



**PORT TAMPA BAY
MONTHLY BUSINESS MEETING
OCTOBER 21, 2014 - 9:30 AM**

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Tuesday, November 18, 2014, 9:30 am

L. Adjournment

A. INVOCATION AND PLEDGE

PUBLIC COMMENT

B. APPROVAL OF MINUTES

**PRESENTATION AND APPROVAL OF
FINANCIAL STATEMENT**

C. APPROVAL OF CONSENT AGENDA

**PORT TAMPA BAY
Business Meeting
September 16, 2014**

The Port Tampa Bay (PTB) Business Meeting was called to order at 9:32 a.m. with the following Board members present: Mr. Stephen W. Swindal, Chairman; Mr. Carl Lindell, Jr., Vice Chairman; Mr. Patrick H. Allman, Secretary/Treasurer; Ms. Sandra Murman, Commissioner; Mr. John B. Grandoff III, Commissioner; and Mr. Gregory Celestan, Commissioner. Mayor Bob Buckhorn, Commissioner, was absent.

The following PTB senior management staff members were present: Mr. Paul Anderson, Port President and Chief Executive Officer; Mr. Charles Klug, Chief Legal Officer; Mr. Raul Alfonso, Executive Vice President and Chief Commercial Officer; Mr. Mike Macaluso, Chief Financial Officer; Mr. John Thorington, Vice President of Government Affairs and Board Coordination; Mr. Ram Kancharla, Vice President of Planning and Development; Mr. Bruce Laurion, Vice President of Engineering; Mr. Wade Elliott, Vice President of Marketing and Business Development; Mr. Jim Renner, Vice President of Real Estate; Mr. Karl Strauch, Vice President of Brand Development and Regional Alliances; Ms. Donna Wysong, Vice President of Legal Affairs and Deputy Port Counsel; and Mr. Ed Miyagishima, Senior Advisor to Port President/CEO.

The public attendance sheet is Attachment 1.

A. INVOCATION – PLEDGE

Chaplain Steve Finnesy gave the invocation and led the Pledge of Allegiance.

B. PUBLIC COMMENT

Ms. Marilyn Smith commented on withdrawn item D-7, FY 2015 revenue projections, spending, and item D-1.

The Public Comment sheet is Attachment 2.

APPROVAL OF MINUTES OF THE AUGUST 19, 2014 BOARD MEETING

Commissioner Murman, seconded by Commissioner Celestan, moved to approve and receive the Minutes of the August 19, 2014 Board Meeting. The motion carried six to zero with Mayor Buckhorn being absent.

APPROVAL OF THE FINANCIAL STATEMENT OF ELEVEN MONTHS ENDING AUGUST 31, 2014

Mr. Mike Macaluso presented the Financial Statement of Eleven Months ending August 31, 2014, and reviewed specific line items.

In response to Commissioner Grandoff's question regarding the source of interest income, Mr. Macaluso stated that Port investments were the source of the interest income.

Commissioner Murman, seconded by Commissioner Celestan, moved to approve the Financial Statement of Eleven Months ending August 31, 2014. The motion carried six to zero with Mayor Buckhorn being absent.

C. APPROVAL OF CONSENT AGENDA

- 1. Approval of Workers' Compensation Insurance Coverage**
- 2. Approval of the Contract Renewal with Direct Assignment Benefit Plans, Inc. – Provider of Employee Dental Plan (Dental Decisions) and Approval of Funding for FY 2015**
- 3. Approval of Contract Renewal with Alcalde & Fay for Federal Government Relations Consultant Services**
- 4. Approval of the Assignment of Contract with Severn Trent Environmental Services, Inc. – Community Association Management Services**
- 5. Approval of Employee Basic Term Life Insurance and Accidental Death and Dismemberment Group Insurance Provider**
- 6. Approval of the Lease Agreement with Protected Trust, LLC**

Commissioner Murman, seconded by Commissioner Celestan, moved to approve the consent agenda as presented. The motion carried six to zero with Mayor Buckhorn being absent.

D. REGULAR AGENDA

- 1. Approval of Ranking of Firms and Contract Award for Strategic Communications Services Consultant, RFQ No. Q-005-14**

Mr. Ed Miyagishima outlined the item as presented in the write-up included in the agenda.

There being no questions, Commissioner Grandoff, seconded by Commissioner Murman, moved to authorize the Port President/CEO or his designee to enter into negotiations and execute a contract with Hill and Knowlton, Inc. for strategic communications services consultant, for a period of one year at a not-to-exceed amount of \$120,000, with two one-year consecutive renewal options at the sole discretion of PTB, subject to review by the Chief Legal Officer. If PTB is unable to negotiate a contract with the top ranked firm, negotiations shall be terminated, and PTB shall then undertake negotiations with the next best qualified firm, all subject to review by the Chief Legal Officer. The motion carried six to zero with Mayor Buckhorn being absent.

2. Approval of the Award of Contract No. 14-01914, Port Redwing Roadway, ITB No. B-007-14

Mr. Bruce Laurion outlined the item as presented in the write-up included in the agenda.

In response to Commissioner Celestan's question, Mr. Laurion responded that PTB owned the railroad lines at Port Redwing, and would be responsible for costs associated with the rail crossing at U.S. Highway 41.

There being no further questions, Commissioner Murman, seconded by Commissioner Lindell, moved to authorize the Port President/CEO or his designee to execute Contract No. 14-01914 with QGS Development, Inc. for Port Redwing Roadway in an amount not to exceed \$2,656,159, which includes a ten percent contingency fund to remedy any unforeseen conditions, all subject to review by the Chief Legal Officer. The motion carried six to zero with Mayor Buckhorn being absent.

3. Approval of FY 2015 Funding for Annual Continuing Contracts for Engineering Services

Mr. Laurion outlined the item as presented in the write-up included in the agenda.

There being no questions, Commissioner Murman, seconded by Commissioner Grandoff, moved to authorize the funding of \$2,250,000 of FY2015 Capital Improvement Funds for the eight continuing contracts referenced for environmental engineering; general engineering; and geotechnical/testing and engineering services; and extending them another year, subject to review by the Chief Legal Officer. The motion carried six to zero with Mayor Buckhorn being absent.

4. Approval of FY 2015 Funding for and Extension of Annual Unit Price Environmental Remediation and Marine and Upland Construction, Repair & Improvements Contracts

Mr. Laurion outlined the item as presented in the write-up included in the agenda.

There being no questions, Commissioner Murman, seconded by Commissioner Grandoff, moved to authorize the contracts listed in the agenda item to be extended as set forth in the agenda item and funded in the amount of \$2,100,000 from the FY2015 Capital Improvement Funds, subject to review by the Chief Legal Officer. The motion carried six to zero with Mayor Buckhorn being absent.

5. Approval of FY 2015 Funding for and Extension of Grounds Maintenance and Janitorial Services Contracts

Mr. Laurion outlined the item as presented in the write-up included in the agenda.

There being no questions, Commissioner Grandoff, seconded by Commissioner Celestan, moved to authorize the extension of the Great Bay Landscape Services, Inc. grounds maintenance contract and the ASK Solutions, Inc. janitorial services contract for one year each and the funding of both contracts in the total amount of \$495,000, as referenced in the agenda

item, from the FY2015 Operating Budget, subject to review by the Chief Legal Officer. The motion carried six to zero with Mayor Buckhorn being absent.

6. Approval of Joint Participation Agreement with the Florida Department of Transportation

Mr. Ram Kancharla outlined the item as presented in the write-up included in the agenda.

There was brief discussion regarding the crane manufacturer that was noted in the agenda item. Mr. Laurion explained that the crane manufacturer (ZPMC) fabricated approximately seventy percent of the world's cranes. Discussion continued regarding return on investment and warranty terms for the cranes.

Commissioner Murman, seconded by Commissioner Celestan, moved to authorize the Port President/CEO or his designee to enter into a joint participation agreement with FDOT, District Seven, for \$12,000,000, subject to review by the Chief Legal Officer. The motion carried six to zero with Mayor Buckhorn being absent.

~~**7. Approval of Extension and Funding of General Planning Services Consultant Contract No. Q-004-12**~~

This item was withdrawn from the agenda.

8. Approval of Channelside Master Plan Approval Phase 2 Under General Planning Services Consultant Contract

Mr. Kancharla outlined the item as presented in the write-up included in the agenda.

Commissioner Murman asked about how the results of the study would be delivered to the community. Mr. Kancharla explained that phase one of the master plan included the market assessment, cruise study, land use analysis, transportation analysis, and facility assessments. Phase one, being eighty percent complete, led to a series of needed discussions between the consultants and the Florida Aquarium, the City of Tampa, and other area stakeholders. During the meetings, the consultants identified options and issues that require further discussion, which lead into the next phase of the Channelside Master Plan.

Commissioner Grandoff, seconded by Commissioner Murman, moved to authorize the Port President/CEO or his designee to execute a work order with Renaissance Planning Group, in an amount not to exceed \$355,518 with the terms of its current General Planning Services Contract and subject to review by the Chief Legal Officer for the Channelside Master Plan Approval Phase 2. The motion carried six to zero with Mayor Buckhorn being absent.

E. RECEIPT OF REPORTS

- 1. Report of Legal Fees by Project**
- 2. Report of Aged Account Receivables**
- 3. Report of Contract Status**
- 4. Report of Work Permits**
- 5. Report of Expenditures Between \$50,000 and \$100,000**

Commissioner Murman, seconded by Commissioner Celestan, moved to receive the reports as presented. The motion carried six to zero with Mayor Buckhorn being absent.

F. EXECUTIVE DIRECTOR REPORT

Mr. Anderson reported that PTB continues to promote the Port to government, business community leaders, global leaders, and visitors from around the world. Mr. Anderson thanked PTB staff for helping with the outreach efforts marketing the Port. Recent visitors include U.S. Congressman David Jolly (aide), Florida Senator John Legg, and Florida Representative Seth McKeel, who was appropriations chairman in the Florida House, as well as officials from St. Petersburg College and Tampa Hillsborough Economic Development Corporation.

Last month, Port Tampa Bay hosted a Water Resources Reform and Development Act (WRRDA) town hall meeting to discuss the bill passed earlier in the year with bi-partisan Congressional support. Mr. Anderson explained the U.S. House of Representatives Transportation and Infrastructure (T & I) Committee developed the WRRDA bill, which President Obama signed. Representatives Steve Southerland and Dan Webster, two of the Florida House members on the T & I Committee, participated in the PTB town hall event. The event afforded PTB the opportunity to emphasize the importance of WRRDA to many officials and Port community business leaders.

Mr. Anderson reported that he recently joined other U.S. business leaders in briefing senior Obama administration officials on how U.S. international trade policy and businesses in our nation's communities interact with trade. He outlined PTB meetings held two months ago which highlighted local initiatives on international trade. The White House Business Council and other businesses organized the international trade event held in Washington, D.C. While at the meeting, he met with Ambassador Fred Hochberg, chairman of the Export/Import Bank; Ambassador Michael Froman, the U.S. Trade Representative; Penny Pritzker, Secretary of Commerce; and Bruce Andrews, Deputy Secretary of Commerce. Mr. Anderson noted the importance of interfacing with key administration officials regarding efforts to increase trade, particularly on how to grow exports because of the importance of future growth in the utilization, for example, of the container cranes.

Mr. Anderson also stated the importance of getting back-haul cargos and the need to increase manufacturing and to continue working with federal officials. The trade event was attended by CEOs from Ford, Target, American Honda, Google, General Electric, Wal-Mart, Microsoft, Caterpillar, John Deere, Volvo and Toyota.

Mr. Anderson reported that Standard and Poor's had reaffirmed PTB's credit rating of A- with a Stable outlook.

Mr. Anderson announced that he and Commissioner Murman had attended the ceremony renaming the Tampa Bay Times Forum the Amalie Arena. Mr. Anderson stated it is appropriate and fitting that the new name reflects the long-term commitment by Amalie Oil to both the Tampa Bay region and the Port community. A longtime Port tenant, Amalie exports its products from PTB to over one hundred countries around the world.

Mr. Anderson stated that on August 28, 2014, the Port participated in a simulated emergency services tabletop exercise with Kinder-Morgan, the Hillsborough County Sheriff's Office, the Florida Department of Emergency Management, and the U. S. Coast Guard. The exercise simulated a pipeline leak into the waterway and the associated response. Participants worked under the National Incident Management System (NIMS) Unified Command Structure to practice notification procedures to the community, planning phases, and response. Mr. Anderson stated that PTB planned additional tabletop exercises with its partners on a regular basis.

Mr. Anderson stated that PTB hosted the Greater Tampa Bay Area Contingency Planners, which is a group of individuals focused on resiliency and recovery planning and preparedness for their respective organizations. They toured the Port last month to gain knowledge about PTB and the regional impact of our Port.

Mr. Anderson reported that Mr. Raul Alfonso recently signed a Memorandum of Understanding with the Port of Cartagena, Colombia. The agreement strengthens PTB's bond of camaraderie with Cartagena and establishes a strategic alliance for collaboration towards commercial pursuits.

Mr. Anderson concluded his report stating that Thom Stork, President of the Florida Aquarium, had invited him to dive with the sharks in the main Aquarium tank. With over 30 years' dive experience, Mr. Anderson welcomed the opportunity, but stated his reason for diving was to highlight the key strategic relationship enjoyed by PTB and the Aquarium within both the Channel District and general community.

G. PRESENTATIONS

There were no presentations.

H. NEW BUSINESS / COMMISSIONERS' COMMENTS

Commissioner Allman noted the earlier discussion on the Return on Investment (ROI) for the purchase of the cranes, stating that the purpose of PTB is job creation and economic development, which required a balance between ROI and the benefits of job creation and economic development. Commissioner Allman assured the public that the Board members were doing their homework and asking the tough questions in their commitment to economic development and job creation.

I. FUTURE PROPOSED PROJECTS

Mr. Anderson noted the list of upcoming projects and the proposed dates.

J. CALENDAR OF EVENTS

The following events were noted:

Monday, September 22, 2014, 5:01 p.m. – FY2015 Final Millage Rate and Budget Public Hearing

Saturday, October 4, 2014, 6:00 p.m. – Tampa Port Ministries, Anchor Ball, at PTB Cruise Terminal 3

K. NEXT MEETING

Chairman Swindal announced the next Board meeting was scheduled for October 21, 2014, at 9:30 a.m.

L. ADJOURNMENT

There being no further business, the meeting adjourned at 10:41 a.m.

ATTEST:

Stephen Swindal, Chairman

Patrick H. Allman, Secretary/Treasurer

REGULAR BUSINESS MEETING

PORT TAMPA BAY

September 16, 2014 – 9:30 a.m.

PUBLIC ATTENDANCE SIGN-IN SHEETNAMEBUSINESS

John Rice

RSH, Inc

Cindy Clemmons

Parsons Brinckerhoff

BRIAN HUNZOR

FDOT

Reebie Simms

FDOT

Matthew Nara

FDOT

BRAD SATAVA

MOSAIC

Melanie Jantschke

PSI

Steve Finnerty

Tampa Seafarers Center

Jack Glasvie

Ignition Branding

HENRY SAAVEDRA

PTMIA

Thomas Barnes

QGS Development

Philp Erbland

S+ME, Inc.

Jim Harper

RTFS

Michael Marino

Intern Port Tampa bay

Kevin Dwyer

Seafarers

KEN LANS

QGS DEVELOPMENT

Additional spaces on next page.

REGULAR BUSINESS MEETING

PORT TAMPA BAY

September 16, 2014 – 9:30 a.m.

PUBLIC ATTENDANCE SIGN-IN SHEET

NAME

BUSINESS

Martyn Smith

Public Agenda

Yvette Hammett

Tribune

Bill Kuzmick

Port Howard / Public

Matt Emidy

Arthur J Gallagher

Dennis Monell

Kristen Chittenden

Hendry Marine

Frank Kalpakis

Renaissance

Ron Bartlett

Hill + Knowlton

Sherry Hajaistran

extl ship repair

Additional spaces on next page.

PORT TAMPA BAY BUSINESS MEETING

September 16, 2014 – 9:30 a.m.

PUBLIC COMMENT SIGN-IN SHEET

Public Comments may be made at the beginning of the Business Meeting, and/or prior to each Agenda Item. Please specify if you plan to speak at the beginning of the meeting and/or prior to an Agenda Item and list the agenda item number.

To make comments at beginning of meeting:

NOTE: If you wish to speak at the beginning of the meeting AND before a regular item, please sign in both places.

NAME / ADDRESS

TOPIC / AGENDA ITEM NUMBER(S)

Macylynn Smith

General Port Conditions

To make comments on specific agenda items:

NAME / ADDRESS

AGENDA ITEM NUMBER(S)

PLEASE NOTE: Members of the public wishing to make a statement have three (3) minutes to address the Board of Commissioners. Prepared written statements may be submitted to the recording secretary. Persons addressing the Board shall step up to the speaker's lectern and state their names and addresses.

