



TAMPA HISTORIC STREETCAR BOARD OF DIRECTORS

Tuesday, August 27, 2024, 1:00 PM
1201 East 7th Avenue Tampa, FL 33605

Information not viewable is available upon request through the Clerk of the Board phone: 813-384-6552 or e-mail: petitl@goHART.org

AGENDA

MEMBERSHIP

City of Tampa Representatives
Michael English
Abbey Dohring Ahern
Brandon Campbell
Councilmember Guido Maniscalco
David Mechanik

Hillsborough Transit Authority
Melanie Williams
Councilmember Gwendolyn Henderson
Councilmember Gil Schisler

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE
2. PUBLIC INPUT (3 MINUTES PER SPEAKER)
3. APPROVAL OF MINUTES
 - 3.a. Regular Board of Directors Meeting ~ June 25, 2024
[Meeting Minutes](#)
4. PRESENTATION
 - 4.a. FY 2025 HART/THS Proposed Budget
Loretta Kirk, Chief Financial Officer
[Presentation](#)
5. ACTION ITEMS
 - 5.a. Resolution #R2024-08-03 ~ Approval of Proposed FY2025 Tampa Historic Streetcar, Inc. (THS) Annual Corporate Budget in the Amount of \$1,797,213
[Resolution #R2024-08-03 with Attachments I & II](#)
 - 5.b. Resolution #R2024-08-04 ~ Approval of Proposed FY2025 HART Annual Streetcar Operations Budget in the Amount of \$4,927,099
[Resolution #R2024-08-04 with Attachments I & II](#)

- 5.c. **Resolution #R2024-08-05 ~ Authorization to Offer Winter Village Express Service on Sundays from November 24 to December 22, 2024**
Rachel Radawec, Tampa Downtown Partnership
[Resolution #R2024-08-05 with Attachment I](#)
[Attachment II](#)

6. MARKETING SERVICES REPORT

- 6.a. **June 2024**
[Report](#)
- 6.b. **July 2024**
[Report](#)

7. STREETCAR SYSTEM PERFORMANCE REPORT

- 7.a. **June 2024**
[Report](#)
- 7.b. **July 2024**
[Report](#)

8. LEGAL AND LEGISLATIVE REPORTS

David Smolker, THS General Counsel

9. CHAIR'S REPORT

Michael English, THS President/Chair

10. HART CHIEF EXECUTIVE OFFICER'S REPORT

Scott Drainville, HART Chief Executive Officer

11. COMPLIANCE REPORTS (REVIEW AND FILE)

- 11.a. **City of Tampa Financial Statement for the month ending May 31, 2024**
[Report for the month ending May 31, 2024](#)
- 11.b. **City of Tampa Financial Statement for the month ending June 30, 2024**
[Report for the month ending June 30, 2024](#)

12. OLD BUSINESS

13. NEW BUSINESS

14. ADJOURNMENT



Meeting Minutes
**** Pending Approval****

Attendance in Person

Board Members

Michael English, President
Brandon Campbell
Councilmember Guido Maniscalco
Councilmember Gil Schisler
Melanie Williams

(5) HART - Staff Members(13)

Brian Allan
Davidson Anestal
Richard Campbell
Catherine Chavarria
Scott Drainville
Danielle Jackson
Loretta Kirk
Yolanda Moreno
Sean McCarthy
Lena Petit
Justin Willits
Melonie Williams
Frank Wyszynski

Board Member Absent

Abbey Ahern, Vice President
Councilmember Gwendolyn Henderson

(2) Others Present(4)

Nancy Harper, City of Tampa
Frank De La Grana, The Baldwin Group
Kevin Jackson, Kettler
Bill Taulbee, The Baldwin Group

Attendance via Communications Media Technology (CMT)

Board Members

David Mechanik

(1) Others Present(1)

David Smolker, THS General Counsel

The June 25, 2024, THS Board of Directors meeting was held in a hybrid format with quorum physically present in the Florida Conference Room at the HART Administrative Office, 1201 East 7th Avenue, Tampa, Florida, with the rest of the Board members participating via Communication Media Technology (CMT).

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Michael English called the meeting to order at 1:00 p.m. A physical quorum was present to conduct business. Pledge of Allegiance followed.

WELCOME NEW BOARD MEMBER

Brandon Campbell

PUBLIC INPUT (3 MINUTES PER SPEAKER)

There was no one pre-registered or present to provide public comment.



Meeting Minutes
**** Pending Approval****

APPROVAL OF MINUTES

Regular Board of Directors Meeting ~ March 26, 2024

Director Schisler moved and Director Maniscalco seconded approval of the March 26, 2024 of Director meeting minutes. All Board Members present voted aye. The motion carried unanimously.

PRESENTATIONS

GasWorx Streetcar Station Addition

Mr. Justin Willits, HART Director of Planning & Scheduling, introduced Mr. Kevin Jackson, Construction Project Manager with Kettler, to present the GasWorx Streetcar Station Addition. A full copy of the presentation is available upon request from the Board Administrator at JacksonD2@gohart.org.

Director Schisler inquired if this project was currently under construction.

Mr. Jackson indicated that the project was in the permitting phase, with construction expected to begin in the fall.

Director Schisler questioned the dimensions of the footprint at the stop, both with and without ADA ramps.

Mr. Jackson mentioned it was roughly 85 feet in total, including the ramp that extended from the start to the outer edge of the light post, with the ramp itself measuring 26 feet in length.

Director Schisler inquired about the expense of the project.

Mr. Jackson mentioned they received initial budget estimates from their contractor, and also reached out to a couple of contractors who collaborated with HART on other bus stop projects; receiving proposals ranging from \$ 500,000 to \$600,000.

President English questioned whether the City would take ownership and maintain the area as it was the current practice with all the other stops.

Mr. Jackson confirmed that was the current plan.

President English complimented the design and inquired if there was a sidewalk in that location.

Mr. Jackson noted there was currently a standard sidewalk, although the right of way would undergo slight changes due to the ongoing modifications to the infrastructure that were taking place in Channelside.



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** Pending Approval**

President English inquired about the plans to proceed with the construction, HART's involvement in establishing a stop after completion, and the strategy for operation.

Mr. Justin Willits, Director of Scheduling & Planning, stated the plan was for the units not to activate once they came online unless there was a desire to do so.

President English raised concerns about activating it before people were present.

Mr. Willits mentioned there was a temporary hold in place mainly due to ongoing construction but once individuals were in the vicinity, the activation will occur.

Mr. Jackson mentioned they anticipated a timeline of approximately 24 months to construct the E3, and E2 buildings; the E1 building would be completed slightly faster due to its smaller size with plans to be opened and operational by the end of 2027. He mentioned they desired to open the E3 building simultaneously with the Streetcar stop, although it required a separate permit as it was located in the right of way they would continue to collaborate with the City officials, particularly Brandon, to ensure proper coordination.

Director Campbell raised concern about the facade of E3 in the landscape section, noting a varying width beneath the overhang and questioning the variable being displayed.

Mr. Jackson believed the variability was due to the setbacks for the retail space, particularly the vestibules with a minimum of 10 feet.

FY2025 HART/THS Proposed Budget

Mr. Scott Drainville, Chief Executive Officer informed HART staff was presenting the first draft of the FY2025 proposed budget, which was subject to change based on the discussions by the Board during the meeting. He stated the THS Board members would have opportunities to review the budget iterations in the upcoming months. Mr. Drainville mentioned the goal was to approve the budget at the August 27 THS Board meeting which reflected the true costs of the THS budget; although there was not any confirmation of the funding subsidy for the fares the true cost recognized the loss of the fare subsidy and an entity would have to cover the shortfall. He invited Melonie Williams, HART Director of Budgets and Grants, to the podium to present. A full copy of the presentation is available upon request from the Board Administrator at JacksonD2@gohart.org.

Director Williams inquired about the reason for breaking down the data for this year specifically in comparison to previous years, seeking clarification on the underlying philosophy or rationale behind the change in reporting.

Mr. Drainville stated that due to the dire financial difficulties faced by HART, after receiving the findings from the Federal Department of Transportation (FDOT) study the issue of the true cost of the Streetcar was raised at the HART Board meeting. He instructed staff to thoroughly examine not only the Streetcar, but the entire HART system in great detail to identify the actual expenses, therefore, this represented the accurate cost of operating the Streetcar, which was not previously



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** Pending Approval**

calculated in previous years. Mr. Drainville confidently asserted that those figures were conservative when compared to similar organizations across the country.

Director Williams acknowledged the passing on the actual cost of operating the Streetcar, which had been previously overlooked.

President English mentioned that it was justifiable and not unreasonable, considering that the Department of Transportation (DOT) was not going to provide funds resulting in a \$2.4 million financial loss.

Director Williams expressed gratitude for the comprehensive budget presentation which prompted her to have additional questions about Tampa Historic Streetcar (THS) beginning the year with a deficit. She asked about potential recommendations or actions that could help address the issue, as well as any factors to consider in order to balance the budget from a revenue perspective.

Mr. Drainville informed that President English and staff were meeting with the Community Redevelopment Agency (CRA) to discuss the current financial position and the possibility of them increasing their contributions. He mentioned that staff would go to the Board of Directors for public outreach regarding the potential reinstatement of the fare, although there were no specific recommendations on certain matters yet, staff was actively seeking external contributions to address the \$700,000 deficit and cover new administrative costs.

Director Williams inquired whether it would be presented to the larger Board of Directors.

Mr. Drainville stated the THS budget was not presented to the larger Board of Directors.

Director Schisler was uncertain why the THS budget was not disclosed to the HART Board of Directors, given that it was part of the overall HART budget. He requested further explanation regarding the capital and operating expenses as it appeared there was a potential total revenue requirement or expense of \$9.4 million, including both operating expenses and capital expenditures.

Ms. Williams reported that the combined revenue for HART and THS was \$3,502,245. She mentioned that the operating revenue for HART was \$4,787,932.

Director Schisler questioned if capital costs were included.

Ms. Williams informed the capital costs were not included.

