TAMPA HISTORIC STREETCAR BOARD OF DIRECTORS

Tuesday, February 25, 2025, 1:00 PM
Hybrid Format of Participation - In Person at
HART Administrative Office, 1201 East 7th Ave, Florida Conference Room, Tampa, FL 33605
and
Via Communication Media Technology

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 ~ President
Brandon Campbell
Councilmember Guido Maniscalco
David Mechanik
VACANT

Hillsborough Transit Authority
Councilmember Gil Schisler ~ Vice President
Melanie Williams ~ Secretary-Treasurer
Councilmember Gwendolyn Henderson

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 ~ January 28, 2025**
Meeting Minutes

4. ACTION ITEM

4.a. **Resolution #R2025-02-03 ~ Ratification of President English's Binding of Coverage Under Railroad Liability Insurance Policy Covering CSX Transportation, Inc.**
THS Board Counsel
Resolution #R2025-02-03 with Attachment I
Attachment II
Attachment III

5. MARKETING SERVICES REPORT

5.a. January 2025

Report

6. STREETCAR SYSTEM PERFORMANCE REPORT

6.a. January 2025
Report

7. LEGAL AND LEGISLATIVE REPORTS
David Smolker, THS General Counsel

8. CHAIR'S REPORT
Michael English, THS President/Chair

9. HART CHIEF EXECUTIVE OFFICER'S REPORT
Scott Drainville, HART Chief Executive Officer

10. COMPLIANCE REPORTS (REVIEW AND FILE)

10.a. **City of Tampa Financial Statements Beyond the Month Ending September 30, 2024**
FY2024 year-end financial reports beyond the month of September 2024 will be audited by the City of Tampa external auditors. They will be submitted to the THS Board of Directors for final approval in Spring 2025.

11. OLD BUSINESS

12. NEW BUSINESS

13. ADJOURNMENT

Meeting Minutes

**** Pending Approval****

Attendance in Person

Board Members	**(4)**	**HART - Staff Members ……..…….(10)**
Michael English, President		Brian Allan
Brandon Campbell		Davidson Anestal
Councilmember Gil Schisler		David Botello
Melanie Williams		Richard Campbell
		Scott Drainville
		Danielle Jackson
		Lena Petit
		Melonie Williams
		Justin Willits
		Frank Wyszynski
Board Member Absent	**(2)**	**Others Present ……..……...……...(4)**
Councilmember Gwendolyn Henderson		Frank De La Grana, The Baldwin Group
Councilmember Guido Maniscalco		Nancy Harper, City of Tampa
		Lisa Schisler
		David Smolker, THS General Counsel

Attendance via Communications Media Technology (CMT)

Board Members	**(1)**	**Others Present ……..…….....(1)**
David Mechanik		Loretta Kirk

The January 28, 2025, THS Board of Directors Meeting was held in a hybrid format with members 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 1:02 p.m. A physical quorum was present to conduct business. Pledge of Allegiance followed.

PUBLIC INPUT (3 MINUTES PER SPEAKER)

President English welcomed reappointed HART Board Representatives:

Councilmember Gwendolyn Henderson
Councilmember Gil Schisler
Melanie Williams

PUBLIC INPUT (3 MINUTES PER SPEAKER)

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

ELECTION OF VICE PRESIDENT

Mr. David Smolker, THS General Counsel, provided background for the Officers election process and opened the floor for nominations for Vice President.

Director Williams nominated Director Schisler for the position of Vice President/Vice Chair. Director Schisler accepted the position.

With no further nominations, President English announced that Councilmember Schisler was elected Vice President/Vice Chair.

APPROVAL OF MINUTES

a. Regular Board of Directors Meeting ~ October 22, 2024

b. Regular Board of Directors Meeting ~ November 26, 2024

Director Schisler moved and Director Williams seconded approval of the Board of Director meeting minutes from October 22, 2024 and November 26, 2024. All Board Members present voted aye. The motion carried unanimously.

ACTION ITEMS

a. Resolution #R2025-01-01 ~ To Ratify President English Authorization for Extra Service During Gasparilla Parade on Saturday, January 25, 2025

President English explained that he provided the authorization because it was needed before the Board had an opportunity to meet again.

