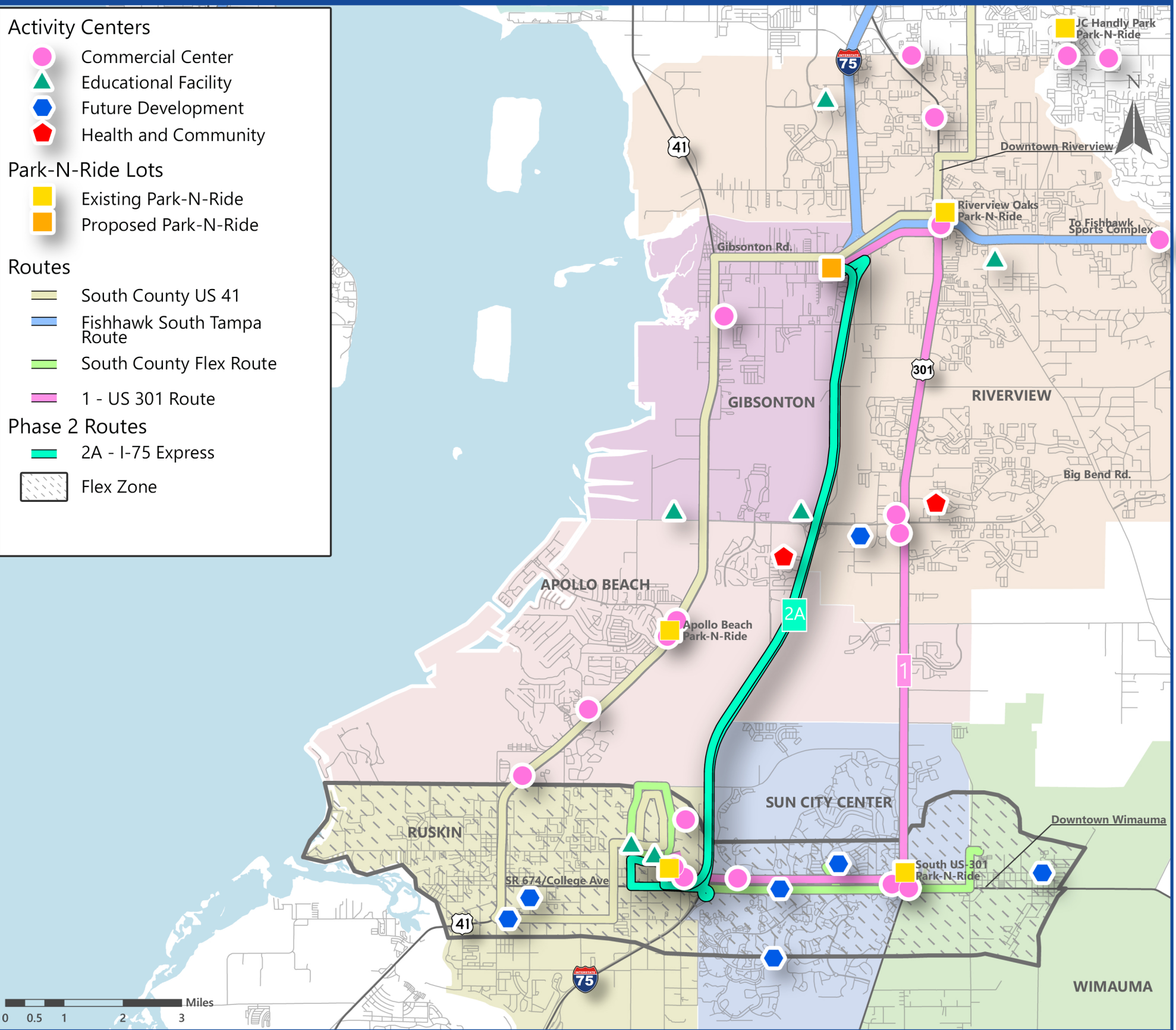
- Existing Park-N-Ride
- Proposed Park-N-Ride

Routes

- South County US 41
- Fishhawk South Tampa Route
- South County Flex Route
- 1 - US 301 Route