Director Schisler asked about the capital funding options currently available at this point, or whether the two were generally not separated.

Mr. Drainville stated that the HART Board does approve the overall capital plan, allocating the 5337 specific funds for the Streetcar.



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Director Shisler asked about the funding for the capital.

President English believed that the capital expenditures were minimal.

Ms. Loretta Kirk, Chief Financial Officer, clarified that while the capital was typically minimal, due to THS streetcar rehabilitation efforts, it had become significant in recent years. She explained that the total budget included in the HART budget was a portion of the HART operating budget and the capital budget for the Streetcar which was in line with Mr. Drainville's statement that the funding for the Streetcar was part of the HART capital budget and therefore included in the THS budget. Ms. Kirk noted that staff could provide a detailed breakdown of the funding in the upcoming presentation if requested by the Board. She explained that the funding primarily came from the 5337-formula allocation, a dedicated revenue source from FTA for Streetcar operations, however, for the current year, it was \$916,000, resulting in HART absorbing the additional \$2,000,007.

Director Schisler inquired if the balanced THS budget would be presented.

Ms. Kirk stated that the staff was presenting a balanced budget solely for operating expenses.

Director Schisler restated whether Hillsborough Transit Authority (HART) would cover the capital expenses through the 5337 formula allocations.

Ms. Kirk affirmed and specified the availability of additional funds. She informed the Board that if they desired for the staff to balance the budget for the July presentation, they could indicate where that money would come from, and the expenditure would be \$3.6 million.

Director Schisler suggested it would be helpful to note the total sum and to confirm that the HART balance was maintained. He inquired about the projected deficit for operating the Streetcar in the upcoming year.

Ms. Kirk pointed out that HART was not experiencing a deficit, instead, the deficit amounted to \$2.3 million on the THS side.

Director Schisler asked how THS was going to cover the deficit.

Ms. Kirk mentioned that was the inquiry.

Director Schisler inquired what the options were.

President English mentioned the options were the City of Tampa and CRA's.

Director Williams questioned the possibility of returning with recommendations to address the \$2.3 million deficit, highlighting the need to plan for covering it.



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President English communicated that the City had already been briefed on this preliminary, while the city staff and council had not and would not be for some time. He mentioned that afternoon was the first of the CRA Advisory Committee presentations which he would be attending with the Streetcar staff and as this situation developed, the City had to decide how, or if there was a way to make up that deficit because HART had just taken a million and a half dollar hit and added it to DOT. President English emphasized the importance of addressing the deficit, recognizing the urgency of finding a solution. He noted that if HART's budget were not depleted, staff would not be seeking additional funds. President English highlighted the financial constraints of the HART budget in comparison to the Streetcar, stating that resolving the issue was primarily the City's responsibility.

Director Schisler expressed his worry about the City questioning the significant increase in funding needed by THS, and why the amount requested from FDOT jumped from \$700,000 to \$2.3 million within a year.

President English announced that DOT indicated the previous year was the final year to receive funding.

Director Schisler acknowledged that the \$700,000 shortfall from the budget resulted in a \$1.6 million deficit needing to find a way to explain to the stakeholders the source of this deficit, as it did not simply appear overnight.

Mr. Drainville reported he met with the Mayor and the City staff in early April, when they were informed about the administrative costs associated with operating the Streetcar. He referred to the tri-party agreement, specifically Article Four, Section Two, and highlighted the option for the basic service to be required by the City; if there was no approval or agreement, staff could consider alternative service options which was why he urged the staff to engage more actively in public outreach to consider reinstating fares. He stressed that this proactive approach would ensure that there was a plan in place to move forward when the fiscal year ends, and if funding was not available, there was a possibility that fares may need to be reintroduced or services may need to be reduced. Mr. Drainville emphasized that the \$700,000 data was crucial not only did it provide free fares but also put the fifth car into service.

Director Schisler raised concern regarding what occurred last year and the year before that.

Mr. Drainville referenced the discussion that took place during the HART Board meeting, where a Board member questioned the actual expenses incurred by HART in operating the Streetcar; revealing that the operation was not cost-neutral, therefore upon assuming his current role, he instructed the staff to thoroughly review the budget to determine the true costs. He stated it became apparent that the staff dedicated a significant amount of time running the Streetcar without receiving proper compensation, highlighting a major issue.



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Director Schisler questioned the complete allocation of all THS expenses from HART, noting the amount was significant as he had estimated the deficit to be approximately \$700,000.

Mr. Drainville pointed out that in comparison to Kansas City and other similar systems, their budgets were double the amount of what the TECO Streetcar received, totaling \$8.4 million; despite this increase, the THS budget remained substantially lower.

Director Schisler acknowledged the significance of the numbers, although he did not consider it crucial to acknowledge the efficiencies being implemented by HART to accurately identify and allocate all the true costs associated with running the system. He commended the HART Administration for their efforts, expressing surprise at the specific figures but emphasizing the importance of being informed for future planning.

Director Williams highlighted that the number of THS employees had remained consistent compared to the previous year, reflecting a commendable level of efficiency in the presentation. She also noted the slight increase in employee costs and suggested that employees worked harder to ensure services were delivered as depicted. Director Williams commended the decision not to hire more staff while aiming to improve services, emphasizing the importance of efficiency. She wanted to ensure that the staff was aware of her appreciation for their commitment to working efficiently.

Director Schisler emphasized that the CSX insurance posed a significant burden, an additional \$400,000.

President English mentioned the possibility of a significant decrease; however, efforts were being made to address the issue.

Director Schisler highlighted that the insurance cost had been factored into the budget, a crucial point considering that this expense had not been accounted for in the previous year's budget and whether or not the funds were utilized it remained a separate issue; when comparing the two \$1.6 million of \$ 400,000 was the insurance increase.

President English mentioned the need to consider additional factors, such as fares, although it was an unpleasant thought, it was reduced to zero at the request of DOT with their financial support, however, since they had withdrawn their funding, \$2 fares would help cover the deficit. He acknowledged that while no one desired this, it was essential for staff to continue discussing the matter and explore potential solutions.

MARKETING SERVICES REPORT

Mr. Frank Wyszynski, HART Manager of Communications and Marketing, presented the Streetcar Performance Report for May 2024. He mentioned that Mr. Smolker had contacted him to inform him that Publix would no longer be sponsoring the Publix station they had been advertising for the past three or four years; the sponsorship would revert to Port Tampa Bay station on July 27. Mr.



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Wyszynski also stated that Vector Media, the advertising program handler, was in discussions with Publix regarding the possibility of sponsoring another station, the Greenwise Publix, which would soon transition back to a regular Publix near Amalie Arena, this station was expected to bring in higher revenue compared to their current location. He stated staff was trying to bring in more station sponsorships to help grow the revenue and reduce the number mentioned for FY25. Mr. Wyszynski highlighted the introduction of a new business partnered with Emirate Bank for a full wrap on the Streetcar in May, additionally, McDonald's also came on board with a full wrap, interior cards, and step panels. He emphasized this collaboration led to a media segment from the local McDonald's promoting their new slushies, scheduled to air sometime next week, and would share more details about this next month.

Director Schisler remarked that there were safety issues related to the wraps over the windows on the buses and inquired if there were similar issues with the Streetcars because visibility could be challenging when inside the Streetcar; although you cannot see inside, seeing out was sometimes problematic.

Mr. Brian Allan, Director of Streetcar Operations, stated that Streetcar faced different challenges compared to buses. He explained that a few years back, Streetcar requested the installation of reflectorized striping on the sides of the cars to address visibility issues when crossing dark ramps, ultimately improving safety conditions.

Mr. Frank Wyszynski mentioned the open windows on the Streetcar were potentially part of the reason why the wraps did not necessarily cover the window. He also referred to Mr. Allan's point about staff working with Growth Financial as a potential advertiser, wanting to create a special streetcar with attachments on the side; however, Mr. Allan expressed safety concerns and rejected the idea, emphasizing the importance of working within a safe and secure space for everyone involved.

STREETCAR PERFORMANCE REPORT

Mr. Allan presented the Streetcar Performance Report for May 2024.

LEGAL AND LEGISLATIVE REPORT

There was no report.

CHAIR'S REPORT

President English reported that THS was required to pay an additional \$268,000 for CSX insurance, which was higher than the expected \$450, although it was disappointing, the City took care of the expense. He mentioned Mr. Smolker and he had researched other potential insurance providers and wished to introduce them to the Board, if they agreed, his next step would be to present them to the City. President English requested a meeting with Vic and all relevant individuals, as the City was responsible for those payments, therefore, he extended an invitation to Frank De La Grana and Bill Taulbee BKs partner to come forward and introduce themselves.



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Mr. Frank De La Grana, Commercial Risk Advisor at the Baldwin Group, mentioned that they recently underwent rebranding and some marketing materials had not yet been updated to reflect the change; however, as of last week, the company was now officially known as the Baldwin Group. Mr. De La Grana provided background information about himself and expressed his eagerness to collaborate with THS addressing the challenges posed by CSX, which was putting a significant strain on the budget. He acknowledged the burden of the million-dollar premium on the historic Streetcar and assured that he and Mr. Talby were prepared to assist in any way possible to navigate this issue and were committed to leveraging their connections in the city and state to provide the best support possible.

Mr. Bill Taulbee, Managing Partner at the Baldwin Group, provided insight into his background and extensive experience working with various entities, including Railroad and Aviation Authorities, as well as the Department of Defense. He expressed anticipation for today's dialogue and conversation.