Director Mechanik moved and Director Schisler seconded approval of a. Resolution #R2025-01-01 ~ To Ratify President English Authorization for Extra Service During Gasparilla Parade on Saturday, January 25, 2025.

Director Schisler asked about the total amount for the event.

Mr. Scott Drainville, HART Chief Executive Officer, stated that staff was still compiling the ridership from the previous weekend.

President English noted that the monetary amount was approximately $15,000.

All Board members present voted aye. The motion carried unanimously.

b. Resolution #R2025-01-02 ~ Approval of the First Amendment to Tri-Party Agreement Between Hillsborough Transit Authority (HART), Tampa Historic Streetcar, Inc. (THS), and Friends of Ybor, Inc. (FOY), for Lease and Maintenance of the Birney Streetcar #163

President English asked Mr. Smolker for an overview.

Mr. Smolker explained that in November 2023, the Board approved a triparty agreement between HART, THS, and Friends of Ybor (FOY) for the lease and maintenance of the Birney streetcar 163. He reminded the Board of the history of the Birney streetcar 163 and the agreement adding that the purpose was to promote and educate the public about the history of the Tampa streetcar system. Mr. Smolker cited delays in the permitting process for Foy's request for a six-month extension to

the plan submission deadline which he indicated his firm found as good cause. He recommended that the Board approve the amendment for the extension.

Director Mechanik stated that he would have to abstain from the vote, as he previously did, because his law firm represented a company affiliated with FOY. He requested that Mr. Smolker send him the voting conflict form.

Director Schisler moved and Director Campbell seconded approval of Resolution #R2025-01-02 ~ Approval of the First Amendment to Tri-Party Agreement Between Hillsborough Transit Authority (HART), Tampa Historic Streetcar, Inc. (THS), and Friends of Ybor, Inc. (FOY), for Lease and Maintenance of the Birney Streetcar #163. All Board members present voted aye except Director Mechanik who abstained. The motion carried unanimously.

Director Schisler asked that the representatives for FOY inform HART when completed to have a public relations session as he saw this as a big deal that should be advertised and celebrated accordingly.

MARKETING SERVICES REPORT

Mr. David Botello, HART Director of Communications and Marketing, presented the Marketing Service Report for November and December 2024.

STREETCAR PERFORMANCE REPORT

Mr. Brian Allan, Director of Streetcar Operations, presented the Streetcar Performance Report for November and December 2024.

LEGAL AND LEGISLATIVE REPORT

There was no report.

CHAIR'S REPORT

President English introduced Mr. Frank De La Grana to provide an update on the CSX insurance.

Mr. Frank De La Grana, Baldwin Group, stated that the renewal for the insurance was approaching within the next week and added that the firm had a delay in getting the submission out to market, but was currently awaiting quotes from the brokers. He reminded the Board that his main goal was to negotiate with the CSX reduction of the insurance limit, which turned out to be much harder than anticipated. Mr. de la Grana detailed his communication efforts with CSX noting that many phone calls and emails went unanswered with no meetings scheduled. He explained that the plan moving forward was to receive quotes for the agreed upon $50 million limit, $40 million limit and $30 million limit in hopes that CSX will accept a smaller limit. Mr. De La Grana further explained that his firm was attempting to work with CSX as the insurance rates in the market for liability were increasing drastically at 8-10%. He noted that his firm has requested that the increase not exceed 5%. Mr. De La Grana referred to the streetcar's impeccable record of no losses since the early 2000es, but stated that the liability insurance strictly used ridership and payroll numbers unless there was claim a history of increased claims. He added that the streetcar service had

increased the ridership which was great for the service, but increased the liability insurance rate. Mr. De La Grana stressed that his firm would continue their efforts in contacting CSX and may involve the Board in future attempts. He said he expected to have quotes for the renewal by the end of the current week to share with any interested Board Members.

Director Williams asked if it was possible to invite CSX to a THS Board meeting?

Mr. De La Grana stated that it was a great suggestion. He explained that he had a report outlining all the safeguards in place for the system that he would love to share with the Board.

President English noted that the renewal date was before the next Board Meeting on February 10, and asked Mr. Smolker if he needed Board approval to accept an insurance policy in the interim.

Mr. Smolker stated his recollection that there was a grace period under the terms the policy which might allow for the final quote to be brought for approval after February 10. He asked for confirmation.