**TAMPA PORT AUTHORITY
BOARD OF COMMISSIONERS
FISCAL YEAR (FY) 2015 BUDGET WORKSHOP
AUGUST 28, 2014**

The Tampa Port Authority's (TPA) FY2015 Budget Workshop was called to order at 10:03 a.m. with the following TPA Board of Commissioners (Board) members present: Mr. Stephen W. Swindal, Chairman; Mr. Patrick H. Allman, Secretary-Treasurer; Ms. Sandra L. Murman, Commissioner; and Mr. John B. Grandoff, III, Commissioner.

The following senior management were present: Mr. A. Paul Anderson, President & Chief Executive Officer; Mr. Charles Klug, Chief Legal Officer; Mr. Mike Macaluso, Chief Financial Officer; Mr. Raul Alfonso, Executive Vice President - Chief Commercial Officer; Ed Miyagishima, Senior Advisor to the CEO; Mr. Ram Kancharla, Vice President of Planning & Development; Mr. John Thorington, Vice President of Government Affairs and Board Coordination; Mr. Bruce Laurion, Vice President of Engineering; Mr. Ken Washington, Vice President & CIO of Information Technology.

The public attendance sheet is Attachment 1.

The TPA, d/b/a Port Tampa Bay (PTB) Fiscal Year 2015 Budget Workshop Presentation is Attachment 2.

Mr. Anderson presented an overview of the key initiatives included in the Fiscal Year 2015 (FY2015) Budget. Mr. Anderson explained that the goals in Port Tampa Bay's (PTB) Budget should be aligned with the Strategic Plan and Master Plan. The Strategic Plan that is under preparation will help refine the existing goals that are currently in line with PTB's business. Mr. Anderson identified some of the goals that PTB should align with the budgeting process. Those areas are:

- Continue to diversify and grow lines of business
- Invest to expand and maintain critical infrastructure
- Ensure PTB's continued solid financial performance
- Expand marketing, branding and community outreach
- Continue to promote regional economic development by enhancing partnerships with maritime/regional stakeholders
- Partner with the Port Community and local, state and federal law enforcement agencies to ensure the safety and security of the Port
- Improve and enhance sound environmental management
- Protect and expand maritime land

Mr. Anderson then asked Mike Macaluso to present the FY2015 Budget.

Budget Comparative Statement of Revenues & Expenses (FY2014)

Before beginning his portion of the presentation of the FY2015 Budget, Mr. Macaluso summarized PTB's FY2014 projected financial information as compared to the actual FY2014 Budget. The FY2014 Projected Total Operating Revenues of \$48,367,000 are expected to be over budget and are also expected to be a record year for Operating Revenues at PTB. Operating Expenses are expected to be \$1.4 million under budget. Operating Income is expected to be \$1.4 million over budget which is a 7% increase over the FY2014 Budget. Net Income is projected to be under the FY2014 Budget solely due to the timing of recognition of grant revenues.

FY2015 Budget Trends & Assumptions

Mr. Macaluso discussed the Budget Trends and Assumptions that were used in the development of the FY2015 Budget. Operating Revenues are expected to be slightly above \$50 million in FY2015. Tonnage handled over TPA berths is expected to increase with increases in containers, steel, aggregates, and petroleum. The FY2015 Budget includes an increase in vehicles and lumber shipments due to potential new business in this area. Cruise revenues are expected to increase due to an additional Royal Caribbean ship in the fall of 2014 and increased rates as a result of a multi-year agreement with Norwegian Cruise Lines, offset by the repositioning of the Carnival Legend. Containers are also projected to increase in FY2015. Operating Expenses show an increase due to continued marketing and branding efforts and community outreach and economic development activities. Security costs will increase due to increased security coverage at the Petroleum Terminal Facility, Port Redwing, and an increase in the contract with the Hillsborough County Sheriff's Office. The Ad Valorem tax rate decreases from \$.1750 per \$1,000 valuation to \$.1650 per \$1,000 valuation. New grant funding of \$30 million is anticipated for FY2015; PTB expects to recognize just over \$14 million in grant revenue in FY2015.

Two (2)-Year Comparative Statement of Revenues & Expenses (2014-2015)

Mr. Macaluso presented the Two (2)-Year Income Statement reflecting the Fiscal Year 2014 Year-End Projection compared to the FY2015 Budget. Operating Revenues in FY2015 are expected to exceed \$50 million. This includes additional revenues associated with the new agreement with NCL and increases in various commodities, including new vehicle and lumber business. Lease revenues increase due to CPI increases in many of PTB's leases and the start of the lease with Amports. Operating Expenses increase due to increases in personnel costs and marketing, branding and community outreach efforts and increased security costs. Non-Operating Revenues increase primarily due to lower interest expenses as a result of several debt refinancings and the \$1.9 million payment made for the resolution of the Channelside Bay Plaza issue which artificially decreases FY2014 Non-Operating Revenues. Grant Revenue is projected at the same level as FY2014. Net Income is expected to increase by \$1.5 million in FY2015.

In response to Commissioner Grandoff's question, Mr. Macaluso stated that Ad-Valorem tax payments are payments that PTB pays on PTB-owned property that the Hillsborough County Property Appraiser has deemed are not exempt from ad valorem taxes.

Mr. Klug clarified that the property is used for non-exempt purposes. If the Hillsborough County Property Appraiser determines that the property is used for non-public proprietary purposes, then the property is subject to ad valorem taxes. As an example, Mr. Klug stated that the portion of the PTB Headquarters Building occupied by PTB is exempt, but the part leased to private tenants is taxable. Most of PTB's industrial leases are taxable since they are leased to private entities. In virtually all of these cases, PTB passes the ad valorem tax along to the tenant. Normally, if the berths are exclusively used by a tenant, the property is taxed and if the berth is open to the public the property is not taxed.

Operating Revenue Assumptions

Mr. Macaluso reviewed the assumptions that were used to develop this portion of the FY2015 Budget. Petroleum and aggregates are expected to increase in FY2015. In the General Cargo area, an increase is expected in the areas of steel, new vehicles, lumber and containers. The cruise business is expected to remain stable with the addition of the RCCI vessel, offset by the repositioning of the Carnival Legend. Lease Revenue increases in FY2015 due to CPI increases and new leases.

Mr. Macaluso introduced Mr. Raul Alfonso to present the Operating Revenue section of the FY2015 Budget.

Operating Revenue Five-Year Trend

A graph of PTB's Operating Revenues over the past five (5) fiscal years, i.e., FY2011 – FY2015 was shown. It reflected the fact that PTB's Operating Revenues have increased from just over \$42 million in FY2011 to over \$50 million in FY2015. Mr. Alfonso expressed that Operating Revenues are projected to increase another 4% in FY2015.

Total Tons – Five Year Trend

The next slide showed a decrease in tonnage handled over PTB berths in FY2014. However, Mr. Alfonso said that this decrease is somewhat misleading because the FY2014 tonnage did not reflect the tonnage associated with the Gateway Rail Facility (ethanol facility) brought into the facility exclusively via the ethanol train. The number of rail cars for the ethanol train is projected to be 8,000 annually, which is approximately 1 million tons. This number is not shown in the tonnage projections because it is not waterborne cargo. In the future, logistics are being created to rail facilities that will draw tonnage and cargo business, and consideration may be given to recognizing these lines of business in tonnage figures.

Bulk Cargo

Mr. Alfonso discussed growth in the Bulk Cargo area. In the Dry Bulk area, aggregates and petroleum are increasing. There seems to be a resurgence in the building industry which is contributing to the aggregates increase. The projections are strong in FY2015.

General Cargo

Mr. Alfonso commented that PTB continues to focus on the containerized business. Projections are for substantial growth for FY2015 and beyond. The steel industry is averaging 20,000 tons monthly.

Cruise Passengers

Mr. Alfonso noted the cruise industry has been steady. While the Carnival Legend is being repositioned, Royal Caribbean is adding another ship from The Port of Tampa and Aida begins sailing in FY2015.

Operating Revenue Diversification

Mr. Alfonso commented that diversification continues to be a strength of PTB. PTB continues to be a very strong bulk port. Containers and general cargo are trending up. Making PTB a strong container port for general and bulk cargo is at the forefront of the efforts of the Marketing and Branding departments, as is working with PTB's partners to become the Port to support the Central Florida market.

Port Overview

Mr. Alfonso discussed the business advantages of the Port of Tampa, including the Port's strategic location, the size of the I-4 corridor economy (9th largest in the nation) and the diverse mix of bulk, break-bulk and container traffic. Getting closer to the markets and having a better supply chain is at the heart of PTB's strategy to become a successful container port. A better solution for the import and export of cargo needs to be provided for an expanded population within PTB's market and beyond.

Strategic Initiatives & Industry Trends & Assumptions (Slides 15-23)

Mr. Alfonso discussed the growth opportunities in the Central Florida market, particularly in light of the fact that Central Florida's population growth forecast is expected to double that of South Florida by 2020. This in conjunction with the expansion of the Panama Canal, the purchase of the new gantry cranes and the Port's connection to most of the transshipment hubs, all of which make Port Tampa Bay an attractive supply chain solution.

Mr. Alfonso further stated that PTB's partnership with CSX goes beyond the ethanol train, the automobile business, and break bulk. PTB is working with CSX to link Tampa to the Chicago market, the second largest consumer market in the United States. PTB and CSX would like to offer reduced transit times to the Midwest for the shipment of refrigerated cargo and allow CSX to bring southbound exports that are needed from the Midwest.

Mr. Alfonso explained that PTB has a strong case for imports from the Asian trade. The imbalance of trade is tremendous. Florida produces few products for export. PTB has to link to the Midwest to attract exports. To attract ocean carriers, export capability is needed.

With regards to the new automobile business, Mr. Alfonso stated that the FY2015 Budget assumes that Amports will begin leasing property on Hooker's Point to handle new automobiles manufactured in Mexico. He showed a slide that indicated that Mexican light vehicle production will be at 3.8 million vehicles by 2017. Vehicles could arrive at the Port of Tampa in as little as 2.5 days. PTB is waiting for a decision from Amports to see if PTB will be chosen as a new port of entrance for vehicles out of Mexico.

Commissioner Murman asked if the new inland ports will be in competition with PTB. In response to Commissioner Murman's question, Mr. Alfonso commented that these ports will be a complement to PTB. The I-4 corridor market is huge and served by many ports. Much of the cargo comes in domestic and is trans-loaded international. CSX is linked to the other ports along the east coast. Links will be created to the supply chain sector from the highway systems to rail. This is where the inland ports come into play.

Mr. Anderson added that the State appropriated \$5 million for investment in the inland ports. Mr. Anderson discussed the history of the creation of inland ports and stated that for the long term benefit of the State, inland ports will be important because of the added value, capacity to handle cargo, and the ability to attract manufacturing clusters in the inland ports creating distribution facilities and warehouses.

Commissioner Allman had a number of questions regarding CSX and the ports served on the east coast of Florida and whether those ports have contracts with CSX or other railroads and whether our rail rates are competitive with theirs.

Mr. Alfonso replied that ports served on the east coast include Ft. Lauderdale, Palm Beach, Miami, Canaveral, and Jacksonville. There are 3 rail providers in Florida. Rail rates are impacted by volume. At the moment PTB is discussing rates and transit rate requirements with CSX in order to be competitive. Mr. Anderson added that PTB is working very closely with CSX and Ports America to build volumes.

Commissioner Allman commented on the passenger projections. In response to Commissioner Allman's comments, Mr. Alfonso explained that the Carnival Legend will be in Tampa until April 2015. The Carnival Legend will return in April 2016. *[Correction: The Carnival Legend has been repositioned from PTB and is no longer home ported here. The Carnival Pride will commence sailing from PTB in November 2014 through March 2015.]* There may be a decrease in passenger count during that time.

Chairman Swindal asked how the smaller ship calling on PTB next year affects the passenger count. Mr. Anderson explained that the ship will not be a home ported vessel and will be making several ports of call. The passengers will embark and disembark here and fees will be collected on those passengers. Mr. Macaluso added that even though the cruise passenger numbers are going down, some of the rates are going up so the cruise revenue numbers will be steady.

Commissioner Allman asked if PTB was responding to the Request For Proposal (RFP) for the Volkswagen vehicles manufactured in Mexico. In response to Commissioner Allman's question, Mr. Alfonso responded that it is Amports who is responding to the RFP.

Commissioner Allman commented that the phosphate business is declining and asked how that decline impacted the proposed revenues for FY2015. In response to Commissioner Allman's question, Mr. Alfonso replied that last year he traveled to Brazil for meetings. Mosaic is investing strongly to expand capacity with the message that within the next couple of years the export volumes could be doubled. Discussions were also held regarding setting up bagging operations for smaller markets in Central and South America. If PTB has the containers, bagging can be performed at PTB and reach those export markets.

Commissioner Allman asked how the reduction of the production of sulphuric acid will affect revenues. In response to Commissioner Allman's question, Mr. Ram Kancharla explained that Mosaic is moving from molten sulphur to bringing in pelletized sulphur. Mosaic is building a \$40 million plant and will begin to import sulphur in the form of dry sulphur. PTB is in discussions to bring the product to PTB. Most of the fertilizer terminals are on private properties. Mr. Alfonso will address Commissioner Allman's concern and provide a white paper on sulphur.

In response to Commissioner Grandoff's question regarding travel during the next six months, Mr. Alfonso replied that the PTB will be traveling in September and October to meet with Amports and the automobile logistics sector, with CSX, with our Gulf Coast Advantage partners – Houston and Mobile – for the container business, and cruise industry travel.

Mr. Anderson added that Mr. Alfonso recently returned from Brazil. Wade Elliott and Mr. Alfonso traveled to Europe and met with various carriers and a prospective new customer interested in export containers. Mr. Anderson summarized upcoming seminars and events that PTB will attend and sponsor during the next six months.

Operating Expense Assumptions

Mr. Macaluso explained that Operating Expenses are projected to increase in FY2015 by \$1.9 million. Personnel expenses assume a 2% salary increase based on performance effective on the employee's benefit date and a 1.5% market equity salary increase effective January 1, 2015. It was assumed that 2 positions will be added to the workforce in FY2015. Promotional expenses will increase as marketing and branding efforts and community outreach intensify. Security expenses will increase due to additional security at the Petroleum Terminal Facility and Port Redwing. The Petroleum Facility security expenses are being recouped through the users' fee charged to the users of the Petroleum Terminal Facility. There will also be a 3% increase in the Hillsborough County Sheriff Office contract.

Comparison of Security Costs at Florida Ports

Mr. Macaluso explained that PTB has been tracking security expenses as a percent of Operating Revenues for number of years. The number has been as high as 30%. The projected security expenses for FY2015 make up just under 25% of total Operating Expenses. Mr. Macaluso presented a graph depicting a comparison of security costs as a percentage of Operating Expenses among other Florida ports.

FY2015 Non-Operating Items

Mr. Macaluso then discussed assumptions included in the Non-Operating section of the Budget. Ad valorem millage rate drops to .1650 mills (per \$1,000 valuation) which is below the roll back rate. This is a true reduction in the Ad Valorem tax receipts. PTB anticipates issuing new financing in the amount of \$12 million to purchase one new gantry crane. In FY2015 it is anticipated Net Income will increase by \$1.5 million over projected FY2014.

FY2015 Capital Budget

Mr. Kancharla presented the FY2015 Capital Budget. Mr. Kancharla stated the Capital Investment Program complements the vision and strategy that has been laid out by Mr. Alfonso and Mr. Anderson in the FY2015 Budget Presentation. Key infrastructure investments and improvements will lay the foundation to support existing customer operations and to grow lines of business.

FY2015 Capital Budget – FY2014 Carryover

Mr. Kancharla explained that in the FY2014 Budget, the PTB Board of Commissioners approved approximately \$55 million in projects and about \$40 million of those projects are continuing into FY2015. Eastport Development and Hooker's Point Improvements were just approved in the past few months. Projects that are approved in any given year take at least 18 to 30 months to implement.

Mr. Kancharla commented that the Eastport Development project is a P-3 project that was developed in cooperation with CEMEX which is contributing approximately \$15.8 million in cash and material. The project will include 20 acres of storage yard, road relocation, a 400 foot marginal wharf and a finger pier which will be able to accommodate a 1,000 vessel with a -43 foot draft.

Mr. Kancharla also stated the Petroleum Facility project included in the Hooker's Point Improvements line item will be completed in approximately 60 days and the total investment for this project will be approximately \$58 million. The facility includes 3 docks and a common user pipeline system. The facility will provide improved capacity, better navigation and safety.