Director Maniscalco expressed his appreciation for having someone from Ybor City who was multi-generational, as he believed they had a deep understanding of the community and the history of the Streetcar, dating back to its original operation until 1946. He noted that before his election, the focus was always on CSX and insurance, resulting in increased premiums. Director Maniscalco pointed out the May report, which indicated that there were no accidents, emphasizing that this was not just a one-time occurrence but rather a common occurrence, highlighting the safety of the system. He noted FDOT had stated that THS would not receive the funding to maintain free fares; however, one positive observation was the increase in ridership, with over 100,000 people using the Streetcar each month for the past several months suggested that THS was in a better position, as such high ridership was not seen before the fares were eliminated; furthermore, there had been significant growth in Streetcar usage among local Tampa residents in recent years. Director Maniscalco discussed the possibility of reintroducing a fare system, noting that \$2 was mentioned; however, he was unsure whether this fee applied to each way or for a round trip. He recognized that passengers have grown accustomed to using the Streetcar, although it may not have been the fastest mode of transportation, it offered a charming scenic and historical experience, among other positive aspects. Mr. Maniscalco indicated if the fares were adjusted to a reasonable amount, such as \$1 or \$2 for one-way trips, or \$3 for a round trip, it could potentially manage the budget deficit effectively. He was cognizant of the meeting scheduled with the City afterward and emphasized the importance of securing a better insurance premium, given the strong safety record, despite the challenges, there were safety measures in place, including crossing arms and flashing lights near the CSX track. Director Maniscalco was hopeful for a favorable outcome in obtaining a better insurance rate.

Mr. De La Grana has had conversations with Mr. Smolker and President English several times about insurance in general. He expressed his desire to inform the Board that they could secure a better rate with them, but unfortunately, that was not the case. Mr. De La Grana explained that while insurance premiums, especially for liability, were increasing, property values remained stagnant. He emphasized that the issue was not just about obtaining better premiums, but rather



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about sitting down and negotiating with CSX to discuss factors such as increased ridership, reduced instances, and a strong safety track record to lower the limit.

Mr. Maniscalco urged the need to explore the option of negotiating due to the strong safety record as the service was widely used and THS had consistently paid the high premium, stating it was worth considering the possibility, rather than burdening taxpayers or the city's funds during budget season. He brought up the importance of communicating with the CRA, Community Advisory Committee (CAC), and then serving as a CRA board as the benefit was that Ybor City, the CRA channel, and downtown CRA were identified as some of the wealthiest, offering financial advantage. He noted that insurance costs were steadily increasing over time and expressed uncertainty about fare decisions but emphasized the need for thorough preparation.

Mr. Taulbee expressed their discomfort with CSX dictating the limits, questioning the rationale behind the specific numbers being imposed. He highlighted the importance of having a stake in the decision-making process and understanding the requirements imposed on others across the county, yet it was ultimately up to the Board to carefully consider the information presented to determine the appropriate limit. Mr. Taulbee clarified that while \$50 million may have been accurate, historically, there had been no claims and the key issue was determining the necessary insurance coverage based on the amount of the claim. He expressed the necessity of engaging in discussions with CSX, presenting them with the facts, conversing about the issue, and reporting back to the Board with their perspective. Mr. Taulbee also pondered on how to counter their thoughts and negotiate moving forward. He mentioned Mr. De La Grana's remark about the potential increase in purchasing \$50 million in the future, due to the insurance market dynamics and emphasized the importance of conducting annual discussions with partners and the market to analyze the cost per rider for insurance, to budget effectively.

Director Schisler inquired about the duration of their involvement in this project.

Mr. Frank De La Grana stated that they had conversed with President English and Mr. Smolker on two occasions, the first being an introductory meeting and the second involving a bit more information, but no further progress has been made on the matter.

Director Schisler questioned if there was an agreement with the broker.

President English affirmed the presence of a contract.

Director Schisler inquired about the necessity of holding a vote on the new contract.

President English stated that a vote would be necessary.

Director Schisler questioned the purpose behind today's agenda.

President English clarified that the purpose was to introduce the individuals to the Board and organize a meeting with Brian Allan, followed by a meeting with Scott and the senior staff. He



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intended to take them to meet the City if everyone was in agreement and would request them to return next month with a proposal.

Director Schisler sought their input on the contributing factors affecting the premium calculation, specifically mentioning the minimum requirement. He mentioned that the renegotiation with CSX had been completed in the relative term over the past seven years.

President English stated that the original figure was \$100 million, which later dropped to \$75 million, and eventually decreased to \$50 million, where it remained unchanged for an extended period so the gentleman emphasized the necessity of addressing this issue.

Director Schisler inquired if there were any further actions to take in addition to that.

Mr. Frank De La Grana commented their instincts were frequently influenced by the actions of CSX, partnerships with the company, the presence of rail carts, or businesses utilizing rail carts that crossed their tracks which has led to a contract value of \$100 million for those entities. He observed that perhaps CSX could offer a concession, reducing the amount to \$75 million or even \$50 million as the Streetcar system in this area was relatively smaller and less extensive. He believed that this reduction was solely based on contracts and not on factual information given that this amount represented a substantial part of the budget, it was imperative to reassess the situation and bring them back to reality, as it does not quite align. He mentioned that he had not received any written confirmation from CSX regarding the reduction of the limit to \$50 million, and further analysis was required to maintain transparency.

Director Schisler inquired about their professional experience with CSX and their perspective on the matter.

Mr. Frank De La Grana mentioned that while they had not directly worked with CSX, they did have connections with other clients outside the state who were involved with major rail companies like CSX. He explained that they were able to navigate through those connections, and although the premiums were not as high as those seen with CSX, they were aware of the size and importance of CSX as a company, as their clients were equally significant.

HART CHIEF EXECUTIVE OFFICER'S REPORT

Mr. Scott Drainville, HART Chief Executive Officer, reported communicating with Senator Burgess, and Senator Collins to secure their support for a sustainable funding source for HART; discussion with Congresswoman Castor's office requesting her support for the grant applications; and introduced Sean McCarthy, HART Chief Operations Officer; and the CRA schedule.

Director Schisler inquired whether the COA would include THS.

Mr. Drainville stated that the COA did not include THS.



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COMPLIANCE REPORT (REVIEW AND FILE)

Reports were included in the packet.

OLD BUSINESS

There was no Old Business.

NEW BUSINESS

There was no New Business.

ADJOURNMENT

The meeting adjourned at 2:16 p.m.

ATTEST:

Michael English, President
THS Board of Directors

Melanie Williams, Secretary-Treasurer
THS Board of Directors

David Smolker
THS Board General Counsel

TECO Line Streetcar System

FY 2025 HART/THS Proposed Budget

Loretta Kirk
HART Chief Financial Officer

THS Board of Directors Meeting
August 27, 2024





Presentation Overview

- Service Model
- Operating Statistics
- HART Streetcar Operating Revenues and Expenses
- THS Operating Budget
- HART and THS Budget
- Streetcar Capital Projects
- Next Steps



Proposed FY25 Service Model

Service Proposed for FY25

October 1, 2024 - September 30, 2025	
Monday - Thursday	7am - 11pm 15 minute frequency
Friday	7am - 2am 15 minute frequency 1pm – 9pm 12 minute frequency
Saturday	8:30 am - 2 am 15 minute frequency 1pm – 10pm 12 minute frequency
Sunday	8:30 am - 11 pm 15 minute frequency 12pm – 8pm 12 minute frequency
Total hours	25,141



Operating Statistics

	FY22 Actual	FY23 Actual	FY24 Budget	FY24 Projection	FY25 Budget
Revenue Hours	23,225	23,248	25,192	25,141	25,141
Revenue Miles	124,964	126,282	133,213	132,829	132,829
Ridership	1,094,677	1,281,399	1,665,198	1,430,002	1,595,838
Average Hours Per Day	63.6	63.7	69.0	68.7	68.9
Average Riders Per Day	2,999	3,511	4,562	3,918	4,372
Cost Per Service Hour	\$144.15	\$177.74	\$168.97	\$165.24	\$237.31
Cost per Rider	\$3.02	\$3.16	\$2.56	\$2.81	\$3.74



HART Streetcar Operating Revenues

Revenue Source	FY23 Actual	FY24 Budget	FY24 Projection	TENTATIVE		
				FY25 Budget	FY25 vs FY24 Budget Variance	% of Variance
State Operating Grants - FL Department of Transportation (1)	\$800,000	\$800,000	\$800,000	\$100,000	(\$700,000)	-87.5%
Federal Operating Grants - FTA Program of Projects 5307	\$400,000	\$200,000	\$200,000	\$200,000	\$0	0.0%
Advertising	\$115,000	\$115,000	\$115,500	\$115,000	\$0	0.0%
Fare Revenues - Special Events	\$6,550	\$500	\$11,250	\$8,725	\$8,225	1645.0%
City of Tampa Contribution-Tax Increment Refinancing (TIF) 2	\$759,000	\$786,750	\$786,750	\$787,750	\$1,000	0.1%
City of Tampa Contribution from General Fund 3	\$531,000	\$531,000	\$531,000	\$531,000	\$0	0.0%
Tampa Historic Streetcar, Inc. Contribution 4	\$300,458	\$941,012	\$492,744	\$3,184,624	\$2,243,612	238.4%
Total Revenues	\$2,912,008	\$3,374,262	\$2,937,244	\$4,927,099	\$1,552,837	46%

1 FDOT Block Grant

2 City of Tampa agreement of \$450K per year and \$337K Local CRA Contribution for Free Fares

3 City of Tampa; \$200K In-towner, \$331K Mobility CBD

4 THS Contribution is the difference of actual expenses less fares, grants and other revenues collected by HART



HART Streetcar Operating Expenses

Expense Category	FY23 Actual	FY24 Budget	FY24 Projection	TENTATIVE		
				FY25 Budget	FY25 vs FY24 Budget Variance	% of Variance
Salaries and Wages	\$2,058,590	\$2,202,009	\$2,016,492	\$2,160,076	(41,933)	-2%
Fringe Benefits	\$597,533	\$625,722	\$577,021	\$664,317	38,595	6%
Fuel and Oil	\$8,350	\$8,350	\$5,837	\$8,350	0	0%
Parts and Supplies	\$146,042	\$165,402	\$163,520	\$164,892	(510)	0%
Contract Services	\$16,700	\$15,496	\$37,281	\$20,856	5,360	35%
Marketing and Printing	\$48,397	\$53,000	\$36,508	\$46,988	(\$6,012)	-11%
Insurance Costs	\$68,973	\$80,000	\$108,411	\$120,000	\$40,000	50%
Utilities	\$171,608	\$194,567	\$188,769	\$221,889	27,322	14%
Other Expenses	\$32,421	\$29,716	\$50,344	\$44,441	14,725	50%
HART Overhead Streetcar Operating Expenses	\$0	\$0	\$0	\$1,475,290	1,475,290	0%
Total Expenses	\$3,148,614	\$3,374,262	\$3,184,183	\$4,927,099	\$1,552,837	46%