Phase 2 Routes

- 2A - I-75 Express
- Flex Zone



Route Name	From	To	Service Characteristics						Ridership	
			Frequency	Round Trip Route Miles	Round Trip Route Time Weekday (Min)	Round Trip Route Time with Layover (Min)	Buses Needed*	Daily Round Trips	Average Daily Projected Ridership Year 2025	Average Daily Projected Ridership Year 2035
South County US 41*	SouthShore Park-N-Ride	Brandon Mall	30 & 60	53.93	216.1	237.7	6	17	362	423
US 301	SouthShore Park-N-Ride	Gibsonton Park-N-Ride	30 & 60	32.47	130.1	143.1	5	17	140	160
South County Flex Route*	Wimauma Park-N-Ride	HCC SouthShore Campus	60	15.93	46.8	50.3	0	13	131	145
I-75 Express	SouthShore Park-N-Ride	Downtown	60	25.08	100.5	110.6	2	7	137	182
Total				127.41					770	910

* Difference in busses between current service and proposed service

Route Name	Annual Operation Cost				Capital Cost		
	Weekday Annual Operation Cost	Saturday Annual Operation Cost	Annual Operating Cost Demand Response (ADA)**	Total Operational Cost	Capital Cost - Vehicles***	Capital Cost - Stops	Total Capital Cost
South County US 41*	\$1,325,116	\$174,494		\$1,499,610	\$3,787,056	\$164,164	\$3,951,220
US 301	\$1,285,200	\$200,970	\$44,585	\$1,530,755	\$3,155,880	\$600,421	\$3,756,301
South County Flex Route*				\$0			\$0
I-75 Express	\$428,400			\$428,400	\$1,262,352		\$1,262,352
Total	\$3,038,716	\$375,464	\$44,585	\$3,458,765	\$8,205,288	\$764,585	\$8,969,873

* Difference in cost between current service and proposed service

** Estimated at 12% of operating cost of new service miles

*** Includes 20% spare vehicles

SouthShore Implementation - Phase 3

Add I-75 Express to Downtown and South Loop Service

Activity Centers

- Commercial Center
- ▲ Educational Facility
- ◆ Future Development
- ◆ Health and Community

Park-N-Ride Lots

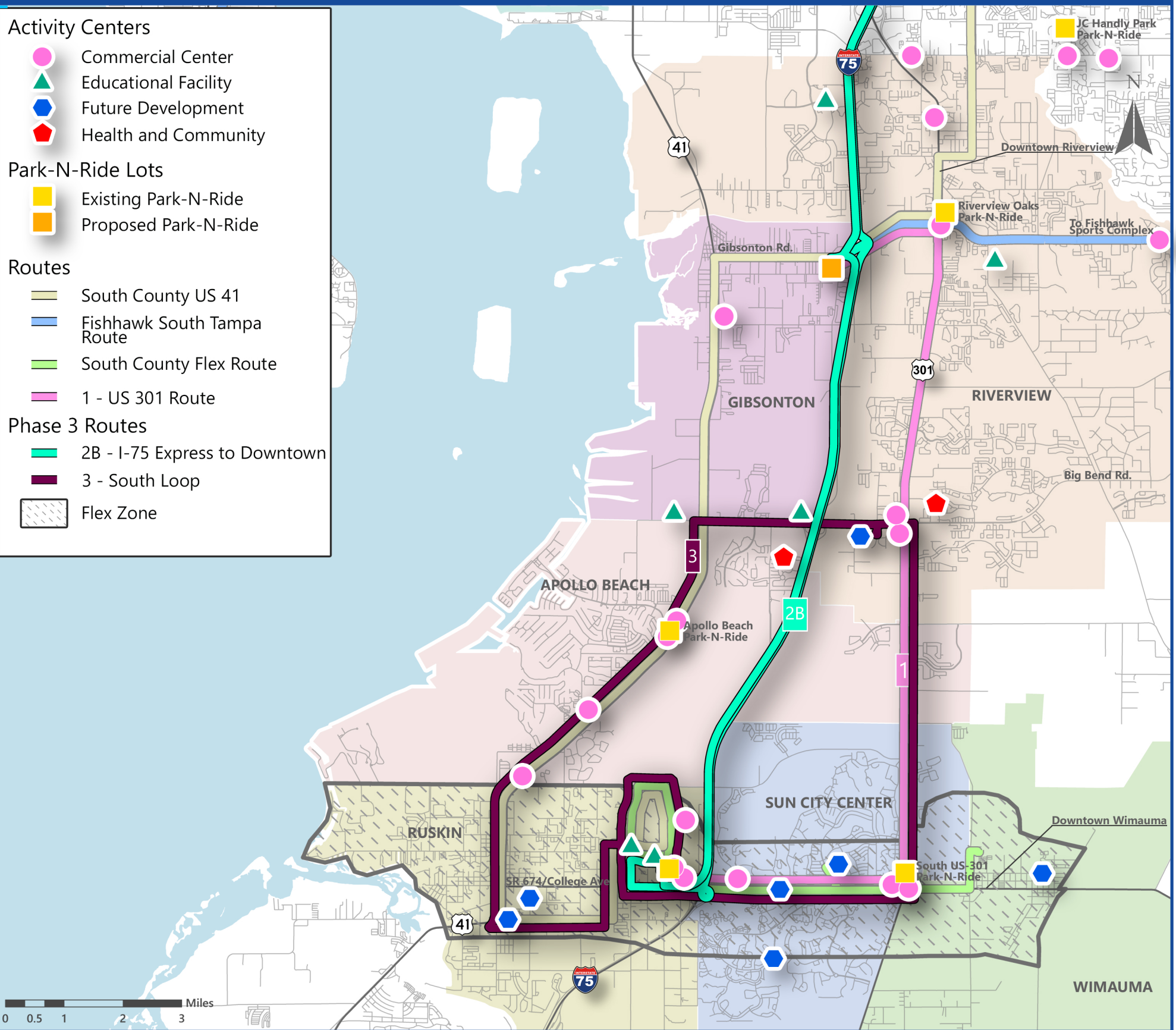
- Existing Park-N-Ride
- Proposed Park-N-Ride