FY2015 Proposed Capital Projects

Mr. Kancharla presented the proposed Capital Projects for FY2015. The proposed projects are:

- Hookers' Point Improvements/Gantry Cranes
 - Negotiations have commenced to purchase 2 Post-Panamax cranes. The cranes should be in the port by April 2016.
- Hooker's Point Improvements
 - This phase of improvement will include major infrastructure improvements, road relocations, rail enhancement, and warehouse improvements.
- Port Redwing Development
 - This project includes installing a main line rail connection from CSX connecting to Port Redwing, a new roadway from US Hwy 41 into Port Redwing, utilities, and a security gate.
- Port Wide Dredging
 - Various berths will be dredged with the dredge disposal being placed on island D2.
- Dredge Disposal Island 3D
 - PTB gave Island 3D to the Army Corp of Engineers which is spending over \$18 million on the island to increase the capacity by 14.5 million cubic yards which will accommodate the capacity for the next 20 years.
- Rail Crossings
 - PTB maintains all port owned railroad crossings and roads. A full deck concrete system will be installed to provide extended life of the railroad crossings.
- Roadway Improvements
 - A significant number of primary and secondary roadways will be resurfaced within the next 24 months.

FY2015 Proposed Capital Budget – Sources of Funding

Mr. Kancharla discussed the sources of funding for the FY2015 Capital Budget. Grant funding comprises 42% (\$38 million) of funding, Ad valorem \$28.9 million, Port

Revenues \$9.3 million, loan for the cranes \$12 million, and Harbor Master fees \$3.4 million.

Three-Year Comparative Statement of Revenues & Expenses 2015-2017

Mr. Macaluso presented projected income statements for the fiscal years 2015-2017 and commented that a 4% growth in Operating Revenue and a 2% Operating Expense was assumed. It was also assumed that PTB will continue to reduce its reliance on Ad Valorem taxes each year. The proposed FY2015 Net Income Excluding Grants is \$28,487,000.

Ten Year Operating Revenue & Ad Valorem Tax Receipts

Mr. Macaluso presented a graph that reflected both Operating Revenue & Ad valorem tax receipts from FY2008 through projected FY2017. Revenues are increasing and tax receipts are decreasing. More of PTB's Capital Program is funded by port operations and other funding sources other than Ad valorem taxes. This is a benefit to the Hillsborough County taxpayers.

Projected Operating Margin

Mr. Macaluso stated that the Projected Operating Margin will increase to 42% in FY2015 and 43% in FY2016.

Mr. Macaluso added the Preliminary Millage Rate and Public Hearing Date will be Friday, September 12, 2014 at 5:01 p.m. The Final Millage Rate and Public Hearing Date will be Monday, September 22, 2014 at 5:01 p.m.

Mr. Macaluso thanked the Commissioners for attending, Mr. Anderson for his leadership and guidance, Raul Alfonso and his staff, Ram Kancharla, Bruce Laurion, and all of the other PTB department heads for providing information for the Budget Workshop. Mr. Macaluso also thanked Lisa Bristol, Wayne Mori, and the Finance department staff.

Chairman Swindal asked if there were any other questions.

Mr. Anderson thanked the Commissioners for their time and leadership.

Commissioner Allman commented that the Budget Presentation was fantastic. The Presentation started out with the goals and objectives and how the budget ties into those objectives and that marketing drives the budget. Commissioner Allman thanked the staff.

Commissioner Grandoff commented that the City of Tampa spent \$2.8 million for environmental restoration of several canals along the Interbay peninsula. Commissioner Grandoff would like to find some room in the budget to reimburse the

City of Tampa \$560,000. Commissioner Grandoff arrived at that number because of his discussions with the City and County Commissioners that about five agencies are responsible for the degradation that has occurred in the canals, primarily from Azelee Street south to Gandy. Commissioner Grandoff stated that the five agencies involved are PTB, City of Tampa, Hillsborough County, Southwest Florida Water Management District, and the Florida Department of Transportation. The canals have been degraded by the activities of all of those agencies. Commissioner Grandoff is working on all getting all five of those governments to pay \$560,000 each ($\$560,000 \times 5 = \2.8 million). Commissioner Grandoff would like to find the money in the PTB Budget to reimburse the City. Commissioner Grandoff would like the Board to consider his request before adoption of the final budget.

Commissioner Grandoff also discussed Channelside Bay Plaza. Commissioner Grandoff said that he reviewed the Channelside lease and the PTB Enabling Act. Commissioner Grandoff would like serious consideration as part of PTB's fiduciary duty to our citizens to explore selling the Channelside property rather than engage in further negotiations to continue as a landlord and also to explore the sale of the parking lots and parking garage and put those into the private market place. Commissioner Grandoff believes there is a lot of real estate activity and it is a healthy market and as part of the mission under the Enabling Act, there is a duty to constituents that some proposal be made to invite inquiries from developers and real estate advisors as to who could best advise as to what would be the going price and put into the market place to see if there is any particular interest. Commissioner Grandoff asked that it be placed in a motion to seriously explore the sale of the Channelside property and the garage property.

Charles Klug stated the Board does not take action at the Budget Workshop. The request needs to be taken to a regular Business meeting. Commissioner Grandoff asked that his request regarding Channelside be placed on the Board Agenda. Mr. Alfonso stated that PTB will be undertaking a Master Plan for the Channelside District and Channelside will be one of the considerations.

Commissioner Grandoff asked that Channelside be placed on the next public hearing agenda for discussion and would like the staff to come back with some proposal on how to address placing Channelside into the market place.

Chairman Swindal clarified Commissioner Grandoff's request and asked Commissioner Grandoff if the Board should just explore our options or actually put out some type of a sales document. Commissioner Grandoff replied that perhaps an RFP for the sale of Channelside, the parking garages, and the surface lot could be issued. Commissioner Grandoff stated that those properties are not generating any Ad Valorem tax revenues. Channelside is generating some tax revenue, but the tenant has to pay the tax. Exploring Channelside Drive, there is an enormous amount of non-taxable property and a very healthy real estate market right now. Commissioner Grandoff noted that we have a fiduciary duty under the Enabling Act to at least test the market and see if that is a better use of the property. He further stated that we are primarily a maritime

enterprise agency and there is a question as to the future viability to continue to operate as a retail landlord.

Mr. Alfonso stated there might be a relationship between the cruise industry and the cruise terminals and this is what PTB is trying to evaluate in the Master Plan. Commissioner Grandoff commented that the cruise industry is on the wane and PTB needs to get more into the cargo business and his thought is that the Channelside property be placed in private hands under private stewardship and PTB focus on the mission of being a maritime operating port within the Hooker's Point area and leave the retail business behind.

Mr. Anderson explained that PTB is very close to issuing a very in -depth review of the Channelside District as it relates to options to be taken in conjunction with development of maritime use, acquisitions, and sale of properties. The Budget shouldn't drive the decision to try and sell property. As part of the Master Plan, there will be proformas and financials on what options PTB could take. This could be a good option. One of the options to be looked at was if a number of improvements were going to be done on this side, where would we find the revenue and that is a function of parking revenue, also a function of lease revenue and/or real estate sales to utilize that revenue for new economic development. Mr. Anderson encouraged the Board to review the Master Plan recommendations.

Chairman Swindal asked that this issue be resolved right away because if PTB intends to sell these assets, PTB cannot in all fairness negotiate a deal. Chairman Swindal stated that this is an enormous change in direction and concept. PTB owns a lot of land in the area and the suggestion is to get out of the land business and stick to 100% the maritime business. Commissioner Grandoff stated he had this in mind for a while but it was premature to discuss it while litigation was still going on. Commissioner Grandoff added that negotiations should continue in earnest because the negotiations are very primary right now. At least consideration of the potential sale of the property is in the mix and the tenant knows that.

Commissioner Murman commented that this would take extensive financial analysis for the Port to make a decision to go this way versus that way, taking at least six months and possibly hiring a financial consultant. She stated that this is very valuable property and for her satisfaction and the people that she represents, extensive analysis would have to be done to make that kind of decision. Commissioner Murman also said while this decision may have merit, it would significantly delay our Master Plan because a decision should not be made without seeing the numbers. Regarding the \$560,000 dredging issue, Commissioner Murman believed that the County would have a similar concern as PTB. When the County adopted the millage rate, their Budget was set. In order to write a check or spend further dollars, the County would have to take \$560,000 from somewhere else.

Commissioner Allman added that thinking out of the box is always a good idea and that is what Commissioners are charged to do so. One of the benefits of this as far as getting the parking garage into the private sector's hands is it will start paying taxes. On the down side, some control through ownership is the best way to do it since the parking garage is essential to protect the cruise business. The parking garage is a key component to providing cruise passengers with a place to park. The other two pieces of property, as it appears now, are going to be leased out. Whoever gets the lease will be taxed so there will be no loss of tax revenues.

Commissioner Allman stated he would rather maintain control of maritime assets to aid us in our overall strategic planning as far as bringing ships in. While maintaining control of the assets provides a lot more control in bringing ships in, he also said that he shared Commissioner Murman's concerns in that there was a public outcry of pressure, to get the Channelside issue resolved in the bankruptcy court and that was accomplished. We are now hopefully moving to try to get this property upgraded and the whole area developed to make it a crown jewel for Tampa. Commissioner Allman expressed agreement with Commissioner Murman that if we stop to explore selling it at this point, it will significantly delay the whole thing. He did think that long term, the sale of the property should be explored since that is what the Board charged with - to think out of the box and add value to the community. However, he said he did not see that this could come together - to echo our Chairman's comments, in the next month.

Commissioner Grandoff commented that as a real estate asset and as a landlord of real estate, the market should be watched to determine if there is an opportune time to sell the asset regardless of what may or may not occur in the future. As an asset of PTB, we need to evaluate whether the sale is opportune given the way the market is operating right now. He stated he was not asking for a rash decision in a month and that the Master Plan is the ideal place to put it, then in six or seven months of the property being taken over, if the numbers don't look right, as Ms. Murman says, reevaluate our position. You cannot blindly be a landlord and never evaluate a sale. It is the people's property.

Chairman Swindal stated that it is hard to argue that, however, we have a community responsibility and Channelside specifically, to have a crown jewel, and that he could perceive putting out an RFP and selling three different pieces of property to three different individuals that don't have a continuous vision or share the similar vision that we do.

Chairman Swindal asked if there was anything else.

Chairman Swindal acknowledged Marilyn Smith.

Ms. Marilyn Smith asked what two new positions are in the FY2015 budget. Mr. Macaluso will respond to Ms. Smith's question at a later date. Ms. Smith referred to the Ten Year Trend Operating Revenue & Ad Valorem Tax Receipts slide in the presentation and commented on the Revenues in 2013 and the impact that the ethanol

train had on those numbers. Ms. Smith also expressed concern that there are a lot of expenses for things she believed did not result in additional revenue. Ms. Smith also expressed that she feels these expenses are yet to be totally substantiated according to the IRS rules.

Ms. Smith thanked Mr. Klug for protecting the Enabling Act over the past two years as it relates to submerged lands. Ms. Smith stated that once you lose control of the submerged lands, you don't have it anymore. Control is important for quality. Ms. Smith commented that security is very important as PTB is an international port.


Chairman Swindal adjourned the Workshop at 12:45 p.m.

Stephen W. Swindal, Chairman

ATTEST:

Patrick H. Allman, Secretary/Treasurer

PORT TAMPA BAY Fiscal 2015 Budget Workshop


 PORT TAMPA BAY

August 28, 2014

Port Tampa Bay - Budget Comparative Statement of Revenues & Expenses (FY2014)

	FY14 Budget	FY14 Projected
Operating Revenue:		
Port Usage Fees	\$ 37,002	\$ 36,523
Rentals	10,442	11,063
Other Operating	888	781
Total Operating Revenue	48,332	48,367
Operating Expense:		
Personnel	12,617	12,435
Promotional	1,131	886
Administrative	14,865	13,902
Total Operating Expense	28,613	27,223
Operating Income	19,719	21,144
Other Non-Op Rev / (Exp):		
Ad Valorem Tax Receipts	10,124	10,825
Ad Valorem Tax Payments	(450)	(406)
Interest Income	459	578
Interest Expense	(5,202)	(5,002)
Other, Net	380	(654)
Net Non-Operating Revenue	5,311	5,341
Grant Revenue	22,658	14,795
Net Income	\$ 47,688	\$ 41,280

- ### Port Tampa Bay – Chief Executive’s Overview
- Continue to diversify and grow lines of business.
 - Invest to expand and maintain critical infrastructure.
 - Ensure PTB’s continued solid financial performance.
 - Expand marketing, branding and community outreach.
 - Contribute to regional economic development by enhancing partnerships with maritime / regional stakeholders.
 - Partner with the Port Community and local, state and federal law enforcement agencies to insure the safety and security of the Port.
 - Improve and enhance sound environmental management.
 - Protect and expand maritime land.

- ### Port Tampa Bay FY2015 Budget Trends & Assumptions
- Operating Revenue reaches record levels again in FY2015.
 - TPA tonnage increases in FY2015.
 - Increases in containers, steel, aggregates and petroleum.
 - Vehicles and lumber increasing as a result of potential new business.
 - Cruise revenue includes:
 - Carnival Legend repositions in September.
 - Additional Royal Caribbean ship in Fall 2014.
 - Increased rates as a result of multi-year agreement with Norwegian Cruise Lines.
 - Containers are projected to increase in FY2015.

Port Tampa Bay FY2015 Budget Trends & Assumptions (continued)

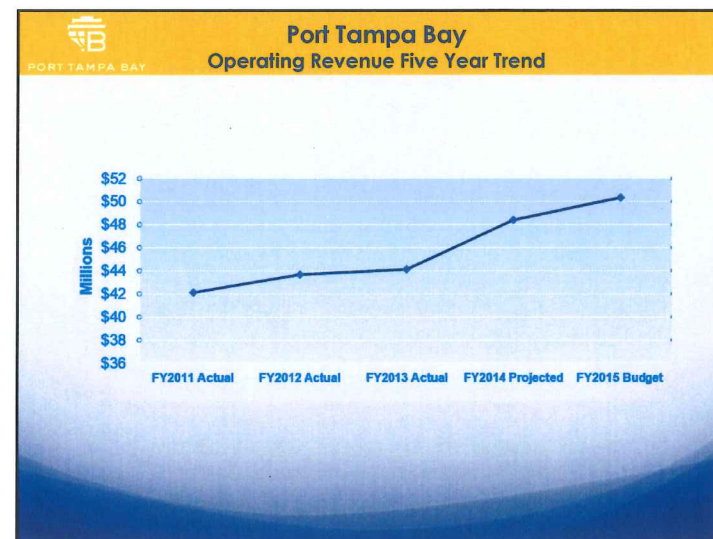
- Operating Expenses increase:
 - Continued marketing and branding efforts, community outreach and economic development.
 - Increased costs associated with HCSO contract.
- Ad Valorem tax rate decreases from \$.1750 per \$1,000 valuation to \$.1650 per \$1,000 valuation.
- Anticipate new grant funding of \$30 million. Will be recognized as revenue when spent.