HART Overhead Streetcar Operating Expenses

Department	Dept. Budget	Percentage Allocated to Streetcar	Costs Allocated to Streetcar	Expense
Payroll	\$240,263	4%	\$10,259	Personnel time
Budget	\$552,314	10%	\$55,231	Personnel time creating the SC budget, THS budget incorporating into the HART budget, creating presentations, presenting budgets, meeting with CRA's, grant invoicing, fixed asset accounting
Legal	\$1,680,457	2%	\$33,609	Based on the number of contracts and agreements related to SC
HR	\$2,367,955	4%	\$101,112	Personnel time based on manpower compared to the agency
Accounting	\$462,369	6%	\$27,742	Based on the number of PO's that are tracked and accounted for
Accounts Payable	\$177,155	6%	\$10,629	Based on the number of PO
Operations Supervisors	\$2,033,295	6%	\$121,999	Shared OCC personnel for street supervision and to handle radio calls
Procurement	\$534,450	6%	\$32,067	Based on the number of PO/total PO's 145/2509
Safety	\$2,499,845	8%	\$199,988	Amount of time or % of safety events, one full time rail safety personnel
IT	\$4,854,864	5%	\$242,743	Programs and equipment support used by SC
Marketing	\$347,897	20%	\$69,579	Estimated % of marketing events and communication
Business Engagement	\$180,073	5%	\$9,004	Events or % of time
Board Support	\$403,707	5%	\$20,185	Staff time to take minutes and put board packets together
Planning	\$538,181	5%	\$26,909	Time building schedules and meetings with CRA's, THS, FTA and COT
Executive Team	\$4,821,661	3%	\$144,650	% of time
Training	\$541,991	20%	\$108,398	5 classes for SC last year typically 2 are for streetcar out of 10 annual operator classes, percentage is for 2/10.
PMO	\$730,388	25%	\$182,597	1 project manager for SC, some Director and technology PM time
Software and Systems	\$78,589	Varies	\$78,589	ADP, EAM, Dynamic Budgets, Trapeze, GP, Microsoft, Swiftly, UTA
Total Overhead Costs			\$1,475,290	



THS Operating Budget

	FY23 Actual	FY24 Budget	FY24 Projection	TENTATIVE		
				FY25 Budget	FY25 vs FY24 Budget Variance	% of Variance
Operating Revenues						
Special Service Districts ¹	\$1,457,454	\$1,734,024	\$1,734,024	\$1,733,762	(\$262)	0%
Tampa Downtown Partnership ²	\$60,000	\$60,000	\$60,000	\$60,000	\$0	0%
Streetcar Advertising	\$53,562	\$29,451	\$66,001	\$3,451	(\$26,000)	-88%
Total Revenues	\$1,571,016	\$1,823,475	\$1,860,025	\$1,797,213	(\$26,262)	-1%
Operating Expenses						
CSX Insurance	\$972,101	\$600,000	\$947,805	\$1,000,000	\$400,000	67%
Attorney Fees	\$7,661	\$6,000	\$6,498	\$6,500	\$500	8%
Accounting Fees	\$6,570	\$25,000	\$9,990	\$25,000	\$0	0%
General Liability Insurance	\$4,427	\$11,380	\$5,879	\$6,500	(\$4,880)	-43%
Advertising Fees	\$292	\$0	\$0	\$0	\$0	0%
Other Expenses	\$0	\$1,000	\$0	\$1,000	\$0	0%
Contribution to HART ³	\$300,458	\$941,012	\$492,744	\$3,184,624	\$2,243,612	238%
Subtotal Operating Expenses	\$1,291,509	\$1,584,392	\$1,462,916	\$4,223,624	\$2,639,232	167%
Budget Reserve (Deficit)	\$0	\$239,083	\$0	(\$2,426,411)	(\$2,665,494)	-1115%
Total Expenses	\$1,291,509	\$1,823,475	\$1,462,916	\$1,797,213	(\$26,262)	-1%

1 Special Service District Property Tax for Districts: Ybor City I & II, Channelside, Downtown Tampa Core and Non-Core

2 \$60K Tampa Downtown Partnership contribution for free fares

3 This is the amount paid to HART for revenue shortfall based on HART Streetcar operating expenses



HART and THS Operating Budget

	FY23 Actual	FY24 Budget	FY24 Projection	TENTATIVE		
				FY25 Budget	FY25 vs FY24 Budget Variance	% of Variance
Operating Revenues						
Special Service Districts ¹	\$1,457,454	\$1,734,024	\$1,734,024	\$1,733,762	(\$262)	0%
Advertising THS	\$53,562	\$29,451	\$66,001	\$3,451	(\$26,000)	-88%
Advertising HART	\$115,000	\$115,000	\$115,500	\$115,000	\$0	0%
Tampa Downtown Partnership	\$60,000	\$60,000	\$60,000	\$60,000	\$0	0%
HART Federal, State Grants	\$1,200,000	\$1,000,000	\$1,000,000	\$300,000	(\$700,000)	-70%
THS Contribution to HART ²	\$1,290,000	\$1,317,750	\$1,317,750	\$1,318,750	\$1,000	0%
Fares and other income	\$6,550	\$500	\$11,250	\$8,725	\$8,225	1645%
Total Revenues	\$4,182,566	\$4,256,725	\$4,304,525	\$3,539,688	(\$717,037)	-17%
Operating Expenses						
THS CSX Insurance	\$972,101	\$600,000	\$947,805	\$1,000,000	\$400,000	67%
THS Attorney Fees	\$7,661	\$6,000	\$6,498	\$6,500	\$500	8%
THS Accounting Fees	\$6,570	\$25,000	\$9,990	\$25,000	\$0	0%
THS General Liability Insurance	\$4,427	\$11,380	\$5,879	\$6,500	(\$4,880)	-43%
THS Other Expenses	\$1,000	\$1,000	\$0	\$1,000	\$0	0%
HART Salaries and Fringes	\$2,656,123	\$2,827,731	\$2,593,513	\$2,824,393	(\$3,338)	0%
HART Marketing	\$48,397	\$53,000	\$36,508	\$46,988	(\$6,012)	-11%
HART Parts and Services	\$162,742	\$180,898	\$200,801	\$185,748	\$4,850	3%
HART Utilities & Insurance	\$240,581	\$274,567	\$297,180	\$341,889	\$67,322	25%
HART Other Expenses	\$32,421	\$38,066	\$56,181	\$52,791	\$14,725	39%
HART Overhead Streetcar Expenses	\$0	\$0	\$0	\$1,475,290	\$1,475,290	0%
Subtotal Operating Expenses	\$4,132,023	\$4,017,642	\$4,154,355	\$5,966,099	\$1,948,457	48%
THS Budget Reserve (Deficit)	\$0	\$239,083	\$0	(\$2,426,411)	(\$2,665,494)	-1115%
Total Expenses	\$4,132,023	\$4,256,725	\$4,154,355	\$3,539,688	(\$717,037)	-17%

1 Special Service District Non-Ad Valorem tax for: Ybor City I & II, Channelside, Downtown Tampa Core and Non-Core

2 City of Tampa \$450K per year, \$200K In-towner; \$331K Mobility CBD, Local Contributions for Free Fares \$337K CRA, \$60K TDP



Positions

➤ FTE's

Job Title	FY25 Tentative Budget
Director	1
Manager	1
Motorman	18
Maintenance Supervisor	2
Vehicle Technicians ¹	8
Facilities Technicians	2
Total Positions	32

¹Technicians include 4 Mechanics, 3 Service Attendants and 1 Paint and Body Technician.



HART Streetcar Capital Projects

Revenue Source	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Budget	FY24 Projections	FY25 Tentative Budget
FTA State of Good Repair Formula (5337)	\$1,244,991	\$919,137	\$421,335	\$1,219,100	\$1,548,100	\$1,177,200
FTA Urbanized Area Formula (5307)	\$0	\$0	\$0	\$0	\$0	\$2,373,407
Tota Capital Revenues	\$1,244,991	\$919,137	\$421,335	\$1,219,100	\$1,548,100	\$3,550,607
Project Category	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Budget	FY24 Projections	FY25 Tentative Budget
Vehicle and Maintenance	\$1,110,316	\$919,137	\$389,820	\$971,100	\$1,219,100	\$847,200
Infrastructure Maintenance	\$134,675	\$0	\$31,515	\$248,000	\$329,000	\$0
Facilities & Construction	\$0	\$0	\$0	\$0	\$0	\$330,000
Technology	\$0	\$0	\$0	\$0	\$0	\$2,373,407
Total Capital Expenditures	\$1,244,991	\$919,137	\$421,335	\$1,219,100	\$1,548,100	\$3,550,607

Next Steps

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Aug
27

- THS Board of Directors adopts FY25 HART Streetcar Operating and THS Corporate budgets

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Sep 9
Sep 23

- Public Hearings - HART Board of Directors adopts FY25 HART Operating and Capital budgets (inclusive of Streetcar)

QUESTIONS



**Resolution #R2024-08-03 ~ Approval of Proposed FY2025 Tampa Historic Streetcar, Inc. (THS)
Annual Corporate Budget in the Amount of \$1,797,213**

ATTACHMENTS

[Resolution #R2024-08-03 with Attachments I & II](#)



ACTION ITEM

Resolution #R2024-08-03 ~ Approval of Proposed FY2025 Tampa Historic Streetcar, Inc. (THS) Annual Corporate Budget in the Amount of \$1,797,213

OVERVIEW

Every year, the THS Board of Directors is required to review and approve a THS annual corporate budget.

FINANCIAL IMPACT

The proposed FY2025 THS annual corporate budget is a balanced budget where revenue sources equal expenses at \$1,797,213.