Mr. De La Grana stated that there would be a small grace period set by the carriers that accept the insurance as more than one company would have to be used to reach the $50 million limit. He noted that he might include other options for changes to be made based on lower limits possibly renegotiated with CSX.

Mr. Smolker asked about the highest anticipated increase.

Mr. De La Grana stated that the increase could be between 8-10%, but the underwriters were told to keep the increase at 5%.

Director Schisler recommended that the Board take action to authorize President English to bind coverage based on the $50 million liability limit quote not to exceed a 10% increase with discretion to bind a policy less than that at lower liability limits.

Mr. De La Grana added that another issue that his firm encountered was the response that $50 million was not a lot of money to CSX when the safeguard put in place as well as the size of the intersection was explained to CSX. He also added that CSX explained that if they kept lowering the limit for THS, they would have to lower limits for other entities. Mr. De La Grana stated that he felt they were putting his firm in a difficult place, but that would not deter them from negotiating even through it is tough. He suggested that getting members of the Board as well as the City or state officials involved could possibly help in the discussions. Mr. De La Grana stressed that relief in the insurance payment would have to come from a lower liability limit, not the insurance market.

President English asked for a motion to grant him authority Mr. Smolker outlined.

Director Schisler asked if it would be possible to get CSX to review the coverage requirement on the number of interactions as opposed to the ridership and payroll.

Mr. De La Grana explained that the insurance carriers were insuring the whole streetcar line, not just the intersection with the railway meaning that this policy would react to any lawsuit brought against the City, HART, or THS regardless of the location of the incident or accident.

President English clarified that CSX did not care about coverage for the whole line, but the City of Tampa did and wanted that coverage because they were the liable party.

Director Schisler stated that he did not have that clarification prior and thought that the insurance only covered the intersection.

Mr. De La Grana stated that CSX was requiring a certain liability limit because the service crossed the intersection which was their property and they did this for all entities across the country. He added that if the service did not cross the intersection, the liability limit would be much lower than $50 million.

Director Schisler made a motion to enable President English to negotiate the binding CSX insurance coverage by February 10 with up to a 10% potential increase in the premium year over year. Director Williams seconded the motion. All Board members present voted aye except Director Mechanik who abstained. The motion carried unanimously.

President English asked about the number of times that CSX used the track during streetcar service hours.

Mr. Allan responded that staff typically did not see CSX service as they only use the track to service MacDill Air Force Base which was done in the middle of the night. He added that staff saw traffic from two Amtrak trains over the crossing four times a day.

President English commented that he found it outrageous to pay for the insurance premium needed when the CSX service and streetcar service do not operate at the same time. He asked Mr. De La Grana if that could be a factor to negotiate with CSX.

Mr. De La Grana stated that he had brought that to their attention and it was already part of the factors that his firm had compiled to renegotiate the liability limit to a lower amount.

Director Campbell asked if the Board could anticipate a prorated refund if the liability coverage was lowered after the new premium was bound.

Mr. De La Grana stated that there could be a penalty of up to 25% of the premium to rewrite the policy, but since the same carriers would likely be involved in the new policy, he noted that he might be able to get the penalty waived especially since it was written in the submission that the liability limit could be changed.

Director Campbell asked if that potential waiver would be established as the annual coverage is bound.

Mr. De La Grana stated that he would ensure that it was written out and understood by the carriers and the underwriters moving forward.

President English stated that he requested Mr. De La Grana set up a zoom call with the City of Tampa staff for a briefing before making a decision. He spoke about the inception of the insurance and noted that CSX was a big company that might need more intervention to negotiate.

Mr. De La Grana stated that he would make himself available if anyone needed information or had any questions.

President English stated that Board Members could reach out to himself or Mr. Smolker for Mr. De La Grana's contact information.

HART CHIEF EXECUTIVE OFFICER'S REPORT

Mr. Drainville, HART Chief Executive Officer, reported on the replacement of the wood cross ties which he detailed; and his upcoming meeting with City of Tampa Mayor Jane Castor and HART Board Chair Councilmember Luis Viera to continue the discussions on the FY 2025 streetcar budget.

President English congratulated HART on their award of $23.4 million RAISE Grant.