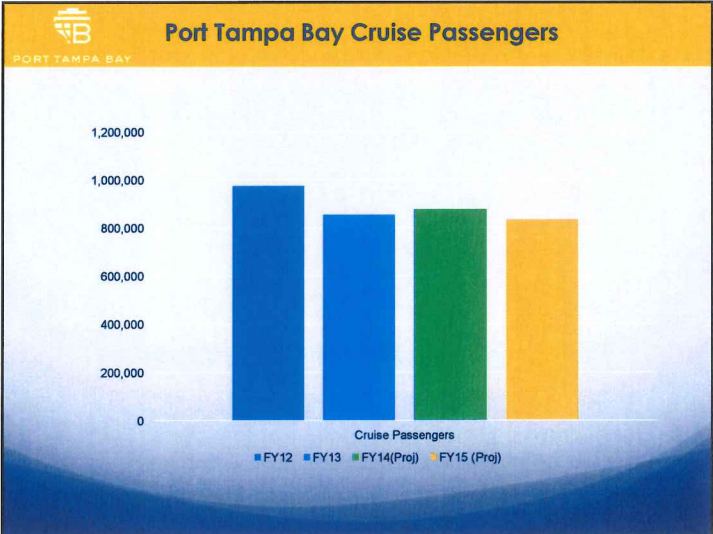
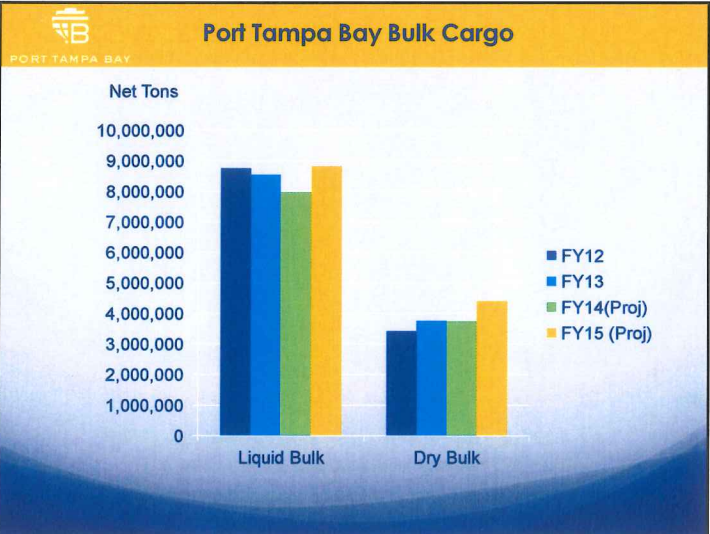
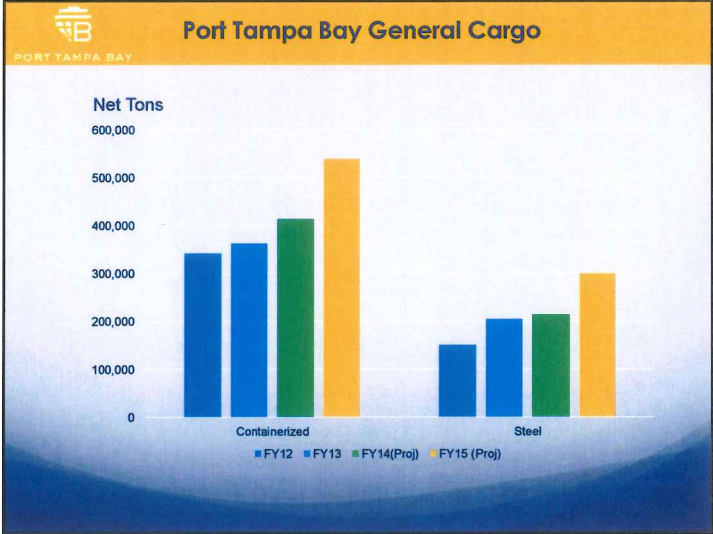
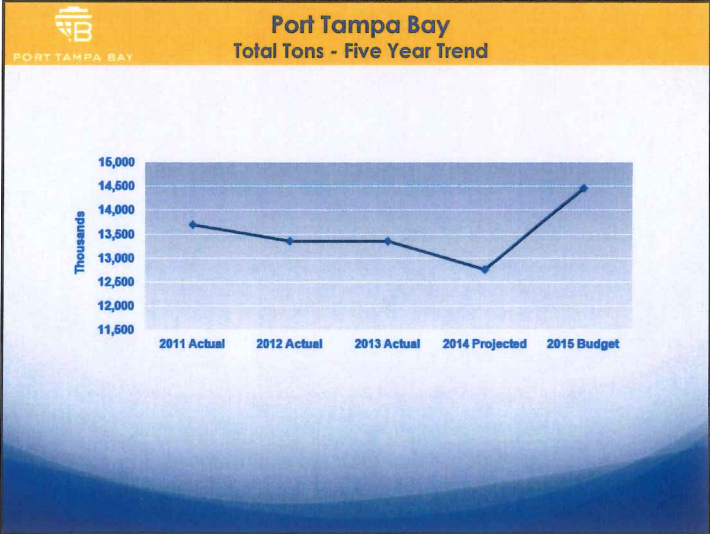
Port Tampa Bay FY2015 Operating Revenue Assumptions

- Bulk Cargo
 - Petroleum projected to increase.
 - Aggregates expecting growth.
- General Cargo
 - Steel expected to increase.
 - New vehicle and lumber business.
 - Containers increasing.
- Cruise
 - Additional RCCI ship beginning Fall 2014.
 - Carnival Legend repositioning.
- Lease Revenue increasing.

Port Tampa Bay – Two-Year Comparative Statement of Revenues & Expenses (2014 - 2015)

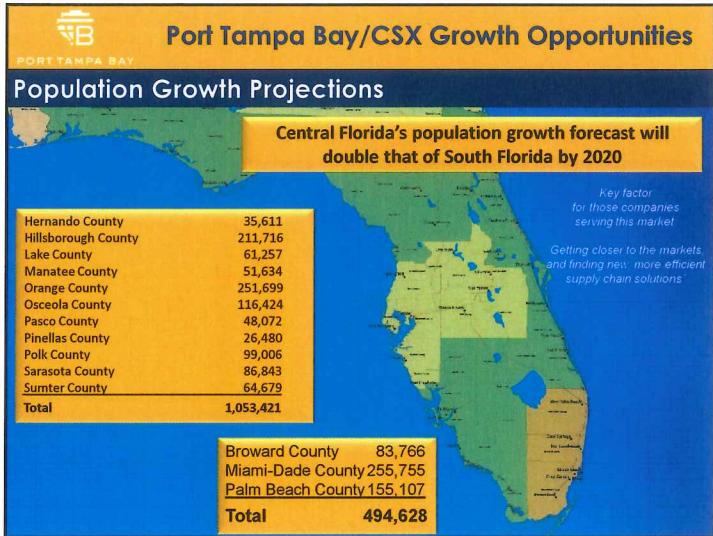
	FY14 Projected	FY15 Proposed
Operating Revenue:		
Port Usage Fees	\$ 36,523	\$ 38,310
Rentals	11,063	11,261
Other Operating	781	788
Total Operating Revenue	48,367	50,359
Operating Expense:		
Personnel	12,435	13,332
Promotional	886	1,358
Administrative	13,902	14,462
Total Operating Expense	27,223	29,152
Operating Income	21,144	21,207
Other Non-Op Rev / (Exp):		
Ad Valorem Tax Receipts	10,825	10,760
Ad Valorem Tax Payments	(406)	(425)
Interest Income	578	418
Interest Expense	(5,002)	(4,786)
Other, Net	(654)	1,313
Net Non-Operating Revenue	5,341	7,280
Grant Revenue	14,795	14,260
Net Income	\$ 43,280	\$ 42,747





Port Tampa Bay Operating Revenue Diversification

	2013 <u>Actual</u>	2014 <u>Projected</u>	2015 <u>Budget</u>
Containers / General Cargo	7.0%	7.3%	8.7%
Bulk Cargo	37.8%	44.3%	45.6%
Cruise	25.3%	23.3%	21.2%
Rentals	26.6%	23.0%	22.5%
Other Operating Revenue	3.3%	2.1%	2.0%
Total	100.0%	100.0%	100.0%



Port Tampa Bay - Overview

- Florida's largest port in cargo tonnage and area
- 35 million tons cargo/year and encompassing 5,000 acres
- Diverse mix of bulk, breakbulk and container traffic
- As both the population and geographic center of the state, the Tampa Bay/I-4 corridor is emerging as the distribution gateway for Florida
- 9th largest economy in US – I-4 corridor has GDP of more than \$281 billion
- Strategic location – closest to Latin America, Mexico and expanding Panama Canal
- No interline or competing rail service – CSX network from Port Tampa Bay to final destinations

Distribution Center Density in the Southeast U.S.
Source: Chain Store Guide

Port Tampa Bay/Container Business Strategy

Industry Trends & Outlook

- Expanding population in Florida and especially the I-4 Corridor
- Existing trend of serving this market from other regional ports
- Providing a new, more efficient supply chain solution
- 2016 - Panama Canal expansion, additional vessel capacity, new Cranes
- PTB connections to most regional T/S Hubs (PAN, CTG, FPO, KIN, CAU)
- Expanding our services & Logistics networks
- Development of exports, to complement imports traffic
- Expand our strategic alliances



Port Tampa Bay – New Auto Processing & Distribution

New Business Growth Potential

The Port of Tampa has significant growth potential, including serving as a viable “short sea” alternative for OEMs in Mexico, among others.

Mexican Light Vehicle Production

Year	Production (Millions)
2010	2.2
2011	2.5
2012	2.8
2013E	2.9
2014E	3.1
2015E	3.5
2016E	3.7
2017E	3.8

Source: I/MC Automotive

Catalysts for Growth

- Mexican light vehicle production is expected to exhibit robust growth for the foreseeable future
 - Production predominantly serves the U.S. market
- “Short sea” shipping route minimizes reliance on railroad
 - Currently a shortage of railcars used to transport light vehicles in North America
- Port of Tampa is in close proximity to Mexico’s primary Gulf Coast ports (Veracruz and Altamira)
 - 2.5 days of transit
- Provides access to large consumption market in Florida with a population of over 19 million people
- Tampa is an export gateway to the Caribbean, Central America, Panama and South America for U.S. exports

Strategic Alliances

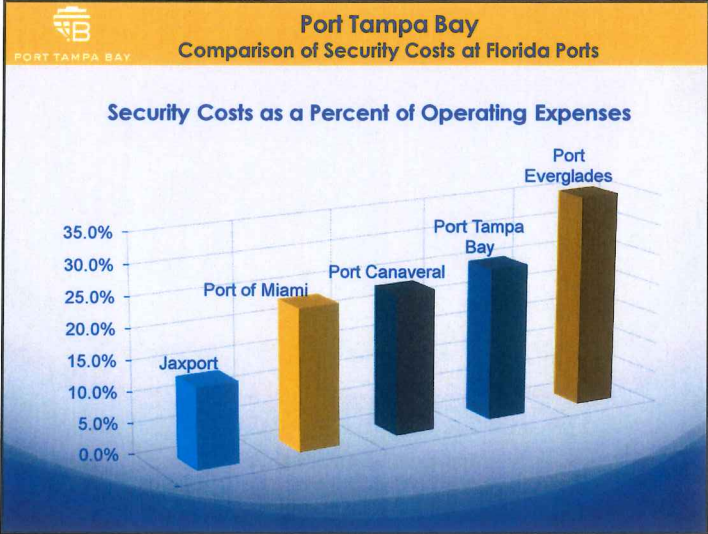
Auto – Import Opportunities – Close Proximity

Total car and truck production, 2012
2,985,337
(2016 production est.: 3,784,000)

Florida population 19.3m
Will be 3rd largest state in US by 2015

Port Tampa Bay FY2015 Operating Expense Assumptions

- Operating Expenses projected to increase in FY2015.
- Personnel expenses increase due to:
 - 1.5% market equity increase effective 1/1/15 and average 2% performance increase.
 - Only two new positions included.
- Promotional expenses to increase as marketing and branding efforts and community outreach intensify.
- Security expenses increase.
 - Additional security at Petroleum Facility and Pt. Redwing.
 - HCSO contract increases 3%.
- Security Costs make up almost 25% of total Operating Expenses in FY2015 budget.

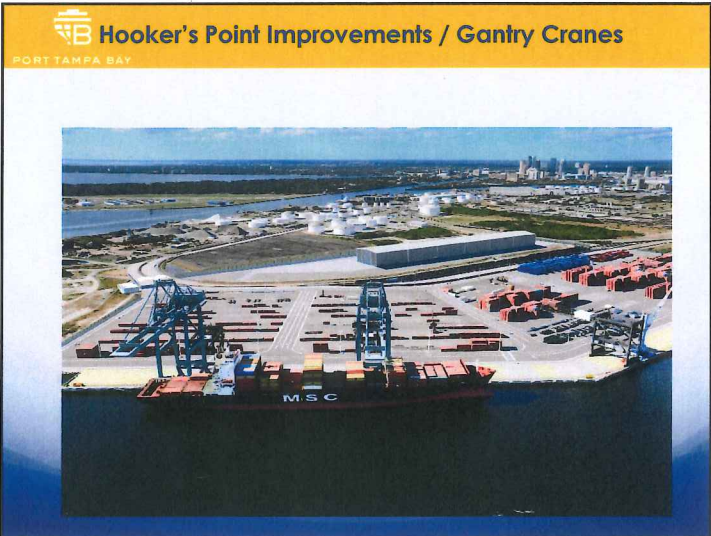
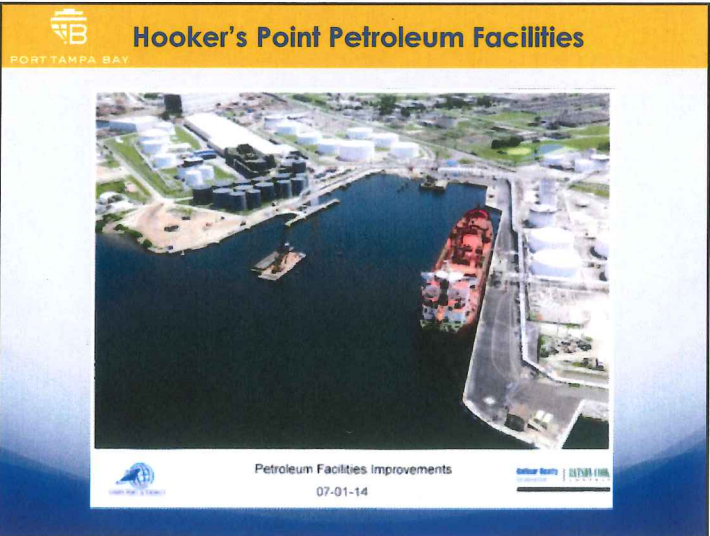


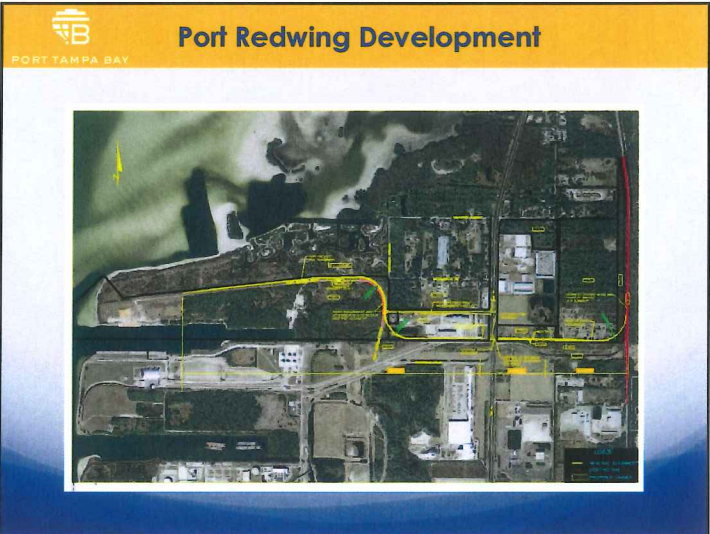
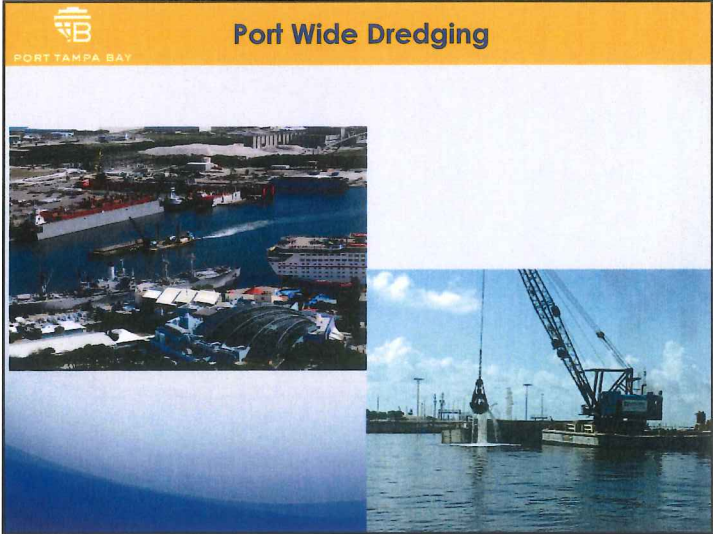
- Port Tampa Bay**
FY2015 Non-Operating Items
- Ad valorem millage rate drops to .1650 mills (per \$1,000 valuation)
 - Below roll back rate.
 - Results in lower ad valorem tax receipts.
 - \$12 million loan to finance gantry cranes.