BACKGROUND

The THS annual corporate budget is approved every year by the THS Board of Directors for an effective start date of October 1, 2024.

Prepared by: Melonie T. Williams, Director of Budgets and Grants

Reviewed by: Loretta Kirk, Chief Financial Officer

Attachments:

- I. Resolution #R2024-08-03
- II. Proposed FY2025 THS Annual Corporate Budget

ATTACHMENT I

RESOLUTION NO. #R2024-08-03

A RESOLUTION APPROVING THE PROPOSED FY2025 TAMPA HISTORIC STREETCAR, INC. (THS) ANNUAL CORPORATE BUDGET IN THE AMOUNT OF \$1,797,213

WHEREAS, the THS was created by the Hillsborough Transit Authority (HART) and the City of Tampa to manage the TECO Line Streetcar System; and

WHEREAS, HART, the City of Tampa, and THS are signatories on a Tri-Party Agreement that requires THS to prepare and provide to the City of Tampa and HART an annual budget for review and approval by September 30 of each year; and

WHEREAS, THS has prepared for approval its annual corporate budget for Fiscal Year 2025;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE TAMPA HISTORIC STREETCAR, INC. THAT:

Section 1. The THS Board of Directors approves the proposed FY2025 THS annual corporate budget in the amount of \$1,797,213.

Section 2. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE TAMPA HISTORIC STREETCAR, INC. ON AUGUST 27, 2024.


Michael English, President/Chair
THS Board of Directors

ATTEST:

Melanie Williams, Secretary-Treasurer
THS Board of Directors

David Smolker, Esq
THS General Counsel

ATTACHMENT II

 THS Operating Budget						
	FY23 Actual	FY24 Budget	FY24 Projection	TENTATIVE		
				FY25 Budget	FY25 vs FY24 Budget Variance	% of Variance
Operating Revenues						
Special Service Districts ¹	\$1,457,454	\$1,734,024	\$1,734,024	\$1,733,762	(\$262)	0%
Tampa Downtown Partnership ²	\$60,000	\$60,000	\$60,000	\$60,000	\$0	0%
Streetcar Advertising	\$53,562	\$29,451	\$66,001	\$3,451	(\$26,000)	-88%
Total Revenues	\$1,571,016	\$1,823,475	\$1,860,025	\$1,797,213	(\$26,262)	-1%
Operating Expenses						
CSX Insurance	\$972,101	\$600,000	\$947,805	\$1,000,000	\$400,000	67%
Attorney Fees	\$7,661	\$6,000	\$6,498	\$6,500	\$500	8%
Accounting Fees	\$6,570	\$25,000	\$9,990	\$25,000	\$0	0%
General Liability Insurance	\$4,427	\$11,380	\$5,879	\$6,500	(\$4,880)	-43%
Advertising Fees	\$292	\$0	\$0	\$0	\$0	0%
Other Expenses	\$0	\$1,000	\$0	\$1,000	\$0	0%
Contribution to HART ³	\$300,458	\$941,012	\$492,744	\$3,184,624	\$2,243,612	238%
Subtotal Operating Expenses	\$1,291,509	\$1,584,392	\$1,462,916	\$4,223,624	\$2,639,232	167%
Budget Reserve	\$0	\$239,083	\$0	(\$2,426,411)	(\$2,665,494)	-1115%
Total Expenses	\$1,291,509	\$1,823,475	\$1,462,916	\$1,797,213	(\$26,262)	-1%



**Resolution #R2024-08-04 ~ Approval of Proposed FY2025 HART Annual Streetcar Operations
Budget in the Amount of \$4,927,099**

ATTACHMENTS

[Resolution #R2024-08-04 with Attachments I & II](#)



ACTION ITEM

Resolution #R2024-08-04 ~ Approval of Proposed FY2025 HART Annual Streetcar Operations Budget in the Amount of \$4,927,099

OVERVIEW

HART is required by the Operator's Agreement to issue a HART annual streetcar operations budget. This budget requires approval by the Tampa Historic Streetcar, Inc. (THS) Board of Directors, City of Tampa Council, and HART Board of Directors.

FINANCIAL IMPACT

The proposed FY2025 HART annual Streetcar operations budget is a balanced budget with revenue equal to expense at \$4,927,099. Revenue includes fares for special events, federal and state grants, and local contributions from the City of Tampa and THS. Expenses are based on an estimated 25,141 billable service hours and include salaries, benefits, supplies, services, utilities, and other miscellaneous operating expenses.

BACKGROUND

Every year, HART is required by the Operator's Agreement to provide a HART annual streetcar operations budget for approval by the THS and HART Boards. The budget shall specify the days of service, service hours, frequency of service, number of vehicle service hours, the expected revenues to be earned, the expected expenses needed to operate the Streetcar system for one year, and the expected contribution from THS to HART. The budget is presented for approval by the THS Board of Directors with final approval by the City of Tampa Council and HART Board of Directors in September, for an effective start date of October 1, 2024.

NEXT STEPS

If approved by the THS Board, forward the proposed FY2025 HART annual streetcar operations budget to the City of Tampa and the HART Board of Directors for consideration and approval at the September 23, 2024 HART Board of Directors meeting.

Prepared by: Melonie T. Williams, HART Director of Budgets and Grants
Reviewed by: Loretta Kirk, Chief Financial Officer

Attachments:

- I. Resolution #R2024-08-04
- II. Proposed FY2025 HART Annual Streetcar Operations Budget

ATTACHMENT I

RESOLUTION NO. #R2024-08-04

A RESOLUTION APPROVING THE PROPOSED FY2025 HART ANNUAL STREETCAR OPERATIONS BUDGET IN THE AMOUNT OF \$4,927,099

WHEREAS, the Hillsborough Transit Authority (HART) operates the Streetcar system under an Operator’s Agreement for the TECO Line Streetcar System; and

WHEREAS, the Operator’s Agreement for the TECO Line Streetcar System requires HART to develop an annual operations budget for review and approval; and

WHEREAS, the HART annual streetcar operations budget shall specify the days of service, service hours, frequency of service, number of vehicle service hours, the expected revenues to be earned, the expected expenses needed to operate the streetcar system for one year, and the expected contribution from the Tampa Historic Streetcar, Inc. (THS) to HART; and

WHEREAS, the HART annual operations budget is subject to approval by the THS Board of Directors, City of Tampa City Council, and HART Board of Directors;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE TAMPA HISTORIC STREETCAR, INC. THAT:

Section 1. The THS Board of Directors approves the proposed FY2025 HART annual operations budget in the amount of \$4,927,099

Section 2. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE TAMPA HISTORIC STREETCAR, INC. ON AUGUST 27, 2024.


Michael English, President/Chair
THS Board of Directors

ATTEST:

Melanie Williams, Secretary-Treasurer
THS Board of Directors

David Smolker, Esquire
THS General Counsel

ATTACHMENT II

 HART Streetcar Operating Budget						
Revenue Source	FY23 Actual	FY24 Budget	FY24 Projection	TENTATIVE		
				FY25 Budget	FY25 vs FY24 Budget Variance	% of Variance
State Operating Grants - FL Department of Transportation (1)	\$800,000	\$800,000	\$800,000	\$100,000	(\$700,000)	-87.5%
Federal Operating Grants - FTA Program of Projects 5307	\$400,000	\$200,000	\$200,000	\$200,000	\$0	0.0%
Advertising	\$115,000	\$115,000	\$115,500	\$115,000	\$0	0.0%
Fare Revenues - Special Events	\$6,550	\$500	\$11,250	\$8,725	\$8,225	1645.0%
City of Tampa Contribution-Tax Increment Refinancing (TIF) 2	\$759,000	\$786,750	\$786,750	\$787,750	\$1,000	0.1%
City of Tampa Contribution from General Fund 3	\$531,000	\$531,000	\$531,000	\$531,000	\$0	0.0%
Tampa Historic Streetcar, Inc. Contribution 4	\$300,458	\$941,012	\$492,744	\$3,184,624	\$2,243,612	238.4%
Total Revenues	\$2,912,008	\$3,374,262	\$2,937,244	\$4,927,099	\$1,552,837	46%
Expense Category	FY23 Actual	FY24 Budget	FY24 Projection	TENTATIVE		
				FY25 Budget	FY25 vs FY24 Budget Variance	% of Variance
Salaries and Wages	\$2,058,590	\$2,202,009	\$2,016,492	\$2,160,076	(\$41,933)	-2%
Fringe Benefits	\$597,533	\$625,722	\$577,021	\$664,317	\$38,595	6%
Fuel and Oil	\$8,350	\$8,350	\$5,837	\$8,350	\$0	0%
Parts and Supplies	\$146,042	\$165,402	\$163,520	\$164,892	(\$510)	0%
Contract Services	\$16,700	\$15,496	\$37,281	\$20,856	\$5,360	35%
Marketing and Printing	\$48,397	\$53,000	\$36,508	\$46,988	(\$6,012)	-11%
Insurance Costs	\$68,973	\$80,000	\$108,411	\$120,000	\$40,000	50%
Utilities	\$171,608	\$194,567	\$188,769	\$221,889	\$27,322	14%
Other Expenses	\$32,421	\$29,716	\$50,344	\$44,441	\$14,725	50%
HART Overhead Streetcar Expenses	\$0	\$0	\$0	\$1,475,290	\$1,475,290	0%
Total Expenses	\$3,148,614	\$3,374,262	\$3,184,183	\$4,927,099	\$1,552,837	46%



ACTION ITEM

Resolution #R2024-08-05 ~ Authorization to Offer Winter Village Express Service on Sundays from November 24 to December 22, 2024

OVERVIEW

Since 2016, THS Inc. partnered with Downtown Partnership offering Winter Village Express service starting the Sunday from the opening of Winter Village until the Sunday before Christmas. This event connects downtown Tampa and Ybor Historic District and contributes to the overall Holiday Spirit created by the Winter Village at Curtis Hixon Park. This would be the seventh year the two organizations would partner to bring this program to life.