Routes

- South County US 41
- Fishhawk South Tampa Route
- South County Flex Route
- 1 - US 301 Route

Phase 3 Routes

- 2B - I-75 Express to Downtown
- 3 - South Loop
- Flex Zone



Route Name	From	To	Service Characteristics						Ridership	
			Frequency	Round Trip Route Miles	Round Trip Route Time Weekday (Min)	Round Trip Route Time with Layover (Min)	Buses Needed*	Daily Round Trips	Average Daily Projected Ridership Year 2025	Average Daily Projected Ridership Year 2035
South County US 41*	SouthShore Park-N-Ride	Brandon Mall	30 & 60	53.93	216.1	237.7	6	17	290	331
US 301	SouthShore Park-N-Ride	Gibsonton Park-N-Ride	30 & 60	32.47	130.1	143.1	5	17	112	126
South County Flex Route*	Wimauma Park-N-Ride	HCC SouthShore Campus	60	15.93	46.8	50.3	0	13	105	114
I75 Express	SouthShore Park-N-Ride	Downtown	60	56.2	226.9	249.6	5	7	193	229
South Loop	SouthShore Park-N-Ride	SouthShore Park-N-Ride	30	53.78	215.5	237.0	8	12	250	311
Total				212.31					950	1,111

* Difference in busses between current service and proposed service

Route Name	Annual Operation Cost				Capital Cost		
	Weekday Annual Operation Cost	Saturday Annual Operation Cost	Annual Operating Cost Demand Response (ADA)**	Total Operational Cost	Capital Cost - Vehicles***	Capital Cost - Stops	Total Capital Cost
South County US 41*	\$1,325,116	\$174,494		\$1,499,610	\$3,787,056	\$164,164	\$3,951,220
US 301	\$1,285,200	\$200,970	\$44,585	\$1,530,755	\$3,155,880	\$600,421	\$3,756,301
South County Flex Route*				\$0			\$0
I75 Express	\$1,071,000			\$1,071,000	\$3,155,880		\$3,155,880
South Loop	\$637,214	\$144,935	\$23,464	\$805,613	\$704,582	\$118,682	\$823,264
Total	\$4,318,530	\$520,399	\$68,049	\$4,906,978	\$10,803,398	\$883,267	\$11,686,665

* Difference in cost between current service and proposed service

** Estimated at 12% of operating cost of new service miles

*** Includes 20% spare vehicles

SouthShore Implementation - Phase 4

Add North Loop Service

Activity Centers

- Commercial Center
- ▲ Educational Facility
- ◆ Future Development
- ◆ Health and Community