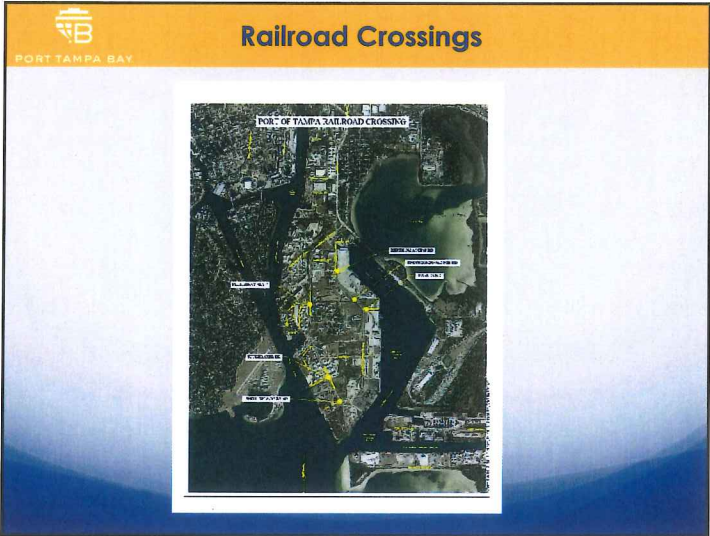
Port Tampa Bay
FY2015 Capital Budget – FY2014 Carryover

Carryover Projects (in millions)

Board Approved FY2014 Capital Program	\$55.3
Carryover to FY2015:	
EASTPORT DEVELOPMENT	\$22.5
HOOKER'S POINT IMPROVEMENTS	\$ 5.7
DREDGING & SPOIL ISLANDS	\$ 5.5
PT REDWING IMPROVEMENTS	\$ 2.8
OTHER PROJECTS	\$ 2.8
TOTAL CARRYOVER CAPITAL PROJECTS	\$39.3



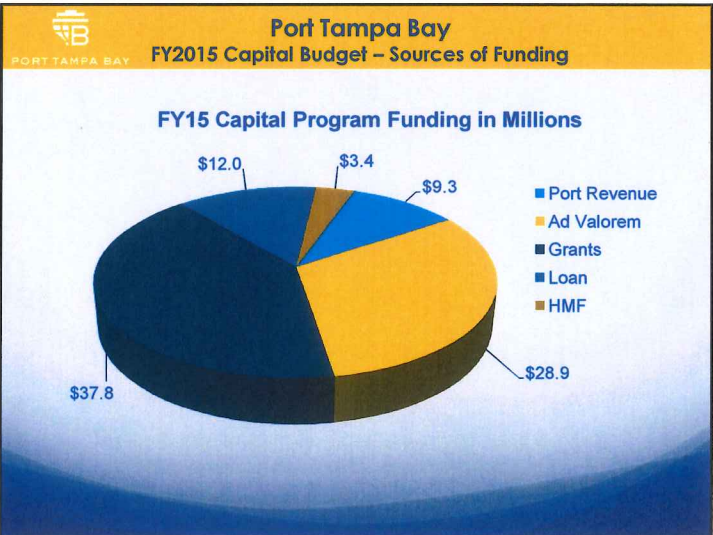




**Port Tampa Bay
FY2015 Proposed Capital Budget**

Major New Projects (in millions)

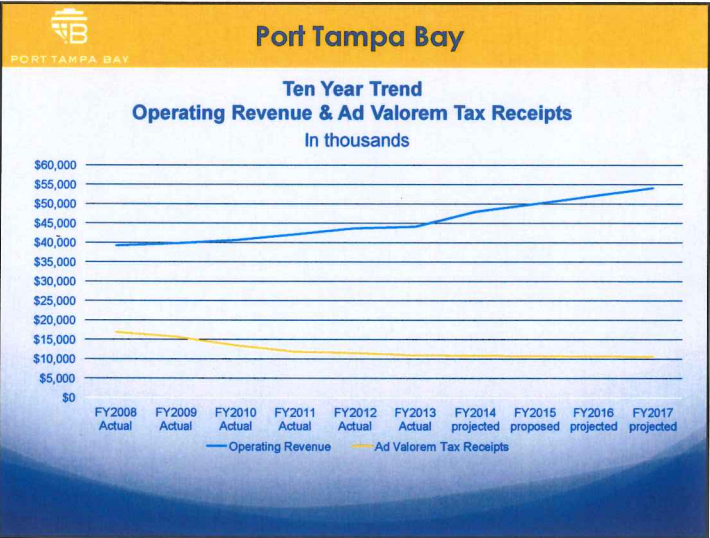
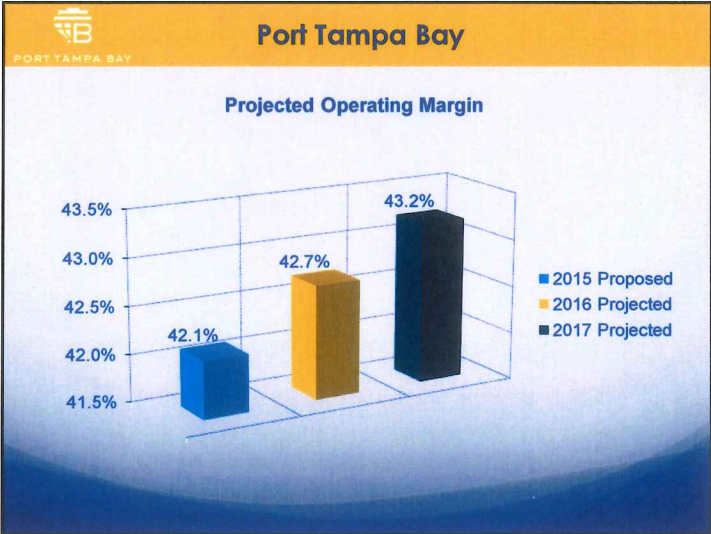
HOOKER'S PT DEVELOPMENT	\$26.4
GANTRY CRANES	\$24.4
PORT REDWING IMPROVEMENTS	\$12.0
VARIOUS CAPITAL IMPROVEMENTS	\$ 6.8
ENGINEERING CONTRACTS	\$ 6.8
DREDGING & SPOIL ISLANDS	\$ 5.1
CAPITAL EQPT & EXPENSES	\$ 4.7
TENANT IMPROVEMENTS	\$ 3.0
SECURITY IMPROVEMENTS	\$ 2.2
TOTAL NEW CAPITAL PROJECTS – FY2015	\$91.4



Port Tampa Bay

Three-Year Comparative Statement of Revenues & Expenses 2015 - 2017

	FY2015 Proposed	FY2016 Projected	FY2017 Projected
Total Operating Revenue	50,359	52,373	54,468
Total Operating Expense	29,152	30,027	30,928
Operating Income	21,207	22,346	23,540
Net Non-Operating Revenue	(3,055)	(2,933)	(2,815)
Net Income Excl Grants / AdValorem	18,152	19,414	20,725
Ad Valorem Tax Receipts (net)	10,335	10,225	10,100
Net Income Excluding Grants	\$ 28,487	\$ 29,639	\$ 30,825



- Port Tampa Bay Public Hearing Dates**
- Preliminary Millage Rate and Budget Public Hearing is scheduled for **Friday, September 12, 2014 at 5:01 pm**
 - Final Millage Rate and Budget Public Hearing is scheduled for **Monday, September 22, 2014 at 5:01 pm**



**TAMPA PORT AUTHORITY PUBLIC HEARING
TENTATIVE MILLAGE RATE AND BUDGET FOR FISCAL YEAR 2014-2015
SEPTEMBER 12, 2014**

The Public Hearing was called to order at 5:01 p.m. with the following Tampa Port Authority (TPA) Board of Commissioners (Board) members present: Mr. Stephen W. Swindal, Chairman; Mr. Patrick H. Allman, Commissioner; Mr. Gregory J. Celestan, Commissioner; Mr. John B. Grandoff, III, Commissioner; and Ms. Sandra L. Murman, Commissioner. Absent was Mr. Carl Lindell Jr., Secretary-Treasurer; and Mayor Bob Buckhorn.

The following senior management were present: Mr. A. Paul Anderson, President and CEO; Mr. Charles Klug, Chief Legal Officer, Mr. Mike Macaluso, Chief Financial Officer; and Mr. Ed Miyagishima, Sr. Advisor to the CEO.

The public attendance sheet is Attachment #1.

The Tampa Port Authority Tentative Public Hearing FY2015 Millage Rate & FY2015 Budget Presentation is Attachment #2.

Chairman Swindal stated the purpose of the Public Hearing was to allow for public comment on the Tampa Port Authority's Tentative Millage Rate and Budget for Fiscal Year 2014–2015. He also informed any members of the public that were present that any matters related to their property assessment were under the jurisdiction of the Property's Appraiser's office and should be addressed to that office.

Mr. Anderson stated that, in accordance with Florida Statutes, the first issue to bring before the Board was the Tampa Port Authority's Tentative Millage Rate for Fiscal Year 2014-2015. Based on the financial projections to be shown, Port Staff recommended reducing the millage rate to \$.1650 per \$1,000 valuation for Fiscal Year 2014-2015. Mr. Anderson further stated that millage rate was below the rolled-back rate of \$.1665 per \$1,000 valuation. Mr. Anderson emphasized that the Tampa Port Authority utilizes ad valorem tax revenues solely for the construction and repair and refurbishment of port infrastructure, and for the construction of port projects that are of a public nature. Mr. Anderson asked Mr. Macaluso to present an overview of the Fiscal Year 2014-2015 proposed Tentative Budget on which the proposed millage rate was based.

Mr. Macaluso presented an overview of the Fiscal Year 2014-2015 Budget material presented to the Board at the August 28, 2014 Budget Workshop. Mr. Macaluso stated that none of the data that he was about to present had changed from the data presented at the August 28, 2014 Budget Workshop. Mr. Macaluso then presented the Tampa Port Authority's FY2014 - 2015 Budgeted Financial Statements and Capital Program. He also presented the Tampa Port Authority's FY2014 – 2015 Budget Summary, which reflected all of the Tampa Port Authority's projected cash

inflows and outflows in FY2014 – 2015. The Budget Summary total was \$177,333,039. A copy of Mr. Macaluso's presentation is attached.

At the end of his presentation, Mr. Macaluso recommended that first the Board approve the reduction of the Tampa Port Authority's Tentative Millage Rate to \$.1650 per \$1,000 valuation for Fiscal Year 2014–2015 which was below the rolled-back rate of \$.1665 per \$1,000 valuation.

After the Board approved the Tampa Port Authority's Tentative Millage Rate, Mr. Macaluso then recommended that the Board approve the Tampa Port Authority's proposed Fiscal Year 2014-2015 Tentative Budget totaling \$177,333,039.

Chairman Swindal opened the floor first for public comments on the proposed Tentative Millage Rate for Fiscal Year 2014-2015.

Ms. Marilyn Smith commented that she didn't agree with what is being spent in Marketing and sees no return. Ms. Smith asked for an explanation on specific expenditures and what the expenditures brought to the Port. Ms. Smith also asked why the Port did not apply for any Tiger grants during this budget cycle. Ms. Smith added that the money coming to the Port is public money and comes from many different sources.

Chairman Swindal asked for a motion to adopt the Tentative Millage Rate for Fiscal Year 2014-2015. It was moved by Commissioner Murman, seconded by Commissioner Allman, and carried unanimously to adopt the Tampa Port Authority's Fiscal Year 2014-2015 Tentative Millage Rate of \$.1650 per \$1,000 valuation. This millage rate is below the rolled back rate of \$.1665 per \$1,000 valuation.

Chairman Swindal then opened the floor for public comment for the proposed Tentative Budget for Fiscal Year 2014-2015.

There was no public comment.

Chairman Swindal asked for a motion to adopt the Tentative Budget for Fiscal Year 2014-2015 of \$177,333,039.

It was moved by Commissioner Allman, seconded by Commissioner Murman, and carried unanimously to adopt the Tentative Budget of \$177,333,039 for Fiscal Year 2014-2015.

There being no further business, Chairman Swindal adjourned the Public Hearing at 5:13 p.m.

Stephen W. Swindal, Chairman

ATTEST:

Patrick H. Allman, Secretary/Treasurer

PORT TAMPA BAY
TENTATIVE MILLAGE RATE & TENTATIVE BUDGET
FOR FY2015-2015

September 12, 2014 – 5:01 p.m.

PUBLIC COMMENT
SIGN-IN SHEET

Public Comments may be made at the beginning of the Business Meeting, and/or prior to each Agenda Item. Please specify if you plan to speak at the beginning of the meeting and/or prior to an Agenda Item and list the agenda item number.

To make comments at beginning of meeting:

NOTE: If you wish to speak at the beginning of the meeting AND before a regular item, please sign in both places.

NAME / ADDRESS

TOPIC / AGENDA ITEM NUMBER(S)

Marilyn Smith 33606

Gen Bus

43

To make comments on specific agenda items:

NAME / ADDRESS

AGENDA ITEM NUMBER(S)

PLEASE NOTE: Members of the public wishing to make a statement have three (3) minutes to address the Board of Commissioners. Prepared written statements may be submitted to the recording secretary. Persons addressing the Board shall step up to the speaker's lectern and state their names and addresses.

PORT TAMPA BAY
Tentative Public Hearing
FY2015 Millage Rate & FY2015 Budget



September 12, 2014



Port Tampa Bay – Tentative Public Hearing for FY2015 Millage Rate & FY2015 Budget

- **Welcome to the Tampa Port Authority's Tentative Public Hearing for the FY2015 Millage Rate and the FY2015 Budget.**
- **We would like to remind everyone that matters related to your property assessment are under the jurisdiction of the Property Appraiser's office and should be addressed to that office.**



Port Tampa Bay – FY2015 Millage Rate

PORT TAMPA BAY

- **FY2014 millage rate \$.1750 mills**
- **FY2015 millage rate \$.1650 mills**
- **Rolled-back rate per Florida Statutes \$.1665**



PORT TAMPA BAY

Port Tampa Bay – Two-Year Comparative Statement of Revenues & Expenses (2014 - 2015)

	FY14 Projected	FY15 Proposed
Operating Revenue:		
Port Usage Fees	\$ 36,523	\$ 38,310
Rentals	11,063	11,261
Other Operating	781	788
Total Operating Revenue	48,367	50,359
Operating Expense:		
Personnel	12,435	13,332
Promotional	886	1,358
Administrative	13,902	14,462
Total Operating Expense	27,223	29,152
Operating Income	21,144	21,207
Other Non-Op Rev / (Exp):		
Ad Valorem Tax Receipts	10,825	10,760
Ad Valorem Tax Payments	(406)	(425)
Interest Income	578	418
Interest Expense	(5,002)	(4,786)
Other, Net	(654)	1,313
Net Non-Operating Revenue	5,341	7,280
Grant Revenue	14,795	14,260
Net Income	\$ 41,280	\$ 42,747



PORT TAMPA BAY

Port Tampa Bay

FY2015 Capital Budget – FY2014 Carryover

Carryover Projects (in millions)

Board Approved FY2014 Capital Program **\$55.3**

Carryover to FY2015:

EASTPORT DEVELOPMENT **\$22.5**

HOOKER'S POINT IMPROVEMENTS **\$ 5.7**

DREDGING & SPOIL ISLANDS **\$ 5.5**

PT REDWING IMPROVEMENTS **\$ 2.8**

OTHER PROJECTS **\$ 2.8**

TOTAL CARRYOVER CAPITAL PROJECTS **\$39.3**



Port Tampa Bay FY2015 Proposed Capital Budget

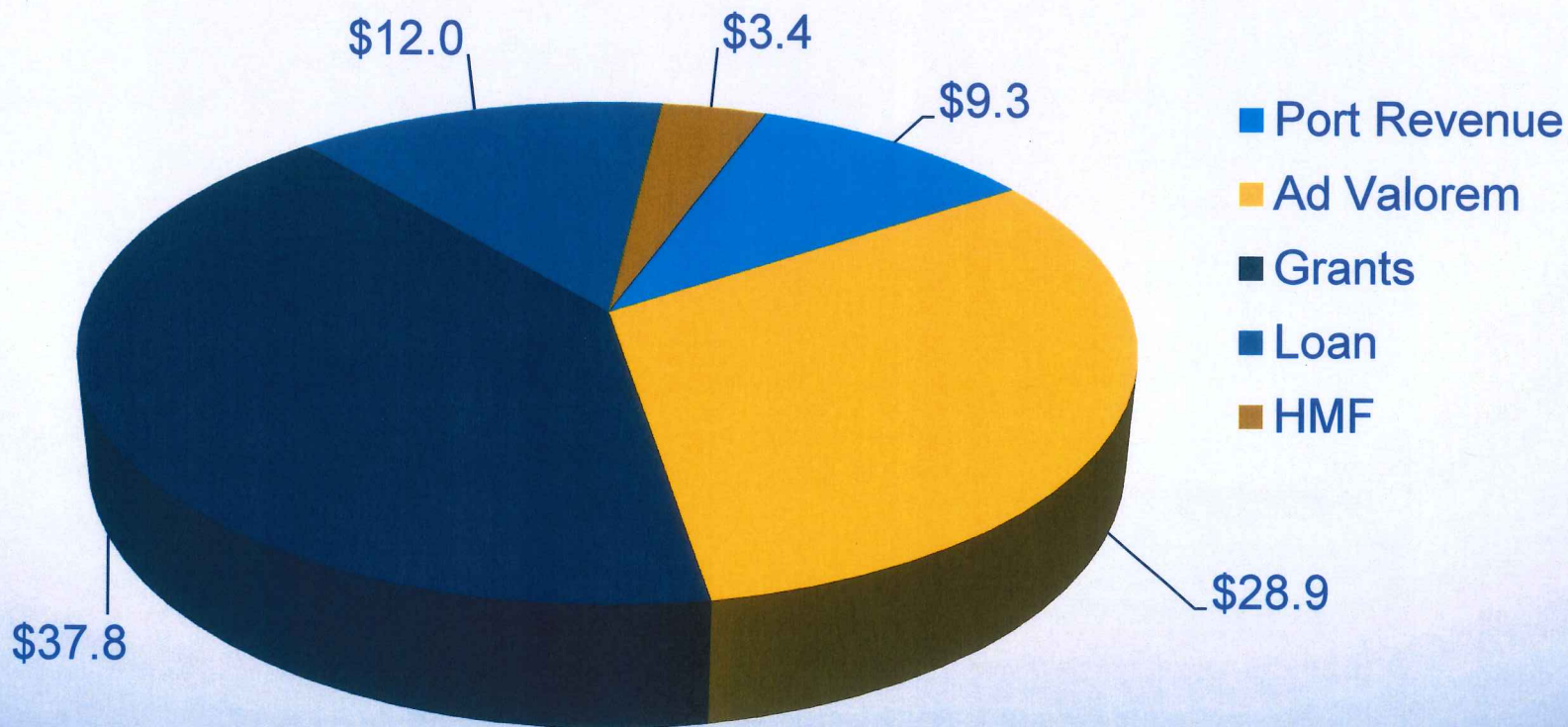
Major New Projects (in millions)