COMPLIANCE REPORT (REVIEW AND FILE)

FY2024 year-end financial reports beyond the month of September 2024 will be audited by the City of Tampa external auditors. They will be submitted to the THS Board of Directors for final approval in Spring 2025.

OLD BUSINESS

There was no Old Business.

NEW BUSINESS

There was no New Business.

ADJOURNMENT

The meeting adjourned at 1:47 p.m.

ATTEST:

Michael English, President
THS Board of Directors

Melanie Williams, Secretary-Treasurer
THS Board of Directors

David Smolker
THS Board General Counsel

ACTION ITEM

Resolution #R2025-02-03 ~ Ratification of President English's Binding of Coverage Under Railroad Liability Insurance Policy Covering CSX Transportation, Inc.

OVERVIEW

Pursuant to the Tampa Interlocking Operating and Maintenance Agreement, as amended, THS is currently obligated to provide $50,000,000 in railroad liability insurance covering CSX Transportation, Inc for damages in the event of an accident where the streetcar tracks cross CSX Transportation's tracks in the Ybor City district of the City of Tampa.

BACKGROUND

At the January 28, 2025 meeting, the THS Board authorized President English to bind coverage under a railroad liability insurance policy covering CSX Transportation, Inc. in the amount of $50,000,000 not to exceed a 10% increase over last year's policy premium of $718,625.

As it turned out, insurance brokers with the Baldwin Group were only able secure the required coverage at an annual premium of $827,952 which represents a 15% increase over the prior premium. To ensure continued coverage and avoid a lapse in coverage, President English timely bound coverage at the higher premium.

NEXT STEPS

Ratify President English's binding of coverage under railroad liability insurance policy covering CSX Transportation, Inc.at an annual premium of $827,952.

Attachments:

I. Resolution #R2025-02-03

II. Policy Number: RX0059325, Commercial Excess Liability Binder

III. Policy Number: US00066570LI25A, Railroad Liability Coverage Form

ATTACHMENT I

RESOLUTION NO. #R2025-02-03

A RESOLUTION RATIFYING PRESIDENT ENGLISH'S BINDING OF COVERAGE UNDER RAILROAD LIABILITY INSURANCE POLICY COVERING CSX TRANSPORTATION, INC.

WHEREAS, Pursuant to the Tampa Interlocking Operating and Maintenance Agreement, THS is obligated to provide $50,000,000 in railroad liability insurance; and

WHEREAS, the railroad liability insurance covers CSX Transportation, Inc. for damages in the event of an accident where the streetcar tracks cross CSX Transportation's tracks in the Ybor City district of the City of Tampa; and

WHEREAS, THS Board authorized President English to bind coverage under a railroad liability insurance policy covering CSX Transportation, Inc. in the amount of $50,000,000 not to exceed a 10% increase over last year's policy premium of $718,625; and

WHEREAS, the Baldwin Group secured the required coverage at an annual premium of $827,952 which represents a 15% increase over the prior premium; and

WHEREAS, to ensure continued coverage and avoid a lapse in coverage, President English timely bound coverage at the higher premium;

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

Section 1. Tampa Historic Streetcar, Inc. ratifies President English's binding of coverage under Railroad Liability Insurance Policy Covering CSX Transportation, Inc.

Section 3. Proper officers of the Tampa Historic Streetcar, Inc. are authorized to do all things necessary and required in order for use in management of the streetcar system.

Section 4. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE TAMPA HISTORIC STREETCAR, INC. ON FEBRUARY 25, 2025.

ATTEST:

Michael English, President/Chair
THS Board of Directors

Melanie Williams, Secretary-Treasurer
THS Board of Directors

David Smolker
THS Board General Counsel

Policy Number: RX0059325

COMMERCIAL EXCESS LIABILITY BINDER

INSURED INFORMATION	
NAMED INSURED:	Tampa Historic Streetcar, Inc. c/o HART
MAILING ADDRESS:	1201 E. 7th Avenue
	Tampa, FL 33605
POLICY PERIOD:	02/10/2025 to 02/10/2026

PROGRAM PARAMETERS	
ISSUING COMPANY:	Aspen Specialty Insurance Company A.M. Best Rating: A (Excellent), XV
COVERAGE FORM:	ASPEX323 1215 Excess Liability Insurance Policy
DEFENSE BASIS:	Inside
LIMITS of LIABILITY:	$15,000,000 Each Occurrence Limit
	$30,000,000 General Aggregate Limit