BACKGDOUND

Similar to previous years, it is proposed that the Winter Village Express would run one dedicated branded streetcar non-stop from Whiting Station to Centennial Park and back. Winter Village Express would operate on Sundays from November 24 to December 22, with the first car leaving around 3pm from Whiting Station and the last one leaving Ybor at 7:55 p.m.

The branded streetcar will run in normal circulation after December 22 as a continuing marketing piece for Winter Village. Décor will be added to the streetcar’s interior. From the Whiting Station there is a quick connection, via the Riverwalk, to Winter Village at Curtis Hixon.

FINANCIAL IMPACT

Expenses		THS Contribution		Notes
Streetcar Charter	\$6,625.00	\$1,875.00	\$4,750.00	5 hours @ \$225 - 5 weeks
Wrap (Streetcar)	\$4,500.00	\$1,600.00	\$2,900.00	Both sides/front/rear/steps
Staffing	\$1,250.00		\$1,250.00	Bob and Gretchen
Décor & Lighting	\$500.00		\$500.00	Garland & Lights
Give aways	\$275.00		\$275.00	Stickers, toys, gingerbread
Food & Beverage	\$1,600.00		\$1,600.00	Cookies sponsored by PDQ
Station Décor	\$1,000.00		\$1,000.00	Whiting Station
Total	\$15,750.00	\$3,475.00	\$12,275.00	

NEXT STEPS

Upon the Board’s approval, modify service to accommodate a streetcar dedicated to Winter Express Service during the dates and times listed in proposal.

Prepared by: Rachel Radawec, Tampa Downtown Partnership

Attachments:

- I. Resolution #R2024-08-05
- II. 2024 Winter Village Express Program Description and Details

ATTACHMENT I
RESOLUTION NO. #R2024-08-05

A RESOLUTION AUTHORIZING TO OFFER WINTER VILLAGE EXPRESS SERVICE ON SUNDAYS FROM NOVEMBER 24 TO DECEMBER 22, 2024

WHEREAS, THS Inc. would like to continue its partnership with Downtown Partnership in offering Winter Village Express service; and

WHEREAS, Winter Village Express will run one dedicated branded streetcar non-stop from Whiting Station to Centro Ybor Station; and

WHEREAS, Winter Village Express will operate on Sundays from November 24 to December 22, 2024 from 3-8:30 p.m.; and

WHEREAS, THS Inc. contributions will consist of \$1,875 towards the cost of the streetcar charter and \$1,600 towards the cost of the streetcar full wrap;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE TAMPA HISTORIC STREETCAR, INC. THAT:

Section 1. The THS Board of Directors authorizes to offer Winter Village Express service on Sundays from November 24 to December 22, 2024.

Section 2. Proper officers of the THS Board of Directors are authorized to do all things necessary and required to carry out this resolution.

Section 3. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE TAMPA HISTORIC STREETCAR, INC. ON AUGUST 27, 2024.

ATTEST:

Michael English, President/Chair
THS Board of Directors

Melanie Williams, Secretary-Treasurer
THS Board of Directors

David Smolker, Esquire
THS General Counsel



WINTER VILLAGE EXPRESS

PROGRAM DESCRIPTION:

The Winter Village Express has quickly become a holiday tradition within the Tampa community by providing a fun filled and affordable experience aboard the historic Tampa streetcar. Join Bob and Gretchen, two wacky snowbirds who lost their way, as you take a 50-minute journey from Downtown Tampa to Ybor and back.



PROGRAM DETAILS:

- \$10 ticket price for a 50-minute curated holiday experience
- Advance purchase for tickets only
- One dedicated branded Streetcar on an express route
- Winter Village Express will operate every Sunday from November 24 - December 22
- Hours of operation run roughly 3:00pm – 8:30pm
- Milk and cookies are provided on-board at no additional fee
- The branded Streetcar will run in normal circulation after December 22
- On-board entertainment provided by two local performers and includes holiday trivia, sing-a-longs, snowball fights and more
- Prizes and giveaways on-board



WINTER VILLAGE EXPRESS

PROGRAM BUDGET

EXPENSES	TOTAL COST	THS CONTRIBUTION	REMAINING BALANCE	NOTES

EARNED MEDIA
2023 WINTER VILLAGE EXPRESS

502 MEDIA SEGMENTS/
MENTIONS

911 MILLION
PEOPLE REACHED

\$11+ MILLION
PUBLICITY VALUE



SOCIAL MEDIA
2023 WINTER VILLAGE EXPRESS

FACEBOOK POSTS

REACH: **26,032**

IMPRESSIONS: **26,695**

ENGAGEMENT: **1,113**

INSTAGRAM POSTS & STORIES

REACH: **24,778**

IMPRESSIONS: **30,387**

ENGAGEMENT: **1,232**

THS Marketing Services Report for June 2024

THS Marketing Collateral and Graphic Support

Collateral and graphic support included: Streetcar Assessment Meeting Brochure | HART Community Report FY24.

TECO Line Streetcar Monopoly Promotional Giveaway

To celebrate the TECO Line Streetcar's inclusion in the Monopoly: Tampa Edition board game, staff held three days of social media promotional giveaways of a Monopoly: Tampa Edition board game! The social game was trivia based on three topics – the game of Monopoly, the City of Tampa, and the Tampa Historic Streetcar.



Streetcar Service to Downtown/Ybor Events

Staff promoted streetcar service in support of several downtown and Ybor City events:

- Tampa Fringe Fest
- Grand Conclave
- Luis Miguel
- Grupo Firme
- Megan Thee Stallion
- Justin Timberlake
- Carlos Santana
- Melanie Martinez
- Avid Summer Institute
- Mayor's Food Truck Fiesta
- Rock the Park



Streetcar Live

The monthly streetcar concert series is on hiatus for the summer but will return in September. Our friends at Gasparilla Music Festival are already putting together a great slate of music for the new season.



Media Coverage

Tampa Bay Business Journal

Here's how local governments plan to use the Hillsborough Community Investment Tax if approved

[Hillsborough County's decision on new CIT projects nears - Tampa Bay Business Journal \(bizjournals.com\)](https://www.bizjournals.com/tampa/news/2024/08/27/hillsborough-county-cit-projects-nears/)



83 Degrees Media

ACCESS 2050 survey sheds light on public's transportation priorities in Hillsborough

[ACCESS 2050 survey sheds light on public's transportation priorities in Hillsborough \(83degreesmedia.com\)](https://www.83degreesmedia.com)

WFLA

Highest-rated things to do in Tampa, according to Tripadvisor

[Highest-rated things to do in Tampa, according to Tripadvisor | WFLA](#)

That's So Tampa

City of Tampa announces return of Boom by the Bay with a huge waterfront fireworks display

[Tampa announces the return of Boom by the Bay - That's So Tampa \(thatsotampa.com\)](https://www.thatsotampa.com)

Tampa Convention Center

Historic Fraternity to Bring Nearly 30,000 Visitors to Tampa Convention Center (streetcar referenced)

[Historic Fraternity to Bring Nearly 30,000 Visitors to Tampa Convention Center | City of Tampa](#)

WMNF 88.5 FM

Hillsborough County Commissioner Harry Cohen talks taxes, elections, transportation and more

[Hillsborough County Commissioner Harry Cohen talks taxes, elections, transportation and more - WMNF 88.5 FM](#)

Port Tampa Bay wants to build a fourth cruise terminal

[Port Tampa Bay wants to build a fourth cruise terminal - Tampa Bay Business Journal \(bizjournals.com\)](https://www.bizjournals.com)

Prepared by: Frank Wyszynski, Manager of Marketing and Communications

Reviewed by: Kemly Jimenez Green, Director of Communications & Marketing

Attachment: Vector Media Monthly Sales Report – June 2024



Tampa Historic Streetcar

Monthly Sales Report

Jun-24

Streetcar		Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Totals
Advertiser - Contract	Inventory													
Amerant Bank-231214010-0	Transit Streetcar-Full Wrap-Space			9,000.00	9,000.00									18,000.00
Amerant Bank-231214010-1	Transit Streetcar-Full Wrap-Space					4,500.00								4,500.00
Bay Paws Pet Resort-231219009-0	Transit Streetcar-Half Side-Space	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00							6,000.00
Blue Water International, Inc-231005010-0	Transit Streetcar Station-Domination-Space	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00							15,000.00
Early Learning Coalition of Hillsborough County-231005015-1	Transit Streetcar-Interior Cards-Space	(80.00)												(80.00)
E & J Gallo-231102019-0	Transit Streetcar-Full Wrap-Space		17,615.38	17,615.38	17,615.38	17,615.38	17,615.38							88,076.90
In The Breeze Ranch-240603014-0	Transit Streetcar-Interior Cards-Space						84.00							84.00
JJ Taylor Distributing-231020015-0	Transit Streetcar-Full Wrap-Space	3,675.00	3,675.00	3,675.00	3,675.00	3,675.00	3,675.00							22,050.00
Mark Anthony Brands-231016021-0	Transit Streetcar-Full Wrap-Space	13,040.00	6,520.00	6,520.00	6,520.00	6,520.00	6,520.00							45,640.00
Mark Anthony Brands-240117001-0	Transit Streetcar-Full Wrap-Space													-
McDonalds-240110015-0	Transit Streetcar-Full Wrap-Space					7,500.00	7,500.00							15,000.00
McDonalds-240110015-0	Transit Streetcar-Interior Cards-Space					154.00	154.00							308.00
McDonalds-240110015-0	Transit Streetcar-Step Panel-Space					300.00	300.00							600.00
Molson Coors Brewing Company-231016015-0	Transit Streetcar-Full Wrap-Space	3,661.57	3,661.57	3,661.57	3,661.57	3,661.57	3,661.57							21,969.42
National Center for Employee Ownership NCEO-240208014-0	Transit Streetcar-Half Side-Space				2,000.00				(2,000.00)					-
Stageworks Theater-240409011-0	Transit Streetcar-Interior Cards-Space				171.50									171.50
Tampa Bay Lightning-240221013-0	Transit Streetcar-Full Wrap-Space				7,500.00									7,500.00
Tampa Bay Lightning-240229030-0	Transit Streetcar Station-Domination-Space				4,000.00									4,000.00
Reliaquest-240129008-0	Transit Streetcar-Full Wrap-Space			7,500.00										7,500.00
Tampa Bay Sports Commission-231218015-0	Transit Streetcar-Full Wrap-Space	7,500.00												7,500.00
Tampa General Hospital-230626024-0	Bus Station-Streetcar-Concrete Pillar-Space	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00							7,200.00
Tampa General Hospital-230626024-0	Transit Buses-Transit Authority Branding-Exterior-Space	8,000.00	8,000.00	8,000.00	8,000.00	8,000.00	8,000.00							48,000.00
The Florida Aquarium-231121011-1	Transit Streetcar Station-Domination-Space				1,667.00	1,667.00	1,667.00							5,001.00
Tito's Handmade Vodka-231030016-0	Transit Streetcar-Full Wrap-Space	10,000.00												10,000.00
														-
Tampa Historic Streetcar Sales		50,496.57	44,171.95	60,671.95	68,510.45	58,292.95	51,876.95	-	-	-	-	-	-	334,020.82
Station Sponsorship														
Advertiser - Contract	Inventory	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Totals
														-
														-
														-
														-
Tampa Historic Streetcar Station Sponsorship Sales		-	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Annual Guarantee Payments made to THS														