HOOKER'S PT DEVELOPMENT	\$26.4
GANTRY CRANES	\$24.4
PORT REDWING IMPROVEMENTS	\$12.0
VARIOUS CAPITAL IMPROVEMENTS	\$ 6.8
ENGINEERING CONTRACTS	\$ 6.8
DREDGING & SPOIL ISLANDS	\$ 5.1
CAPITAL EQPT & EXPENSES	\$ 4.7
TENANT IMPROVEMENTS	\$ 3.0
SECURITY IMPROVEMENTS	<u>\$ 2.2</u>
TOTAL NEW CAPITAL PROJECTS – FY2015	\$91.4



Port Tampa Bay FY2015 Capital Budget – Sources of Funding

FY15 Capital Program Funding in Millions





Port Tampa Bay – FY2015 Budget Summary

PORT TAMPA BAY

**BUDGET SUMMARY
TAMPA PORT AUTHORITY
Fiscal Year 2014 - 2015**

**THE PROPOSED OPERATING BUDGET EXPENDITURES OF THE
TAMPA PORT AUTHORITY ARE 1.9% MORE THAN LAST YEAR'S
TOTAL OPERATING EXPENDITURES**

	ENTERPRISE FUND
NET CASH CARRIED FORWARD:	\$ 100,648,450
ESTIMATED REVENUES:	
Ad Valorem taxes (.1650 mills)	\$ 10,760,165
Charges for Services	\$ 50,359,066
Grants and Donations	\$ 14,259,408
Interest Income	\$ 418,399
Loan Income	\$ 660,693
Miscellaneous Income	\$ 226,858
Total Estimated Revenues	\$ 76,684,589
Total Appropriated Revenues and Funds	\$ 177,333,039
EXPENDITURES/EXPENSES:	
General Government Services, Operating	\$ 29,152,334
Debt Service P&I	\$ 14,861,515
	\$ 44,013,849
Carried Over Capital Projects from FY 2014	\$ 39,306,506
General Government Services, Equipment & Other	\$ 4,718,300
New Capital Projects - FY 2015	\$ 86,732,042
Proposed Expenditures for Capital Projects	\$ 130,756,848
Fund Balances/Reserves	\$ 2,562,342
Total Appropriated Expenditures and Reserves	\$ 177,333,039

**THE BUDGET IS ON FILE IN THE OFFICE OF THE
ABOVE-MENTIONED TAXING AUTHORITY AS A PUBLIC RECORD.**



PORT TAMPA BAY

Port Tampa Bay - Reminder

- Final Millage Rate and Budget Public Hearing is scheduled for
Monday, September 22, 2014 at 5:01 pm

PORT TAMPA BAY
Tentative Public Hearing
FY2015 Millage Rate & FY2015 Budget



September 12, 2014

**TAMPA PORT AUTHORITY PUBLIC HEARING
FINAL MILLAGE RATE AND BUDGET FOR FISCAL YEAR 2014-2015
SEPTEMBER 22, 2014**

The Public Hearing was called to order at 5:01 p.m. with the following Tampa Port Authority (TPA) Board of Commissioners (Board) members present: Mr. Stephen W. Swindal, Chairman; Mr. Patrick H. Allman, Commissioner; Mr. Gregory J. Celestan, Commissioner; Mr. John B. Grandoff, III, Commissioner; and Ms. Sandra L. Murman, Commissioner. Absent were Mr. Carl Lindell Jr., Secretary-Treasurer; and Mayor Bob Buckhorn.

The following senior management were present: Mr. A. Paul Anderson, President and CEO; Mr. Charles Klug, Chief Legal Officer, Mr. Mike Macaluso, Chief Financial Officer; Mr. John Thorington, Vice President of Government Affairs & Board Coordination; Mr. Bob Callahan, Vice President of Operations; and Mr. Ed Miyagishima, Sr. Advisor to the CEO.

The public attendance sheet is Attachment #1.

The Tampa Port Authority Final Public Hearing FY2015 Millage Rate & FY2015 Budget Presentation is Attachment #2.

Chairman Swindal stated the purpose of the Public Hearing was to allow for public comment on the Tampa Port Authority's Final Millage Rate and Budget for Fiscal Year 2014–2015. He also informed any members of the public that were present that any matters related to their property assessment were under the jurisdiction of the Property's Appraiser's office and should be addressed to that office.

Mr. Anderson stated that, in accordance with Florida Statutes, the first issue to bring before the Board was the Tampa Port Authority's Final Millage Rate for Fiscal Year 2014-2015. Based on the financial projections to be shown, Port Staff recommended reducing the millage rate to \$.1650 per \$1,000 valuation for Fiscal Year 2014-2015. Mr. Anderson further stated that millage rate was below the rolled-back rate of \$.1665 per \$1,000 valuation. Mr. Anderson emphasized that the Tampa Port Authority utilizes ad valorem tax revenues solely for the construction and repair and refurbishment of port infrastructure, and for the construction of port projects that are of a public nature. Mr. Anderson asked Mr. Macaluso to present an overview of the Fiscal Year 2014-2015 proposed Final Budget.

Mr. Macaluso presented an overview of the Fiscal Year 2014-2015 Budget material presented to the Board at the August 28, 2014 Budget Workshop and again at the September 12, 2014 Tentative Millage and Budget Public Hearing. Mr. Macaluso stated that none of the data that he was about to present had changed from the data presented at the August 28, 2014 Budget Workshop or the September 12, 2014

Tentative Millage and Budget Public Hearing. Mr. Macaluso then presented the Tampa Port Authority's FY2014-2015 Budgeted Financial Statements and Capital Program. He also presented the Tampa Port Authority's FY2014 – 2015 Budget Summary, which reflected all of the Tampa Port Authority's projected cash inflows and outflows in FY2014–2015. The Budget Summary total was \$177,333,039. A copy of Mr. Macaluso's presentation is attached.

At the end of his presentation, Mr. Macaluso recommended that first the Board approve the reduction of the Tampa Port Authority's Final Millage Rate to \$.1650 per \$1,000 valuation for Fiscal Year 2014–2015 which was below the rolled-back rate of \$.1665 per \$1,000 valuation.

After the Board approved the Tampa Port Authority's Final Millage Rate, Mr. Macaluso then recommended that the Board approve the Tampa Port Authority's proposed Fiscal Year 2014-2015 Final Budget totaling \$177,333,039.

Chairman Swindal opened the floor for public comments on the proposed Final Millage Rate for Fiscal Year 2014-2015.

There were no public comments.

Chairman Swindal asked for a motion to adopt the Final Millage Rate for Fiscal Year 2014-2015. It was moved by Commissioner Murman, seconded by Commissioner Grandoff, and carried unanimously to adopt the Tampa Port Authority's Fiscal Year 2014-2015 Final Millage Rate of \$.1650 per \$1,000 valuation. This millage rate is below the rolled back rate of \$.1665 per \$1,000 valuation.

Chairman Swindal then opened the floor for public comment for the proposed Final Budget for Fiscal Year 2014-2015.

There was no public comment.

Chairman Swindal asked for a motion to adopt the Final Budget for Fiscal Year 2014-2015 of \$17,333,039.

It was moved by Commissioner Allman, seconded by Commissioner Murman, and carried unanimously to adopt the Final Budget of \$177,333,039 for Fiscal Year 2014-2015.

There being no further business, Chairman Swindal adjourned the public hearings at 5:08 p.m.

Stephen W. Swindal, Chairman

ATTEST:

Patrick H. Allman, Secretary/Treasurer

PORT TAMPA BAY
Final Public Hearing
FY2015 Millage Rate & FY2015 Budget

September 22, 2014



PORT TAMPA BAY



PORT TAMPA BAY

Port Tampa Bay – Final Public Hearing for FY2015 Millage Rate & FY2015 Budget

- **Welcome to the Tampa Port Authority's Final Public Hearing for the FY2015 Millage Rate and the FY2015 Budget.**
- **We would like to remind everyone that matters related to your property assessment are under the jurisdiction of the Property Appraiser's office and should be addressed to that office.**



PORT TAMPA BAY

Port Tampa Bay – FY2015 Millage Rate

- **FY2014 millage rate \$.1750 mills**
- **FY2015 millage rate \$.1650 mills**
- **Rolled-back rate per Florida Statutes \$.1665**



PORT TAMPA BAY

Port Tampa Bay – Two-Year Comparative Statement of Revenues & Expenses (2014 - 2015)

	FY14 Projected	FY15 Proposed
Operating Revenue:		
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Rentals	11,063	11,261
Other Operating	781	788
Total Operating Revenue	48,367	50,359
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Personnel	12,435	13,332
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Other, Net	(654)	1,313
Net Non-Operating Revenue	5,341	7,280
Grant Revenue	14,795	14,260
Net Income	\$ 41,280	\$ 42,747



PORT TAMPA BAY

Port Tampa Bay FY2015 Capital Budget – FY2014 Carryover

Carryover Projects (in millions)

62

Board Approved FY2014 Capital Program	<u>\$55.3</u>
Carryover to FY2015:	
EASTPORT DEVELOPMENT	\$22.5
HOOKER'S POINT IMPROVEMENTS	\$ 5.7
DREDGING & SPOIL ISLANDS	\$ 5.5
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OTHER PROJECTS	<u>\$ 2.8</u>
TOTAL CARRYOVER CAPITAL PROJECTS	\$39.3



PORT TAMPA BAY

Port Tampa Bay FY2015 Proposed Capital Budget

Major New Projects (in millions)

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TOTAL NEW CAPITAL PROJECTS – FY2015	\$91.4

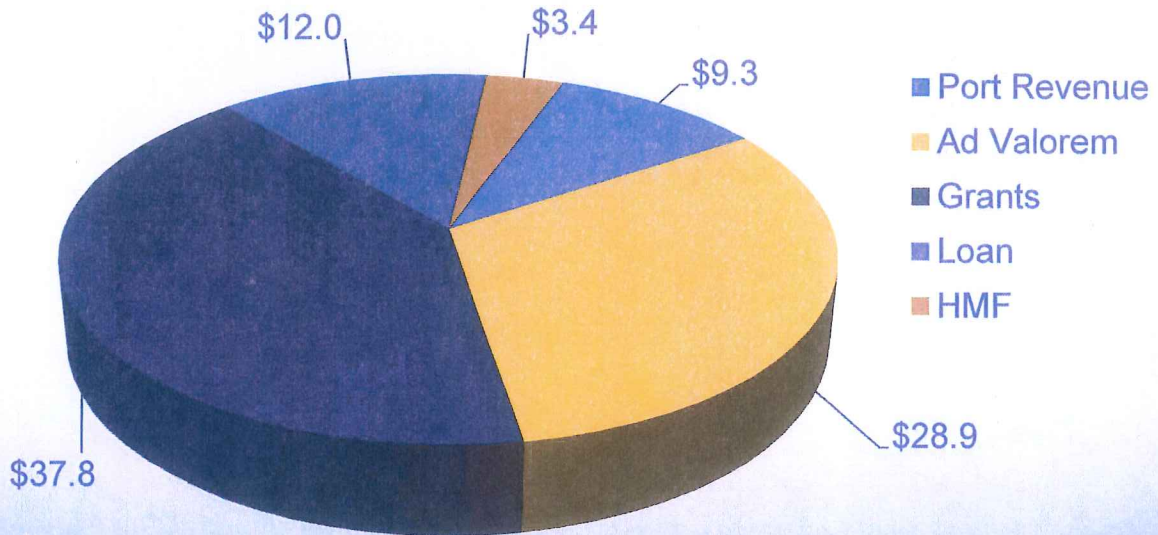


PORT TAMPA BAY

Port Tampa Bay FY2015 Capital Budget – Sources of Funding

FY15 Capital Program Funding in Millions

64





PORT TAMPA BAY

Port Tampa Bay – FY2015 Budget Summary

**BUDGET SUMMARY
TAMPA PORT AUTHORITY
Fiscal Year 2014 - 2015**

**THE PROPOSED OPERATING BUDGET EXPENDITURES OF THE
TAMPA PORT AUTHORITY ARE 1.3% MORE THAN LAST YEAR'S
TOTAL OPERATING EXPENDITURES**

	ENTERPRISE FUND
NET CASH CARRIED FORWARD:	\$ 100,648,450
ESTIMATED REVENUES:	
Ad Valorem taxes (.1650 mills)	\$ 10,760,165
Charges for Services	\$ 50,359,066
Grants and Donations	\$ 14,259,408
Interest Income	\$ 418,399
Loan Income	\$ 660,693
Miscellaneous Income	\$ 226,859
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General Government Services, Operating	\$ 29,152,334
Debt Service P&I	\$ 14,861,515
	\$ 44,013,849
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Proposed Expenditures for Capital Projects	\$ 130,756,848
Fund Balances/Reserves	\$ 2,562,342
Total Appropriated Expenditures and Reserves	\$ 177,333,039

**THE BUDGET IS ON FILE IN THE OFFICE OF THE
ABOVE-MENTIONED TAXING AUTHORITY AS A PUBLIC RECORD.**

PORT TAMPA BAY
Final Public Hearing
FY2015 Millage Rate & FY2015 Budget

September 22, 2014



PORT TAMPA BAY

Tampa Port Authority
Budgetary Comparative Statement of Revenue and Expenses
with Debt Service Coverage
For periods ending September 2013 and 2014

YTD Sep 2013 Actual	YTD Sep 2014 Actual	Favorable (Unfavorable)	% Favorable (Unfavorable)		YTD Sep 2014 Budget	YTD Sep 2014 Actual	Favorable (Unfavorable)	% Favorable (Unfavorable)	
				-----Operating revenue-----					
\$ 31,539,067	\$ 36,386,283	\$ 4,847,217	15.4%	Port usage fees	\$ 37,002,019	\$ 36,386,283	\$ (615,736)	(1.7%)	
11,725,388	11,208,066	(517,322)	(4.4%)	Rentals	10,442,231	11,208,066	765,835	7.3%	
825,307	758,255	(67,053)	(8.1%)	Other operating	887,979	758,255	(129,724)	(14.6%)	
44,089,762	48,352,604	4,262,842	9.7%	-----Total operating revenue-----	48,332,229	48,352,604	20,375	0.0%	
				-----Operating expense-----					
11,047,947	12,393,116	(1,345,169)	(12.2%)	Personnel	12,617,691	12,393,116	224,575	1.8%	
581,488	920,496	(339,009)	(58.3%)	Promotional	1,130,676	920,496	210,180	18.6%	
12,629,240	14,259,324	(1,630,084)	(12.9%)	Administrative	14,864,949	14,259,324	605,625	4.1%	
24,258,675	27,572,937	(3,314,262)	(13.7%)	-----Total operating expense-----	28,613,316	27,572,937	1,040,379	3.6%	
19,831,087	20,779,668	948,580	4.8%	-----Operating income----- *	19,718,913	20,779,668	1,060,755	5.4%	
				--Other non-operating revenue/(expense)--					
2,398,494	583,651	(1,814,844)	(75.7%)	Interest income	459,437	583,651	124,214	27.0%	
(5,780,240)	(5,201,825)	578,415	10.0%	Interest expense	(5,201,825)	(5,201,825)	(0)	(0.0%)	
10,926,276	10,818,456	(107,820)	(1.0%)	Ad valorem tax receipts	10,123,776	10,818,456	694,680	6.9%	
(26,908)	(218,688)	(191,780)	(712.7%)	Other, net	20,924	(218,688)	(239,612)	1,145.2%	
7,517,622	5,981,594	(1,536,028)	20.4%	-----Net non-operating revenue-----	5,402,312	5,981,594	579,282	10.7%	
27,348,709	26,761,261	(587,448)	(2.1%)	Net income, excluding grant revenue*	25,121,225	26,761,261	1,640,036	6.5%	
				-----Grants-----					
17,941,072	12,745,937	(5,195,136)	(29.0%)	Capital/Non-Operating Grants	22,658,547	12,745,937	(9,912,610)	(43.7%)	
17,941,072	12,745,937	(5,195,136)	(29.0%)	-----Total Grants-----	22,658,547	12,745,937	(9,912,610)	(43.7%)	
\$ 45,289,781	\$ 39,507,198	\$ (5,782,584)	(12.8%)	Net income, including grant revenue*	\$ 47,779,772	\$ 39,507,198	\$ (8,272,574)	(17.3%)	
<i>*Before depreciation/amortization</i>									
				-----Debt Service Coverage-----					
				<i>(based on preceding 12-month period)</i>					
\$ 24,637,488	\$ 22,820,209	\$ (1,817,279)	(7.38%)	Total available for debt service					
\$ 15,178,594	\$ 14,425,908	\$ 752,686	4.96%	Combined debt service, parity bonds					
1.62	1.58			Bond coverage, parity bonds					
\$ 15,178,594	\$ 14,425,908	\$ 752,686	4.96%	Combined debt service, parity & junior					
1.62	1.58			Bond coverage, parity & junior bonds					

**SUBJECT: EPC MINOR WORKPERMIT 57811 SUBMERGED LANDS RULE
VARIANCE FOR PRIVATE RESIDENTIAL DOCK PROPOSAL IN
APOLLO BEACH, FL**

BACKGROUND:

Betty Jane McElya submitted Minor Work Permit Application 57811 to the Environmental Protection Commission of Hillsborough County (EPC) pursuant to the interlocal agreement between EPC and Port Tampa Bay (PTB) delegating the processing and issuance of certain minor work permits. The application proposes the construction of a private residential dock at 6518 Surfside Blvd., Apollo Beach, Florida. Due to the length of the access walkway needed to traverse the shallow shoal, the structural area of the dock/boatlift/personal watercraft/walkway system exceeds the allowable limit unless a variance is granted. All other aspects of the proposed structure meet PTB Submerged Lands Management Rules (Rules). The PTB Board has approved several variances for similar structures at other nearby single family residential homes along the western side of Surfside Boulevard.