SCHEDULE OF CONTROLLING INSURANCE

Line Of Business	Carrier	Limits / Retention Type		Policy Period
Railroad Liability	Indian Harbor Insurance Company Policy Number: US00066570LI25A	$10,000,000 $20,000,000 $300,000	Each Occurrence General Aggregate Self-Insured Retention	02/10/2025-02/10/2026

PREMIUM

Policy Premium:	$296,640.00	
Terrorism Charge:	$14,832.00	
Total Premium:	$311,472.00	(25% Minimum Earned)

ENDORSEMENTS

In addition to all terms, conditions and exclusions that apply to the policy form reference above, the policy is further amended by the following endorsements:

SNFL 0314	Florida Surplus Lines Notice
ASPEX364 0616	Railroad Excess Liability Insurance Policy Declarations
ASPEX323 1215	Excess Liability Insurance Policy
ASPEX239 1215	Forms And Endorsements Schedule
ASPCO002 0821	General Service Of Suit Notice
ASPCO1128 0121	Disclosure Pursuant To Terrorism Risk Insurance Act
ASPEX123 1215	Compliance With Trade Or Economic Sanctions Endorsement
ASPEX131 0116	Following Form Endorsement – Claims Made
ASPEX158 1215	Cap On Losses From Certified Acts Of Terrorism
ASPEX216 1215	Defense Within The Limits Endorsement – Follow Form
ASPEX235 1215	Nuclear Energy Liability Exclusion Endorsement
ASPCO1126 0416	Policyholder's Guide to Reporting a Casualty Claim

CONDITIONS:

This binder is subject to the following conditions. Please read them carefully.

- Copy of Lead Underlying Policy
- Signed and Completed SL Form (Even if Exempt)
- Signed and Completed TRIA Form

XL Insurance

Railroad

Binder

To:	AmWINS Insurance Brokerage of California, LLC
Attn:	Min Kim
Applicant Name:	Tampa Historic Streetcar, Inc.
Mailing Address:	c/o HART 1201 E. 7th Avenue Tampa, FL 33605

NOTE: This binder is a temporary insurance contract, subject to the conditions shown herein. This company binds the insurance stipulated on the Binder for forty-five (45) days from February 10, 2025. The Insurance coverage is subject to the terms, conditions and limitations of the policy(ies) specifically identified by the Company in the Binder. This Binder is cancelled when replaced by the Policy.

behalf of the Company, we are pleased to offer the following terms and conditions based on information received.

Policy Number:	**US00066570LI25A**	
Name of Insurance Company:	**Indian Harbor Insurance Company** (A non-admitted Carrier, the broker is responsible for collection, payment and filing of any additional amount representing the applicable state Surplus Lines Taxes and/or fees).	
Policy Form:	**Railroad Liability Coverage Form – Claims Made**	
Policy Period:	Effective Date: Expiration Date:	2/10/2025 2/10/2026
Retroactive Date:	November 10, 2003 June 1, 2004 February 24, 2020	$ 2,000,000 SIR $ 100,000 SIR $ 300,000 SIR
Limits of Insurance:	Each Occurrence Limit Policy Aggregate Limit	$10,000,000 $20,000,000
Self-Insured Retention:	Per Occurrence	$ 300,000

Premium:	Minimum and Deposit:	$ 491,886	@ flat rate.
	Plus TRIA Premium:	$ 24 594	
	Gross Annual Premium:	$ 516,480	

Terms and Conditions:

Coverage is based off a Railroad Manuscript policy form includes:

1. Schedule of Named Insureds.
2. 25% Minimum Earned.
3. Deletion of the Passenger Exclusion.
4. All standard terms and conditions apply.

Exclusions:

Coverage is based off a Railroad Manuscript policy form excludes:

1. Access or Disclosure (RRL 324 0520)
2. Cyber Exclusion (new)
3. Violation of Law (new)
4. Communicable disease (RRL 320 0420)
5. All standard exclusions, terms and conditions apply.

Subjectivities and Additional Requirements

This binder is subject to receipt of the following information, which is required within 7 days binding:

- Completed TRIA Disclosure Notice
- Financials
- Contracts as they relate to rail operations.