Park-N-Ride Lots

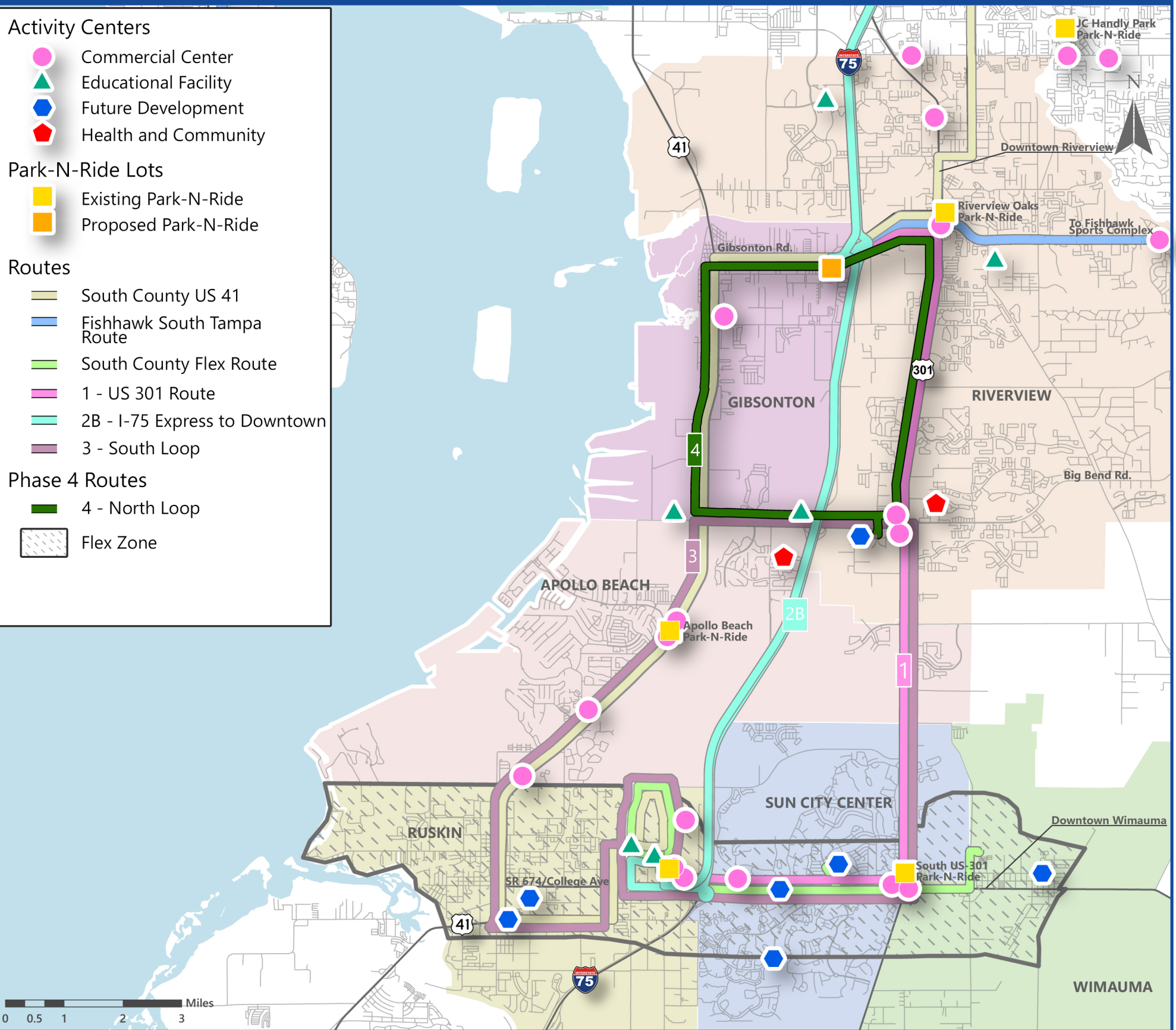
- Existing Park-N-Ride
- Proposed Park-N-Ride

Routes

- South County US 41
- Fishhawk South Tampa Route
- South County Flex Route
- 1 - US 301 Route
- 2B - I-75 Express to Downtown
- 3 - South Loop

Phase 4 Routes

- 4 - North Loop
- Flex Zone



Route Name	From	To	Service Characteristics						Ridership	
			Frequency	Round Trip Route Miles	Round Trip Route Time Weekday (Min)	Round Trip Route Time with Layover (Min)	Buses Needed*	Daily Round Trips	Average Daily Projected Ridership Year 2025	Average Daily Projected Ridership Year 2035
South County US 41*	SouthShore Park-N-Ride	Brandon Mall	30 & 60	53.93	216.1	237.7	6	17	256	290
US 301	SouthShore Park-N-Ride	Gibsonton Park-N-Ride	30 & 60	32.47	130.1	143.1	5	17	99	110
South County Flex Route*	Wimauma Park-N-Ride	HCC SouthShore Campus	60	15.93	46.8	50.3	0	13	93	100
I75 Express	SouthShore Park-N-Ride	Downtown	60	56.2	226.9	249.6	5	7	170	201
South Loop	SouthShore Park-N-Ride	SouthShore Park-N-Ride	30	53.78	215.5	237.0	8	12	221	273
North Loop	Gibsonton Park-N-Ride	Gibsonton Park-N-Ride	30	31.76	127.3	140.0	5	12	123	149
Total				244.07					962	1,123