FACTS/COMMENTS:

The Rules regulate the allowable size for private residential marine structures and provide for a variance procedure if certain conditions are met which assure that the proposal is not contrary to the spirit and intent of the Rules and the variance requested arises from a unique and peculiar submerged land or riparian property. The application submitted and the information provided meets these conditions.

The application is supported by the EPC reviewing staff and no objections to this proposal were received from the adjacent property owners.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to grant the variance, subject to review by Chief Legal Officer.

Board Meeting
October 21, 2014
Environmental 190026 / 189339



**SUBJECT: RENEWAL OF THE VESSEL RESERVATIONS, BILLING, STATISTICS,
AND REPORTING SYSTEM AGREEMENT WITH HARBOUR
MASTERY, INC.**

BACKGROUND:

In June 2009 the Port Tampa Bay (PTB) Board of Commissioners authorized PTB staff to enter into an agreement with Harbour Mastery, Inc. to provide a custom-developed system solution for the daily operational and financial vessel management of the Port of Tampa. This system, known as "iSeaports", provides PTB staff with vessel reservations, vessel and tenant billing, and vessel statistics and reporting functionality and is fully integrated with PTB's Enterprise Resource Planning (ERP) System. The initial term of the agreement was for a three (3) year period from October 13, 2009 through October 13, 2012, with two (2) one (1) year renewal options, at a cost of \$60,000 yearly. The Board approved both renewal options at its November, 2012 meeting.

FACTS/COMMENTS:

Harbour Mastery Inc. has fulfilled all of its obligations for the term of the agreement, and the product continues to meet or exceed the requirements of staff. Harbour Mastery, Inc. is the sole provider for support services for iSeaports since it custom developed the software for PTB. Due to the time and expense associated with developing, procuring and implementing an alternate integrated solution, it would not be practicable to advertise for competitive bids to replace the current system. For this reason, staff recommends that the contract be renewed for a five (5) year term with one (1) five (5) year extension option.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to execute and enter into a five (5) year agreement with one (1) five (5) year extension option with Harbour Mastery Inc. for the period beginning October 13, 2014 through October 13, 2019 to provide ongoing maintenance and support services for the iSeaports software, at a cost not to exceed \$65,000 annually. PTB reserves the right to terminate the agreement with 90 days written notification. All terms are subject to approval by the Chief Legal Officer.

Board Meeting
October 21, 2014
Information Technology
190027v2 / 189643

D. REGULAR AGENDA

**SUBJECT: EXTENSION AND FUNDING OF GENERAL PLANNING SERVICES
CONSULTANT CONTRACT NO. Q-004-12**

BACKGROUND:

On October 16, 2012, Port Tampa Bay's (PTB) Board of Commissioners approved the award of a contract to Renaissance Planning Group, Inc. to assist PTB with a wide range of professional studies, plans, assessments and proposals for a term of one year with two one year extension options and compensation to be budgeted and approved by the Board each year. The Renaissance team consists of several firms which specialize in various port and maritime related general planning services including freight and transportation planning, land use, port-wide planning, cruise and cargo planning and forecasting, preliminary project development and engineering, grant proposal development and economic analysis.

FACTS/COMMENTS:

At the October 15, 2013 meeting, the PTB Board approved the first of two one (1) year extension options on the same terms and conditions as the initial term of the contract. Work under the contract is assigned by PTB to the consultant through work orders with a written scope and budget for each task assignment. The firm has proven to be responsive and cooperative. Staff recommends exercising the second and final one (1) year contract extension option with Renaissance Planning Group, Inc. The firm is currently maintaining Small Business Enterprise participation of approximately 8% percent.

Funding in the amount of \$400,000 was included in the FY2015 Capital Program for general planning consulting services; however, there is no obligation for PTB to spend the allocated budget.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to extend the contract with Renaissance Planning Group, Inc., for the second and final one (1) year extension and funding of \$400,000 in FY 2015 Capital Funds for the General Planning Services contract, subject to review by Chief Legal Officer.

Board Meeting
October 21, 2014
Planning & Development 190031 / 189109

**SUBJECT: AGREEMENT WITH HILLSBOROUGH COUNTY FOR COUNTY
INCENTIVE GRANT PROGRAM FOR ROADWAY IMPROVEMENTS**

BACKGROUND:

The Florida Legislature created a County Incentive Grant Program for the purpose of providing grants to counties for the improvement of transportation facilities. The Florida Department of Transportation (FDOT) funds and oversees the grant program on behalf of the state. FDOT- District Seven allocated funds to Hillsborough County to administer and disburse to other entities for projects that improve transportation facilities. Therefore, in order to receive grant funding under this program, Port Tampa Bay (PTB) must enter into a grant program agreement with Hillsborough County.

FACTS/COMMENTS:

PTB obtained a commitment from Hillsborough County to fund \$750,000 for roadway improvements at PTB on Hookers Point and Port Sutton and additionally another \$900,000 for Maritime Blvd. (Shoreline Drive to GATX Drive). Both of these grants require a 50:50 funding match from PTB. PTB will provide the matching funds, which are included in the FY 2015 Capital Expense budget.

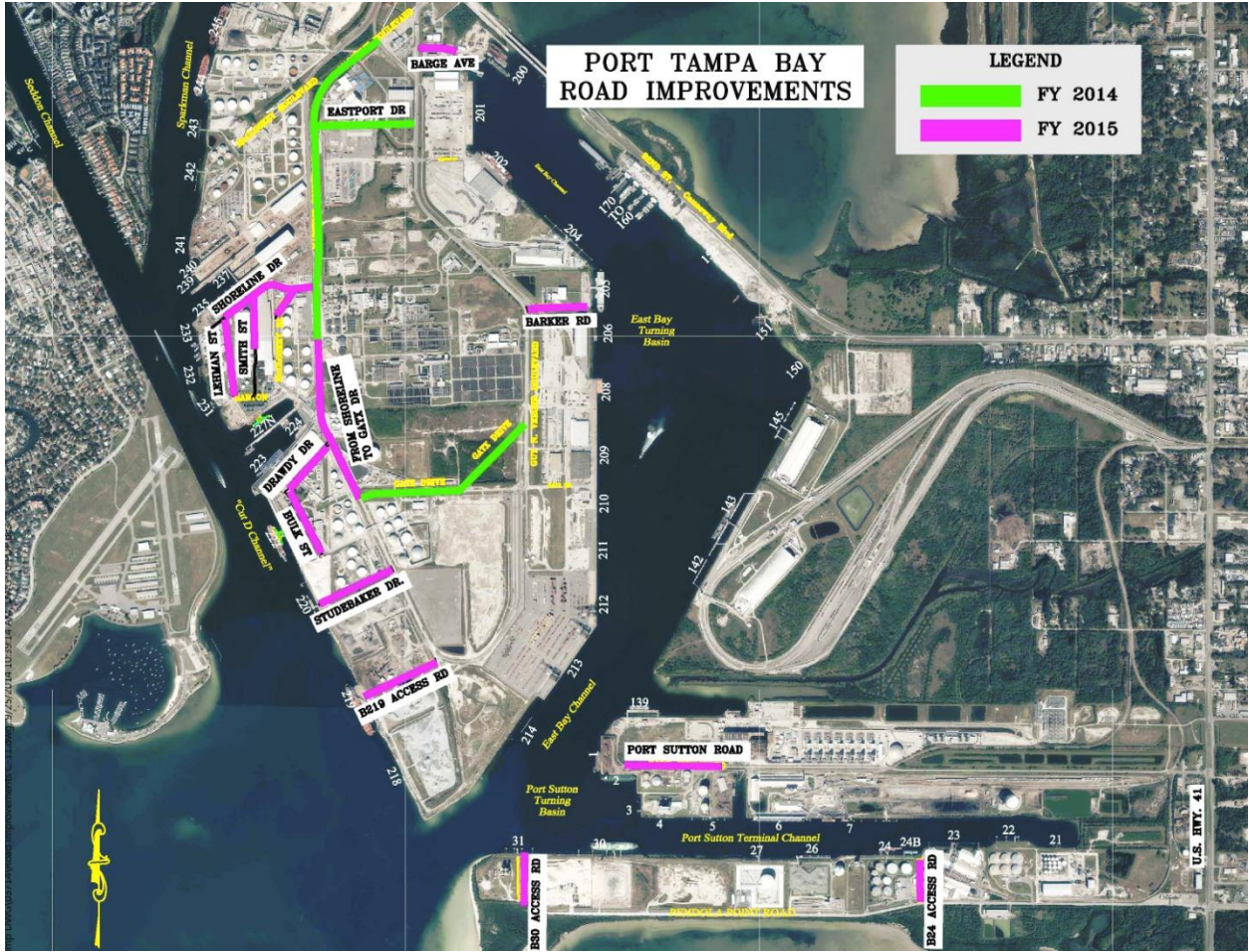
The proposed scope of work consists of the resurfacing of roadways on Hookers Point and Port Sutton (Studebaker Drive, Bulk Street, Drawdy Drive, Lehman Street, Smith Street, Shoreline Drive, Barker Road, Barge Avenue, Berth 219 access road, Berths 24-30 access road, a segment of Port Sutton Road and Maritime Boulevard). PTB has several thousand truck movements and several hundred passenger vehicles that transit these roadways and cargo facilities on a daily basis.

The total cost of the Maritime Boulevard roadway improvements is expected to cost approximately \$1,800,000. The total cost of the other roadway improvements on Hookers Point and Port Sutton is approximately \$1,500,000. These projects will be undertaken over the next year.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to enter into a Grant Program Agreement with Hillsborough County to receive two grants for \$750,000 and \$900,000 from the County Incentive Grant Program for the roadway improvements, with a 50:50 funding match from PTB funds, subject to review by the Chief Legal Officer.

Board Meeting
October 21, 2014
Planning & Development 190032v2 / 189095



SUBJECT: AMENDMENT TO CONTAINER TERMINAL OPERATOR AGREEMENT WITH PORTS AMERICA FLORIDA, INC.

BACKGROUND:

On May 26, 2006, Port Tampa Bay (PTB), Tampa Bay International Terminals, Inc. (TBIT) and P&O Ports of Florida, Inc., now Ports America Florida, Inc. (Ports America), entered into a container terminal agreement. Break-bulk cargo was and still is handled by Ports America under a separate contract with PTB. The container terminal agreement, as amended (Agreement), called for Ports America to provide container terminal operations services on PTB facilities along Berths 211, 212 and 213 (Concession Area) and provided that the Concession Area would be expanded based on a phase development schedule. The Agreement also called for Ports America to invest in infrastructure, cranes, or civil works reasonably acceptable to PTB when container volumes at the Concession Area exceed 75,000 TEUs per annum, and that such investment would remain part of the Concession Area and vest in PTB.

The Concession Area is currently equipped with three aging container gantry cranes which have a limited out-reach. PTB staff has identified the need to acquire two new container gantry cranes that will have an outreach of 19 containers across the width of the ship to support its container strategy. At the August 19, 2014 meeting, the PTB Board authorized the staff to commence negotiations with Shanghai Zhenhua Heavy Industry Co. Ltd. (ZPMC) on contract terms for the purchase of two post-Panamax container gantry cranes with the proposed contract to be brought back to the Board for approval. The total cost of the two gantry cranes is approximately \$24 million. PTB was allocated \$12,000,000 for the acquisition of a post Panamax gantry crane from State of Florida's general appropriation funds and is also arranging a \$12-million loan from the FDOT State Infrastructure Bank (SIB) program (Loan) to fund the acquisition of the second post-Panamax crane.

FACTS/COMMENTS:

PTB staff and Ports America have identified modifications to the premises to create flexibility for future development and negotiated terms for Ports America to reimburse PTB for a portion of the crane costs. These negotiations would be set forth in an amendment to the Container Terminal Agreement with Ports America, based on the following terms:

Modification of Premises:

Future Development Area – The areas designated as Phases 9 and 10 in the Agreement would be removed from the future expansion area (approx. 57 acres) for future development (refrigerated rail terminal service and several refrigerated warehouse).

Berth 211 – PTB would have the option to remove the areas designated as Phases 5A and 6 in the Agreement (approx. 26 acres) for future development.

Berths 214 & 215 – Ports America would have the option to expand the Concession Areas to include the lands adjacent to Berths 214 and 215 (approx. 28 acres, up from approx. 15.5 acres) to secure Ports America’s long-term expansion for future container growth.

Cranes:

Loan Payments: Ports America would reimburse PTB for fifty percent (50%) of the required annual debt service payment associated with the Loan when the container volumes at the Concession Area exceed 75,000 TEUs per annum. The Port President and CEO will negotiate with Ports America concerning the obligations of the parties with respect to the installation, operation, maintenance and repair of the cranes.

RECOMMENDATION:

Authorize the Port President/CEO to enter into an Amendment to Container Terminal Operator Agreement with Ports America Florida, Inc. in accordance with the terms set forth in the agenda item, subject to review by Chief Legal Officer.

Board Meeting
October 21, 2014
190033

SUBJECT: RESOLUTION AUTHORIZING A STATE INFRASTRUCTURE BANK (SIB) LOAN FOR THE PURPOSE OF ACQUIRING AND CONSTRUCTING ONE (1) POST-PANAMAX GANTRY CRANE

BACKGROUND:

At the August 19, 2014 Port Tampa Bay (PTB) Board of Commissioners (Board) meeting, the Board authorized Port Tampa Bay staff to negotiate the purchase of two (2) container gantry cranes with Shanghai Zhenhua Heavy Industries Co., Ltd. (ZPMC). At that time, the Board was advised that the purchase of one of the cranes would be funded through a \$12 million grant from the State of Florida. The purchase of the other crane would be funded through a Florida Department of Transportation (FDOT) State Infrastructure Bank (SIB) loan.

FACTS/COMMENTS:

In order to ensure that PTB was receiving the most favorable financing terms, PTB staff, along with the its independent financial advisors, Public Financial Management, Inc. (PFM), determined that it would be in the best interests of PTB to consider other options in addition to the SIB loan for financing the cost of the crane, specifically through a direct placement with a private bank ("bank loan"). On September 16, 2014, PFM, on behalf of PTB, issued a Request for Proposal (RFP) to identify those banks that would be able to provide a bank loan to be used for the purchase of the second gantry crane. Eight (8) bank loan proposals and one (1) proposal to underwrite publicly offered bonds were received in response to the RFP.

PFM and PTB compared the aspects of all of the bank loan proposals to the SIB loan proposal received from the FDOT and determined that the most economically beneficial manner of funding the purchase of the second gantry crane continues to be through the use of a taxable SIB loan with FDOT. FDOT has offered to provide a draw-down SIB loan in a principal amount not to exceed \$12 million with a fixed interest rate of 2.68%, lower than any of the bank loan proposals. PTB would not be required to borrow the entire \$12 million and PTB would only be required to pay interest on the amount borrowed. One of the most attractive features of the SIB loan is that PTB would only be required to pay interest (i.e., no principal) on the SIB Loan for the first five (5) years of the loan, i.e., until October 1, 2020, after which principal and interest payments would be required based only upon the actual amount borrowed. The SIB loan also results in over \$1.4 million in debt service savings when compared to the most favorable bank loan proposal. The costs of issuance (financial advisory services, bond counsel, and costs of the bond insurer for TPA's 2006 Bonds and its counsel) associated with this transaction are approximately \$60,000.