COMMENTS: All endorsements, including Additional Insured requests, are subject to Company approval and possible additional premium charge. Primary/Non-Contributory wording requests are subject to company approval, copy of contract and possible additional premium charge.

TRIA is included per the above premium binder. TRIA can be rejected by the Named Insured in writing.

POLICYHOLDER DISCLOSURE
NOTICE OF TERRORISM INSURANCE COVERAGE

You are hereby notified that under the Terrorism Risk Insurance Act, as amended, you have a right to purchase insurance coverage for losses resulting from acts of terrorism, *as defined in Section 102(1) of the Act*: The term "act of terrorism" means any act that is certified by the Secretary of the Treasury—in consultation with the Secretary of Homeland Security, and the Attorney General of the United States—to be an act of terrorism; to be a violent act or an act that is dangerous to human life, property, or infrastructure; to have resulted in damage within the United States, or outside the United States in the case of certain air carriers or vessels or the premises of a United States mission; and to have been committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

YOU SHOULD KNOW THAT WHERE COVERAGE IS PROVIDED BY THIS POLICY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM, SUCH LOSSES MAY BE PARTIALLY REIMBURSED BY THE UNITED STATES GOVERNMENT UNDER A FORMULA ESTABLISHED BY FEDERAL LAW. HOWEVER, YOUR POLICY MAY CONTAIN OTHER EXCLUSIONS WHICH MIGHT AFFECT YOUR COVERAGE, SUCH AS AN EXCLUSION FOR NUCLEAR EVENTS. UNDER THE FORMULA, THE UNITED STATES GOVERNMENT GENERALLY REIMBURSES 85% THROUGH 2015; 84% BEGINNING ON JANUARY 1, 2016; 83% BEGINNING ON JANUARY 1, 2017; 82% BEGINNING ON JANUARY 1, 2018; 81% BEGINNING ON JANUARY 1, 2019; AND 80% BEGINNING ON JANUARY 1, 2020, OF COVERED TERRORISM LOSSES EXCEEDING THE STATUTORILY ESTABLISHED DEDUCTIBLE PAID BY THE INSURANCE COMPANY PROVIDING THE COVERAGE. THE PREMIUM CHARGED FOR THIS COVERAGE IS PROVIDED BELOW AND DOES NOT INCLUDE ANY CHARGES FOR THE PORTION OF LOSS THAT MAY BE COVERED BY THE FEDERAL GOVERNMENT UNDER THE ACT.

YOU SHOULD ALSO KNOW THAT THE TERRORISM RISK INSURANCE ACT, AS AMENDED, CONTAINS A $100 BILLION CAP THAT LIMITS U.S. GOVERNMENT REIMBURSEMENT AS WELL AS INSURERS' LIABILITY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM WHEN THE AMOUNT OF SUCH LOSSES IN ANY ONE CALENDAR YEAR EXCEEDS $100 BILLION. IF THE AGGREGATE INSURED LOSSES FOR ALL INSURERS EXCEED $100 BILLION, YOUR COVERAGE MAY BE REDUCED.

ACCEPTANCE OR REJECTION OF TERRORISM INSURANCE COVERAGE

☐	**I hereby elect to purchase "certified acts of terrorism" coverage for a prospective premium of $24,594** Premium is 5% of the Policy Premium.
☐	**I hereby decline to purchase Terrorism coverage. I understand that I will have no coverage for losses resulting from "certified acts of terrorism."**

	Indian Harbor Insurance Company
Policyholder/Applicant's Signature	Insurance Company
Print Name	Policy Number
Date	

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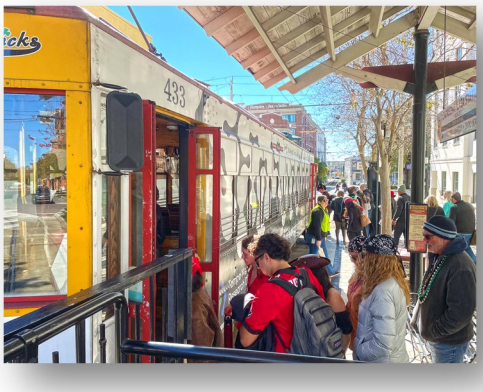
THS MARKETING SERVICES REPORT – JANUARY 2025

THS MARKETING COLLATERAL AND GRAPHIC SUPPORT

Collateral and graphic support included: Gasparilla Service Material (Maps, Signage, Patron Notices) | Streetcar Live January 24th Barefoot & Flowers (Surf Pop/Folk/Rock) Promotional Material (X, Facebook, Instagram)

Gasparilla



With 300,000 pirates expected in downtown Tampa for the Gasparilla Parade, HART staff and local officials encouraged attendees to use HART buses and the TECO Line Streetcar to get to the festivities.