* Difference in busses between current service and proposed service

Route Name	Annual Operation Cost				Capital Cost		
	Weekday Annual Operation Cost	Saturday Annual Operation Cost	Annual Operating Cost Demand Response (ADA)**	Total Operational Cost	Capital Cost - Vehicles***	Capital Cost - Stops	Total Capital Cost
South County US 41*	\$1,325,116	\$174,494		\$1,499,610	\$3,787,056	\$164,164	\$3,951,220
US 301	\$1,285,200	\$200,970	\$44,585	\$1,530,755	\$3,155,880	\$600,421	\$3,756,301
South County Flex Route*				\$0			\$0
I75 Express	\$1,071,000			\$1,071,000	\$3,155,880		\$3,155,880
South Loop	\$637,214	\$144,935	\$23,464	\$805,613	\$704,582	\$118,682	\$823,264
North Loop	\$398,259	\$90,584		\$488,843	\$440,364		\$440,364
Total	\$4,716,789	\$610,983	\$68,049	\$5,395,821	\$11,243,762	\$883,267	\$12,127,029

* Difference in cost between current service and proposed service

** Estimated at 12% of operating cost of new service miles

*** Includes 20% spare vehicles

SouthShore Implementation - Phase 5

Add High Speed Ferry Connection

Activity Centers

- Commercial Center
- ▲ Educational Facility
- ◆ Future Development
- ◆ Health and Community
- ★ Proposed High Speed Ferry Docks