July 2024

ATTACHMENTS

[Report](#)

THS Marketing Services Report

THS Marketing Collateral and Graphic Support – July 2024

Collateral and graphic support included: Shirley’s Car updated vehicle logo art | Ray’s Car updated vehicle logo art

Independence Day

Staff promoted the Streetcar service to Independence Day celebrations along the Tampa Riverwalk in Downtown Tampa. The City of Tampa held the annual Boom by the Bay and Sparkman Wharf held a “Star Spangled Wharf” celebration with fireworks.

July 4th streetcar ridership was **6,192** – a 133% increase over the weekday average ridership of 2,659.



Wheel the World

Staff worked with Visit Tampa Bay and [Wheel the World](#), an online travel booking site specializing in accessible travel, to map the Streetcar’s accessibility features for the site’s users. A guide met with Streetcar Operations to walk through the system’s accessibility features.

The TECO Line Streetcar now has a listing on the site in the Tampa travel section.



Streetcar Service to Downtown/Ybor Events

Staff promoted streetcar service in support of several downtown and Ybor City events:

- Missy Elliott
- Jake Paul vs. Mike Perry
- USAging Conference
- Mayor’s Food Truck Fiesta
- Fuerza Regida
- Rock the Park





Media Coverage

Tampa Bay Business Journal - [TECO streetcar station proposed for Ybor City's Gasworx district - Tampa Bay Business Journal \(bizjournals.com\)](#)

FOX 13 - [GasWorx Streetcar Station](#)

WMNF 88.5 FM - [MidPoint's Transportation Round-Up - WMNF 88.5 FM](#) (streetcar extension referenced)

Creative Loafing - [Op-Ed: Latest vote to widen I-275 angers Tampa residents, inspires push for better public transit \(cltampa.com\)](#) (streetcar extension referenced)

WTSP.com - [Hillsborough transit tax refund notices to be mailed soon | wtsp.com](#)

Tampa Bay Business Journal - [Ybor City's Seventh Avenue bricking project begins - Tampa Bay Business Journal \(bizjournals.com\)](#) (streetcar referenced)

Tampa Bay Date Night Guide - [Top 10 Tampa Riverwalk Restaurants with a View for Romance - Tampa Bay Date Night Guide - Romantic Stuff To Do in Tampa Bay!](#)

Tampa Bay Times

[Think you know Tampa Bay? Try these Florida bingo cards](#) (streetcar referenced)

Prepared by: Frank Wyszynski, Manager of Marketing and Communications

Reviewed by: Kemly Jimenez Green, Director of Communications & Marketing

Attachment: Vector Media Monthly Sales Report – July 2024



Tampa Historic Streetcar

Monthly Sales Report

Jul-24

Streetcar		Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Totals
Advertiser - Contract	Inventory													
Amerant Bank-231214010-0	Transit Streetcar-Full Wrap-Space			9,000.00	9,000.00									18,000.00
Amerant Bank-231214010-1	Transit Streetcar-Full Wrap-Space					4,500.00								4,500.00
Bay Paws Pet Resort-231219009-0	Transit Streetcar-Half Side-Space	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00						7,000.00
Blue Water International, Inc-231005010-0	Transit Streetcar Station-Domination-Space	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00						17,500.00
Early Learning Coalition of Hillsborough County-231005015-1	Transit Streetcar-Interior Cards-Space	(80.00)												(80.00)
E & J Gallo-231102019-0	Transit Streetcar-Full Wrap-Space		17,615.38	17,615.38	17,615.38	17,615.38	17,615.38	26,423.10						114,500.00
Heineken USA-240213012-0	Transit Streetcar Station-Domination-Space													
In The Breeze Ranch-240603014-0	Transit Streetcar-Interior Cards-Space						84.00	84.00						168.00
JJ Taylor Distributing-231020015-0	Transit Streetcar-Full Wrap-Space	3,675.00	3,675.00	3,675.00	3,675.00	3,675.00	3,675.00	3,675.00						25,725.00
Mark Anthony Brands-231016021-0	Transit Streetcar-Full Wrap-Space	13,040.00	6,520.00	6,520.00	6,520.00	6,520.00	6,520.00	9,780.00						55,420.00
Mark Anthony Brands-240117001-0	Transit Streetcar-Full Wrap-Space													-
McDonalds-240110015-0	Transit Streetcar-Full Wrap-Space					7,500.00	7,500.00							15,000.00
McDonalds-240110015-0	Transit Streetcar-Interior Cards-Space					154.00	154.00							308.00
McDonalds-240110015-0	Transit Streetcar-Step Panel-Space					300.00	300.00							600.00
Molson Coors Brewing Company-231016015-0	Transit Streetcar-Full Wrap-Space	3,661.57	3,661.57	3,661.57	3,661.57	3,661.57	3,661.57	3,661.57						25,630.99
National Center for Employee Ownership NCEO-240208014-0	Transit Streetcar-Half Side-Space				2,000.00		(2,000.00)							-
Stageworks Theater-240409011-0	Transit Streetcar-Interior Cards-Space				171.50									171.50
Tampa Bay Lightning-240221013-0	Transit Streetcar-Full Wrap-Space				7,500.00									7,500.00
Tampa Bay Lightning-240229030-0	Transit Streetcar Station-Domination-Space				4,000.00									4,000.00
Reliaquest-240129008-0	Transit Streetcar-Full Wrap-Space			7,500.00										7,500.00
Tampa Bay Sports Commission-231218015-0	Transit Streetcar-Full Wrap-Space	7,500.00												7,500.00
Tampa General Hospital-230626024-0	Bus Station-Streetcar-Concrete Pillar-Space	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00						8,400.00
Tampa General Hospital-230626024-0	Transit Buses-Transit Authority Branding-Exterior-Space	8,000.00	8,000.00	8,000.00	8,000.00	8,000.00	8,000.00	8,000.00						56,000.00
The Florida Aquarium-231121011-1	Transit Streetcar Station-Domination-Space				1,667.00	1,667.00	1,667.00	1,667.00						6,668.00
Tito's Handmade Vodka-231030016-0	Transit Streetcar-Full Wrap-Space	10,000.00												10,000.00
														-
Tampa Historic Streetcar Sales		50,496.57	44,171.95	60,671.95	68,510.45	58,292.95	51,876.95	57,990.67	-	-	-	-	-	392,011.49
Station Sponsorship														
Advertiser - Contract	Inventory	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Totals
														-
														-
														-
														-
Tampa Historic Streetcar Station Sponsorship Sales		-	-	-	-	-	-	-	-	-	-	-	-	-
		Minimum Annual Guarantee Payments made to THS												



STREETCAR SYSTEM PERFORMANCE REPORT FOR JUNE 2024

MISSED TRIPS

The TECO Line Streetcar System delivered 99.86 % of the contracted 4,292 trips for June with 6.2 reported missed trips. The missed trips were caused by mechanical issues (3.95 trips), the accident on June 30th (1.25 trips) and an operator needed a replacement reverser key (1 trip).

ON-TIME DEPARTURES

In June, there were 20 reported late departures; On Time Performance (OTP) was 99.53%.

ACCIDENTS/INCIDENTS

There were two accidents in June:

On June 19, at 10:04 a.m., the back of a streetcar scraped the front corner of a car as it went around the curve at 8th Avenue and 13th Street. The Motorman didn't realize that he had made contact with the automobile, and continued on his schedule. The driver of the car reported the accident in SeeClickFix, and did not call law enforcement. The car received scratches on the front corner, there was no visible damage to the streetcar.

On June 30, Streetcar 432 was Northbound along Franklin Street when a vehicle exited the parking lot at Brorein Street and was struck by the Streetcar. There were no injuries reported in the accident. The vehicle received damage to the right front of the car. Streetcar 432 received only minor damage in the accident. The driver of the vehicle was not cited for the accident.

SPECIAL SERVICE

The Streetcar System provided two hours of additional service in June with a private charter.

COMPONENT PERFORMANCE

- Ridership for June

<u>2022</u>	<u>2023</u>	<u>2024</u>
91,512	108,061	99,438

- Right of way and Interlocking Report – all track inspections/maintenance were completed as scheduled. The right of way and CSX Interlocking are inspected every morning by HART personnel.
- Overhead Catenary System (OCS) Report – All inspections were completed as scheduled.
- ADA Bridge Mechanism – There were 127 ADA boardings with no reported problems.
- Substations – All monthly service was completed on the Substations.



VEHICLE MAINTENANCE

- All maintenance on the streetcars is current
- 18 service calls were performed in June
- No streetcar required a tow in June

SYSTEM CHANGES

Currently there is one open Motorman position.

INFRASTRUCTURE

June 29, the North Substation was struck by lightning, which damaged a sensor in the main transformer. Repairs were completed on July 3 to return the substation to service.