The TECO Line Streetcar ran continuous service throughout the day, while HART provided free bus and van shuttles to accommodate overflow streetcar riders.

In total, **13,188 passengers** rode the TECO Line Streetcar and HART shuttles during Gasparilla!

Streetcar Live

Streetcar Live, the monthly concert series aboard the TECO Line Streetcar, welcomed Barefoot & Flowers (Surf Pop/Folk) in January!

This popular series, a collaboration between the TECO Line Streetcar and the Gasparilla Music Festival, continues showcasing some of Tampa Bay's finest musicians for riders.

Streetcar Service to Downtown/Ybor Events

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

- Florida Music Education Conference
- Jeff Dunham
- Lunar New Year Water Street Celebration
- Winter Village
- Jim Gaffigan
- Tampa Bay Lightning games
- Mayor's Food Truck Fiesta
- Rock the Park

MEDIA COVERAGE

Tampa Bay Times - Your Gasparilla pirate parade questions, answered

Florida Politics - Looking for a free ride to Gasparilla? HART's got you covered

Tampa Bay Times - Guide to the 2025 Gasparilla Parade of Pirates in Tampa

Axios Tampa Bay - Gasparilla 2025 in Tampa: Parking, road closures and weather - Axios Tampa Bay

City of Tampa - Gasparilla 2025: What to Know About the Pirate Invasion and Brunch at Tampa Convention Center | City of Tampa

My News 13 - Gasparilla 2025: A landlubber's list of what to expect

WTSP - Gasparilla Service

FOX 13 - Gasparilla 2025: Here's what to know about the annual pirate parade | FOX 13 Tampa Bay

The Oracle - USF students share concerns about attending Gasparilla – The Oracle

Tampa Bay Times - Hillsborough voted to extend its sales tax 15 years. Here's what's planned

Tampa Bay Date Night Guide - Where to Park and How to Get Around for Gasparilla Pirate Fest 2025 in Tampa

Prepared by: Frank Wyszynski, Manager of Marketing and Communications

Attachment: Vector Media Monthly Sales Report – January 2025

STREETCAR SYSTEM PERFORMANCE REPORT FOR JANUARY 2025

MISSED TRIPS

The TECO Line Streetcar System delivered 97.9 % of the contracted 4,448 trips for January with 92 reported missed trips. The missed trips were caused by mechanical issues (81.5 trips), a shortage of operators (7.5 trips), a bomb threat (3 trips).

ON-TIME DEPARTURES

In January, there were 25 reported late departures; On Time Performance (OTP) was 99.4%.

ACCIDENTS/INCIDENTS

There were two incidents in January:

January 24 - A suspicious package was found at Dick Greco Plaza. The Tampa Police Department Bomb Squad responded. The package turned out to be just an item that someone had left in the station.

January 25 – Streetcar 432 split the yard switch for tracks 5 & 6. The car did not derail and there was no damage to the car.

SPECIAL SERVICE

The Streetcar System provided 11.5 hours of additional service in January for the Gasparilla Pirates Festival on January 25. Gasparilla ridership was 8,827.

COMPONENT PERFORMANCE

- Ridership for January

2023	2024	2025
119,615	118,218	101,440

- 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 135 ADA boardings with no reported problems.
- Substations – All monthly service was completed on the Substations.

VEHICLE MAINTENANCE

- All maintenance on the streetcars is current.
- 24 service calls were performed in January.
- 1 streetcar required a tow and in January.

SYSTEM CHANGES

There are currently three open motormen positions.

INFRASTRUCTURE

Only scheduled maintenance was performed in January.

Service	Performed in January
A	29
B	3
C	0
E	9
AC PM	0

Prepared by: *Brian Allan, HART Director of Streetcar Operations*

Reviewed by: *Sean McCarthy, HART Chief Operations Officer*