Park-N-Ride Lots

- Existing Park-N-Ride
- Proposed Park-N-Ride

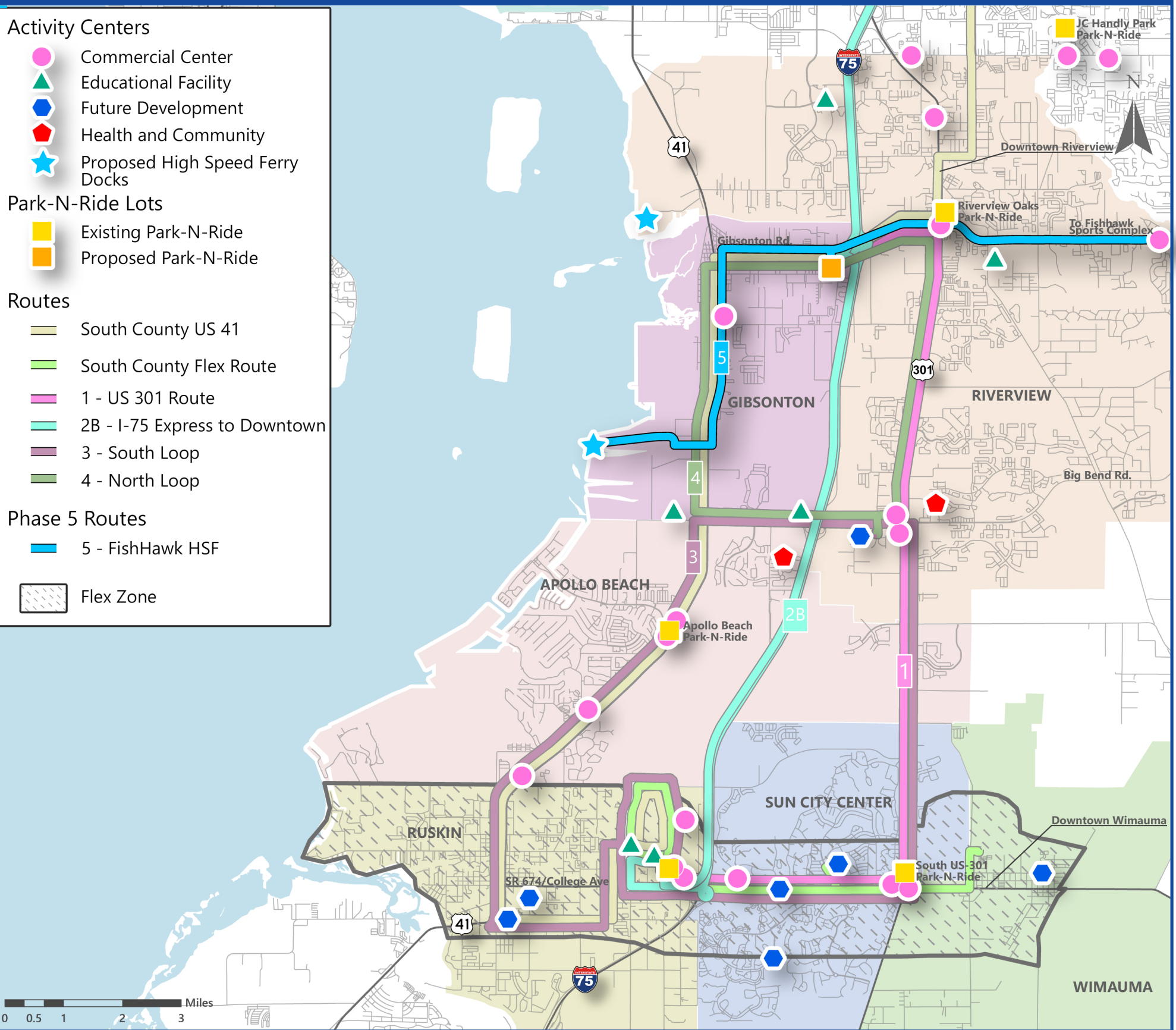
Routes

- South County US 41
- South County Flex Route
- 1 - US 301 Route
- 2B - I-75 Express to Downtown
- 3 - South Loop
- 4 - North Loop

Phase 5 Routes

- 5 - FishHawk HSF

Flex Zone



Route Name	From	To	Service Characteristics						Ridership	
			Frequency	Round Trip Route Miles	Round Trip Route Time Weekday (Min)	Round Trip Route Time with Layover (Min)	Buses Needed*	Daily Round Trips	Average Daily Projected Ridership Year 2025	Average Daily Projected Ridership Year 2035
South County US 41*	SouthShore Park-N-Ride	Brandon Mall	30 & 60	53.93	216.1	237.7	6	17	258	296
US 301	SouthShore Park-N-Ride	Gibsonton Park-N-Ride	30 & 60	32.47	130.1	143.1	5	17	99	110
South County Flex Route*	Wimauma Park-N-Ride	HCC SouthShore Campus	60	15.93	46.8	50.3	0	13	93	100
I-75 Express	SouthShore Park-N-Ride	Downtown	60	56.2	226.9	249.6	5	7	170	201
South Loop	SouthShore Park-N-Ride	SouthShore Park-N-Ride	30	53.78	215.5	237.0	8	12	221	273
North Loop	Gibsonton Park-N-Ride	Gibsonton Park-N-Ride	30	31.76	127.3	140.0	5	12	123	149
FishHawk HSF*	Culbreath & Bloomingdale Park-N-Ride	High Speed Ferry (HSF)	30	40.96	164.1	180.5	4	28	491	590
Bloomingdale *	Downtown	FishHawk Sports Complex Park-N-Ride	30	61.75	122.1	134.3	2	28	272	318
Total				346.78					1,727	2,037

* Difference in busses between current service and proposed service

Route Name	Annual Operation Cost			Capital Cost			
	Weekday Annual Operation Cost	Saturday Annual Operation Cost	Annual Operating Cost Demand Response (ADA)**	Total Operational Cost	Capital Cost - Vehicles***	Capital Cost - Stops	Total Capital Cost
South County US 41*	\$1,325,116	\$174,494		\$1,499,610	\$3,787,056	\$164,164	\$3,951,220
US 301	\$1,285,200	\$200,970	\$44,585	\$1,530,755	\$3,155,880	\$600,421	\$3,756,301
South County Flex Route*				\$0			\$0
I-75 Express	\$1,071,000			\$1,071,000	\$3,155,880		\$3,155,880
South Loop	\$637,214	\$144,935	\$23,464	\$805,613	\$704,582	\$118,682	\$823,264
North Loop	\$398,259	\$90,584		\$488,843	\$440,364		\$440,364
FishHawk HSF*	\$2,382,975			\$2,382,975	\$2,524,704		\$2,524,704
Bloomingdale*	\$1,673,437			\$1,673,437	\$1,262,352		\$1,262,352
Total	\$8,773,201	\$610,983	\$68,049	\$9,452,233	\$15,030,818	\$883,267	\$15,914,085

* Difference in cost between current service and proposed service

** Estimated at 12% of operating cost of new service miles

*** Includes 20% spare vehicles