Service	Performed in June
A	34
B	4
C	1
E	0
AC PM	0

Prepared by: Brian Allan, HART Director of Streetcar Operations

Reviewed by: Sean M. McCarthy, HART Chief Operations Officer



July 2024

ATTACHMENTS

[Report](#)



STREETCAR SYSTEM PERFORMANCE REPORT FOR JULY 2024

MISSED TRIPS

The TECO Line Streetcar System delivered 99.35 % of the contracted 4,292 trips for July with 28.4 reported missed trips. The missed trips were caused by mechanical issues (21.4 trips) and the accident on July 15th (7 trips).

ON-TIME DEPARTURES

In July, there were 20 reported late departures; On Time Performance (OTP) was 99.55%.

ACCIDENTS/INCIDENTS

There were two accidents in July:

On July 7th, Streetcar 430 was Northbound crossing Florida Street when a white minivan tried to make it through the crossing and was struck by the Streetcar. There were no injuries reported in the accident. The vehicle received damage to the right rear of the car. 430 received only minor damage in the accident. The driver of the vehicle was cited for failure to stop at a traffic control device.

On July 15th, Streetcar 432 was Southbound at Franklin Street and Channelside Drive when a white Lexus X350 turned right off Franklin and was struck by the Streetcar. There were no injuries reported in the accident. The vehicle received damage to the right rear of the car. 432 received only minor paint transfer in the accident. The police report states the cause of the accident was failure to yield to the streetcar, but the driver of the vehicle was not cited for the accident.

SPECIAL SERVICE

The Streetcar System provided 7.2 hours of additional service in July with additional service for the 4th of July and a private charter.

COMPONENT PERFORMANCE

- Ridership for July

<u>2022</u>	<u>2023</u>	<u>2024</u>
92,955	121,949	112,999

4th of July ridership: 6,192

- Right of way and Interlocking Report – all track inspections/maintenance were completed as scheduled. The right of way and CSX Interlocking are inspected every morning by HART personnel.
- OCS Report – All inspections were completed as scheduled.
- ADA Bridge Mechanism – There were 179 ADA boardings with no reported problems.
- Substations – All monthly service was completed on the Substations.



VEHICLE MAINTENANCE

- All maintenance on the streetcars is current.
- 18 service calls were performed in July.
- No streetcar required a tow in July.

SYSTEM CHANGES

Currently there are three open Motorman positions

INFRASTRUCTURE

Only scheduled maintenance was performed in July.

Service	Performed in July
A	29
B	2
C	1
E	0
AC PM	0

Prepared by: Brian Allan, HART Director of Streetcar Operations

Reviewed by: Sean M. McCarthy, HART Chief Operations Officer



CITY OF TAMPA

Jane Castor, Mayor

Revenue and Finance

Accounting

July 1, 2024

TO: Tampa Historic Streetcar, Inc.

FROM: Nancy Harper, Accountant II

SUBJECT: May 2024 Financial Statements

Attached are the financial statements for the month ended May 31, 2024.

FDOT revenues are down by 25.7%, Special assessment receipts are up by 20.1% HART operating expenses are down 8.4% and CSX costs are up 2.5%. Some revenue and expense highlights are as follows:

	FY 24	FY 23	\$ Difference	% Change
FDOT Revenues	\$ 520,120	\$ 700,000	\$ (179,880)	-25.7%
Special Assessments	\$ 1,749,961	\$ 1,457,454	\$ 292,507	20.1%
HART Expenses	\$ 1,541,766	\$ 1,682,800	\$ (141,034)	-8.4%
Insurance (CSX, general liability)	\$ 684,849	\$ 668,044	\$ 16,805	2.5%

The cash and cash equivalents began the fiscal year with \$375,361 and reflect a balance of \$1,166,916 as of May 31, 2024. Interest earnings were \$23,811, or an approximate APR of 3.1%.

TAMPA HISTORIC STREETCAR OPERATIONS-PROJECTIONS

May-24

		<u>12 MONTH BUDGET</u>	<u>YTD ACTUAL</u>	<u>PROJECTED 2024</u>
337402	HARTLINE-CMAQ	\$ 200,000	\$ -	\$ 200,000
337401	HARTLINE-FDOT	800,000	520,120	800,000
337401	HARTLINE-FDOT	-	-	-
319101	CITY TIF CONTRIBUTION	786,750	524,500	786,750
344401	FAREBOX	-	-	-
344402	CAR LEASING	-	2,500	2,500
344403	ADVERTISING	115,000	137,771	137,771
361101	INTEREST	-	23,811	35,717
366000	CONTRIBUTION AND DONATIONS	60,000	20,833	60,000
366005	OTHER CONTRIBUTION	29,451	-	29,451
366013	CONTRIBUTION FR COT	531,000	354,000	531,000
335200	NON-AD VALOREM ASSESSMENT	-	-	-
369900	MISC. REVENUES	500	5,375	8,063
369936	Unassigned Use of Fund Balance	112,000	-	-
325300	NON-AD VALOREM DISTRICT ASSESSMENT	1,734,024	1,749,961	1,749,961
381101	Transfer From Utilities Services Tax Fund	-	-	-
389402	INKIND CONTRIBTUTION	-	-	-
	TOTAL REVENUES	<u>\$4,368,725</u>	<u>\$3,338,871</u>	<u>\$4,341,212</u>
531002	PROFESSIONAL SVCS	6,000	4,201	6,302
532000	ACCOUNTING	25,000	4,995	7,493
534000	CONTRACTS	-	-	-
541003	POSTAGE	1,000	-	-
544000	POSTAL BOX RENTAL	-	-	-
547000	Printing and Binding	-	-	-
548000	ADVERTISING	-	-	-
		<u>32,000</u>	<u>9,196</u>	<u>13,794</u>
545000	INSURANCE	962,380	684,849	953,684
581000	EXTRA SERVICE	300,500	-	300,500
582000	HARTLINE-OPERATIONS	3,073,762	1,541,766	3,073,762
599999	OTHER USES BUDGET RESERVE	83	-	-
		<u>4,336,725</u>	<u>2,226,615</u>	<u>4,327,946</u>
	TOTAL EXPENSES	<u>\$ 4,368,725</u>	<u>\$ 2,235,811</u>	<u>\$ 4,341,740</u>
	EXCESS (DEFICIT)	<u>\$0</u>	<u>\$1,103,060</u>	<u>\$ (528.00)</u>



City of Tampa Financial Statement for the month ending June 30, 2024

ATTACHMENTS

[Report for the month ending June 30, 2024](#)



CITY OF TAMPA

Jane Castor, Mayor

Revenue and Finance

Accounting

August 1, 2024

TO: Tampa Historic Streetcar, Inc.

FROM: Nancy Harper, Accountant II

SUBJECT: June 2024 Financial Statements

Attached are the financial statements for the month ended June 30, 2024.

FDOT revenues are down by 25.7%, Special assessment receipts are up by 20.1% HART operating expenses are down 4.4% and CSX costs are up 12.6%. Some revenue and expense highlights are as follows:

	FY 24	FY 23	\$ Difference	% Change
FDOT Revenues	\$ 520,120	\$ 700,000	\$ (179,880)	-25.7%
Special Assessments	\$ 1,749,961	\$ 1,457,454	\$ 292,507	20.1%
HART Expenses	\$ 1,711,579	\$ 1,790,050	\$ (78,471)	-4.4%
Insurance (CSX, general liability)	\$ 752,058	\$ 668,044	\$ 84,014	12.6%

The cash and cash equivalents began the fiscal year with \$375,361 and reflect a balance of \$1,169,546 as of June 30, 2024. Interest earnings were \$26,442, or an approximate APR of 3.4%.

TAMPA HISTORIC STREETCAR OPERATIONS-PROJECTIONS

Jun-24

		<u>12 MONTH BUDGET</u>	<u>YTD ACTUAL</u>	<u>PROJECTED 2024</u>
337402	HARTLINE-CMAQ	\$ 200,000	\$ -	\$ 200,000
337401	HARTLINE-FDOT	800,000	520,120	800,000
337401	HARTLINE-FDOT	-	-	-
319101	CITY TIF CONTRIBUTION	786,750	590,063	786,750
344401	FAREBOX	-	-	-
344402	CAR LEASING	-	2,500	2,500
344403	ADVERTISING	115,000	137,771	137,771
361101	INTEREST	-	26,442	35,256
366000	CONTRIBUTION AND DONATIONS	60,000	60,000	60,000
366005	OTHER CONTRIBUTION	29,451	20,833	29,451
366013	CONTRIBUTION FR COT	531,000	398,250	531,000
335200	NON-AD VALOREM ASSESSMENT	-	-	-
369900	MISC. REVENUES	500	5,375	7,167
369936	Unassigned Use of Fund Balance	112,000	-	-
325300	NON-AD VALOREM DISTRICT ASSESSMENT	1,734,024	1,749,961	1,749,961
381101	Transfer From Utilities Services Tax Fund	-	-	-
389402	INKIND CONTRIBUTION	-	-	-
	TOTAL REVENUES	\$4,368,725	\$3,511,315	\$4,339,856
531002	PROFESSIONAL SVCS	6,000	4,201	5,601
532000	ACCOUNTING	25,000	4,995	6,660
534000	CONTRACTS	-	-	-
541003	POSTAGE	1,000	-	-
544000	POSTAL BOX RENTAL	-	-	-
547000	Printing and Binding	-	-	-
548000	ADVERTISING	-	-	-
		<u>32,000</u>	<u>9,196</u>	<u>12,261</u>
545000	INSURANCE	962,380	752,058	953,684
581000	EXTRA SERVICE	300,500	-	300,500
582000	HARTLINE-OPERATIONS	3,073,762	1,711,579	3,073,762
599999	OTHER USES BUDGET RESERVE	83	-	-
		<u>4,336,725</u>	<u>2,463,637</u>	<u>4,327,946</u>
	TOTAL EXPENSES	\$ 4,368,725	\$ 2,472,833	\$ 4,340,207
	EXCESS (DEFICIT)	\$0	\$1,038,482	\$ (351.67)