PTB's bond counsel, Bryant Miller Olive, P.A. (BMO), has reviewed the terms and conditions associated with the SIB loan and believes that the terms and conditions are fair and reasonable.

The FY2015 Budget includes funding for this transaction.

A transaction of this nature requires the PTB Board to adopt a resolution authorizing the transaction. PTB's bond counsel, BMO, together with PTB staff and its financial advisor, PFM, have prepared the attached resolution for consideration and approval.

RECOMMENDATION:

Adopt the attached resolution authorizing the Port President & CEO to take all necessary action to enter into a transaction with the State of Florida Department of Transportation, as lender, in order to provide a loan in a principal amount not exceeding \$12,000,000 through the State Infrastructure Bank loan program in accordance with the terms and conditions stated above, subject to review by Chief Legal Officer.

Board Meeting
October 21, 2014
Finance 189921

RESOLUTION

A RESOLUTION OF THE HILLSBOROUGH COUNTY PORT DISTRICT, FLORIDA, AUTHORIZING THE PORT DIRECTOR TO TAKE ALL NECESSARY ACTION TO ENTER INTO A TRANSACTION WITH THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, AS LENDER, IN ORDER TO PROVIDE A LOAN TO THE DISTRICT IN A PRINCIPAL AMOUNT OF NOT EXCEEDING \$12,000,000 FOR THE PURPOSE OF ACQUIRING AND CONSTRUCTING CERTAIN PORT FACILITIES THROUGH THE LENDER'S STATE-FUNDED STATE INFRASTRUCTURE BANK LOAN PROGRAM; APPROVING THE FORM AND AUTHORIZING THE EXECUTION AND DELIVERY OF A LOAN AGREEMENT; PROVIDING FOR THE PAYMENT OF SUCH LOAN ON PARITY WITH CERTAIN OTHER DEBT FROM THE REVENUES OF THE HILLSBOROUGH COUNTY PORT DISTRICT; PROVIDING FOR THE TERMS AND CONDITIONS OF THE ISSUANCE OF SUCH LOAN INCLUDING THE SECURITY THEREFOR, THE RIGHTS OF THE LENDER AND THE LIMITED OBLIGATIONS OF THE TAMPA PORT AUTHORITY IN CONNECTION THEREWITH; PROVIDING FOR THE CONSENT OF NATIONAL PUBLIC FINANCE GUARANTEE CORPORATION TO WAIVE THE REQUIREMENT FOR FUNDING OF THE RESERVE ACCOUNT FOR THE LOAN; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR EXECUTION AND DELIVERY OF ALL INSTRUMENTS IN CONNECTION WITH THE ISSUANCE OF SUCH LOAN; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE TAMPA PORT AUTHORITY (the "Port Authority" or "Authority") the governing body of the Hillsborough County Port District, Hillsborough County, Florida (the "District"):

ARTICLE I

AUTHORITY FOR THIS RESOLUTION

This Resolution is adopted pursuant to the provisions of (i) Chapter 95-488, Laws of Florida, as amended, (ii) Chapter 315, Florida Statutes, and (iii) other applicable provisions of law (being hereafter collectively referred to as the "Act"), and is deemed to constitute a Supplemental Resolution pursuant to the Resolution of the Port Authority adopted on April 6, 1995, as amended and supplemented.

ARTICLE II

DEFINITIONS

The terms defined in this Article II shall, for the purposes of this Resolution, have the meanings herein specified, unless the context clearly requires otherwise. CAPITALIZED TERMS USED HEREIN NOT DEFINED IN THIS RESOLUTION SHALL HAVE THE MEANINGS ASCRIBED TO SUCH TERMS IN THE SENIOR REVENUE BOND RESOLUTION OR THE LOAN AGREEMENT, AS APPLICABLE (each as hereinafter defined).

"Act" shall have the same meaning as provided therefor in Article I of this Resolution.

"Chairman" means the Chairman of the Port Authority or, in the Chairman's absence or unavailability, the Vice-Chairman of the Port Authority.

"District" shall have the same meaning as provided therefor in Article I of this Resolution.

"Lender" means the State of Florida Department of Transportation.

"Loan" means the loan, pursuant to the Loan Agreement, of \$12,000,000 from the Lender to the District to finance the Project, as herein authorized.

"Loan Agreement" means the State-Funded State Infrastructure Bank Loan Agreement between the Lender and the District, the form of which is attached hereto as Exhibit A.

"Outstanding Parity Obligations" means the Series 2005A Bonds, the Series 2006 Bonds, the Series 2008 Note, the Series 2011 Refunding Revenue Note and the Series 2012 Bond.

"Port Authority" or "Authority" shall have the same meaning as provided therefor in Article I of this Resolution.

"Port Director" means the President and CEO of the District appointed by the Port Authority.

"Secretary-Treasurer" means the Secretary-Treasurer of the Port Authority or, in the absence or unavailability of the Secretary-Treasurer, any other member of the Port Authority Board.

"Senior Revenue Bond Resolution" means the prior resolution of the Port Authority authorizing the issuance of the Series 1995A and 1995B Bonds adopted April 6, 1995, as amended and supplemented from time to time.

"Series 2005A Bonds" means the District's Revenue Refunding Bonds, Series 2005A dated as of March 17, 2005, issued pursuant to the Senior Revenue Bond Resolution.

"Series 2006 Bonds" means the District's Revenue Bonds (Tampa Port Authority Project), Series 2006, dated May 3, 2006, issued pursuant to the Senior Revenue Bond Resolution.

"Series 2008 Revenue Note" means the District's 2008 Revenue Note, dated June 6, 2008, issued pursuant to the Senior Revenue Bond Resolution.

"Series 2011 Refunding Revenue Note" means the District's 2011 Refunding Revenue Note (Taxable), dated December 8, 2011, issued pursuant to the Senior Revenue Bond Resolution.

"Series 2012 Bond" means the District's Refunding Revenue Bond, Series 2012, dated April 20, 2012, issued pursuant to the Senior Revenue Bond Resolution.

ARTICLE III

FINDINGS

Section 301. Introduction. **The Port Authority hereby ascertains, determines and declares the findings set forth in the remaining sections of this Article.**

Section 302. Authority to Enter Into the Loan. The Port Authority, as governing body of and on behalf of the District, is authorized and empowered under the Act to enter into the Loan to finance and refinance (i) the cost of projects specified in the Act, and (ii) any and all other facilities and assets, including all property rights, easements and franchises relating to any such specified project or projects, which by resolution the Port Authority may find necessary and convenient. Pursuant to Section 8.01(G) of the Senior Revenue Bond Resolution, the Port Authority is empowered to adopt this Resolution as a Supplemental Resolution in order to authorize the Loan to be secured by a lien on the Pledged Funds on parity with the lien of the Bonds issued pursuant to the Senior Revenue Bond Resolution, as described in Section 4.01 of the Senior Revenue Bond Resolution.

Section 303. Incurrence of the Loan on Parity. In order to preserve and promote port development the Port Authority desires to undertake the Project by incurrence of the Loan, which Loan will be supported by a pledge of the Pledged Funds on parity with the Outstanding Parity Obligations and any Additional Bonds hereafter issued. The Port Authority further finds that the requirements of Section 4.02 of the Senior Revenue Bond Resolution shall be met prior to entering into the Loan.

Section 304. Project Authorized. The Project is hereby authorized to be financed with the proceeds of the Loan.

Section 305. Source of Payment. The Loan shall be secured by and payable solely from the Pledged Funds. The pledge of the Pledged Funds shall constitute a first lien thereon on a parity with all other first lien obligations issued pursuant to the Senior Revenue Bond Resolution, including the Outstanding Parity Obligations and any Additional Bonds issued after the date hereof; and the Loan shall constitute an Additional Bond as such term is used and defined in the Senior Revenue Bond Resolution. Notwithstanding the foregoing, the Loan shall not be secured by a Reserve Account. The Loan shall constitute a revenue obligation of the District; provided, however, the Loan shall not constitute a general indebtedness of the District, Hillsborough County, or any other political subdivision of the State of Florida. The Lender shall never have the right to (i) compel, directly or indirectly, the exercise of any ad valorem taxing power of the District, Hillsborough County, or any other political subdivision of the State of Florida, or taxation, in any form, on any real property, to pay the cost of operation and maintenance of the properties of the District or to pay the Loan or the interest thereon, or (ii) to enforce payment of such principal and interest from any funds of the Port Authority other than the Pledged Funds.

Section 306. Sufficient Revenues. The Pledged Funds will be sufficient to pay the principal of and interest on the Loan, and all other amounts required to be paid with respect to the Loan and all other Bonds and other obligations issued pursuant to the Senior Revenue Bond Resolution.

Section 307. No Default Under the Senior Revenue Bond Resolution; Covenants Applicable. The Port Authority is not in default in performing any of the covenants and obligations assumed under or provided in the Senior Revenue Bond Resolution. All payments thereunder required have been made to the full extent required. As required by Section 4.02 of the Senior Revenue Bond Resolution, the Port Authority hereby recites that all of the covenants contained therein shall be applicable to the Loan authorized hereunder until the Loan matures or is otherwise defeased.

Section 308. No Conflict. The incurrence of the Loan will be in compliance with, and will not conflict with or result in a breach of, the Act or other provisions of law or any term, condition or provision of any resolution, covenant, agreement or instrument to which the Port Authority is a party or by which it is bound including, without limitation, the Senior Revenue Bond Resolution and will not constitute a default or violation under any of the foregoing.

ARTICLE IV

FORM, LOAN, EXECUTION AND DELIVERY OF LOAN AGREEMENT

Section 401. Authorization of Loan. Subject and pursuant to the provisions hereof, the Port Authority hereby authorizes the incurrence of the Loan in the initial aggregate principal amount of not exceeding \$12,000,000 for the purpose of financing, with the proceeds thereof, together with certain other funds of the District, the cost of the Project. The Loan shall be secured and payable as provided in Sections 305 hereof and the Loan Agreement.

Section 402. Approval of Execution of Loan Agreement. The Loan Agreement between the Lender and the Port Authority, substantially in the form of Exhibit A attached hereto, is hereby approved, and the Chairman is hereby authorized to execute and deliver the Loan Agreement on behalf of the Port Authority and the Secretary-Treasurer is hereby authorized to attest his signature, with such changes, insertions, omissions and filling of blanks as may be approved by the Chairman, such approval to be conclusively presumed by the delivery of such Loan Agreement by the Port Authority.

ARTICLE VI

PARTICULAR COVENANTS AND PROVISIONS

The consent of National Public Finance Guarantee Corporation as reinsurer of the Series 2005A Bonds and administrator for MBIA Insurance Corporation ("National"), as insurer of the District's outstanding Series 2005A Bonds and Series 2006 Bonds, has been requested to waive the requirement for funding of the Reserve Account for the Loan, and upon receipt of such consent and waiver the Port Authority will not be required to fund any Reserve Account for the Loan and the Loan shall not be secured by the Reserve Account. To the extent that the Port Authority obtains such waiver, the Lender has agreed, pursuant to Section 3.02 of the Loan Agreement, that the Port Authority is not required under the terms hereof to fund any amount into a Reserve Account for the Loan or for Additional Bonds.

ARTICLE VII

RESOLUTION TO CONSTITUTE CONTRACT

In consideration of the Loan authorized to be issued hereunder, this Resolution and the Senior Revenue Bond Resolution shall be deemed to be and shall constitute a contract between the Port Authority and the Lender. The Port Authority hereby covenants and agrees that the provisions of Article III of this Resolution and of Articles VII and VIII of the Senior Revenue Bond Resolution shall be deemed to be representations and warranties made by the Port Authority to the Lender. All of the covenants, agreements, representations and warranties of the Port Authority herein and in the Senior Revenue Bond Resolution shall be for the equal benefit, protection and security of the Lender and all of which shall be of equal rank and without preference, priority or distinction with the Port Authority's obligations to Holders of Bonds, except as expressly provided therein and herein.

ARTICLE VIII

MISCELLANEOUS PROVISIONS

Section 801. Third Party Beneficiaries. Except as herein otherwise expressly provided, nothing in this Resolution express or implied is intended or shall be construed to confer upon any person, firm or corporation other than the Port Authority or the Lender any right, remedy or claim, under or by reason of this Resolution or any provision hereof, this Resolution and all its provisions being intended to be and being for the sole and exclusive benefit of the Port Authority and the Lender.

Section 802. Severability. In case any one or more of the provisions of this Resolution or of the Loan Agreement authorized hereunder shall for any reason be held to be illegal or invalid, such illegality or invalidity shall not affect any other provision of this Resolution or of the Loan Agreement, but this Resolution and the Loan Agreement shall be construed and enforced as if such illegal or invalid provision had not been contained therein. In case any covenant, stipulation, obligation or agreement contained in the Loan Agreement or in this Resolution shall for any reason be held to be in violation of law, then such covenant, stipulation, obligation or agreement shall be deemed to be the covenant, stipulations, obligation or agreement of the Port Authority to the full extent permitted by law.

Section 803. Representative Capacity. All covenants, stipulations, obligations and agreements of the Port Authority contained in this Resolution shall be deemed to be covenants, stipulations, obligations and agreements of the Port Authority to the full extent permitted by the Constitution and laws of the State of Florida. No covenant, stipulation, obligation or agreement contained herein shall be deemed to be a covenant, stipulation, obligation or agreement of any present or future member, agent or employee of the Port Authority in his individual capacity, and no officer of the Port Authority executing the Loan Agreement shall be liable personally on the Loan or be subject to any personal liability or accountability by reason of the issuance thereof. No officers, agent or employee of the Port Authority shall incur any personal liability in acting or proceeding or in not acting or not proceeding, in good faith, reasonably and in accordance with the terms of this Resolution.

Section 804. Captions. Any headings preceding the text of the several articles and sections hereof, and any table of contents or marginal notes appended to copies hereof, shall be solely for convenience or reference and shall not constitute a part of this Resolution, nor shall they affect its meaning, construction or effect.

Section 805. Effective Date. This Resolution shall take effect immediately upon its adoption, provided Article VI hereof shall take effect only upon receipt of the consent of National to waive the funding of the Reserve Account for the Loan; provided however, that, if such consent is not received on or before the date of the issuance of the Loan, the Port Authority shall fund the Reserve Account pursuant to the terms of the Senior Revenue Bond Resolution.

[Signatures to Follow]

Approved and adopted by the Tampa Port Authority as the governing body of the Hillsborough County Port District, Florida on October 21, 2014.

HILLSBOROUGH COUNTY PORT
DISTRICT, FLORIDA

By: _____
Name: Stephen W. Swindal
Title: Chairman, Tampa Port Authority

Attest:

By: _____
Name: Patrick H. Allman
Title: Secretary/Treasurer

[Signature Page | Resolution]

SUBJECT: CONTAINER GANTRY CRANES CONTRACT NO. 14-01714 WITH SHANGHAI ZHENHUA HEAVY INDUSTRIES CO., LTD (ZPMC)

BACKGROUND:

Port Tampa Bay (PTB) container facility is currently equipped with three 42 year old low profile container gantry cranes which have a limited out-reach of 110-feet, equating to a maximum of 11 containers across the width of a container ship. At the August 19, 2014 PTB Board Meeting, the Board authorized staff to negotiate terms of a contract to acquire two new container gantry cranes from Zhenhua Heavy Industries Co., Ltd (ZPMC), which was the sole proposer on PTB's RFP for Container Gantry Cranes.

The two new container gantry cranes that will have an out-reach of 174-feet which will provide the Port the ability to handle larger vessels in the 8,000 to 9,000 twenty-foot equivalent unit (TEU) range with up to 19 containers across the width of the ship. PTB received a \$12 million grant from the State of Florida for the purchase of a container gantry crane and is also arranging a \$12-million loan from the FDOT State Infrastructure Bank (SIB) program.

FACTS/COMMENTS:

PTB staff met with ZPMC the week of September 8th and again the week of September 22nd regarding the cranes contract and negotiated the following contract terms:

- ZPMC would fabricate and deliver to PTB 2 new 65 ton Container Gantry Cranes having 174-feet out-reach, with AVTRON drives complete, operational, and certified for operation within 18-months of a NTP.
- Liquidated damages (LD) would be ½-percent of the contract price per crane per week until the date of the Conditional Acceptance Certificate for such crane, up to a maximum of 5% of the contract price for all cranes. Note this equates to \$54,900 per crane per week, with a maximum LD amount of \$1,098,000.
- ZPMC would furnish 3 telescopic spreaders, 1 over-height spreader, 1 cargo beam and 1 lashing cage.
- Warranty periods:
 - 10-years –coating system
 - 5-years – structural and mechanical systems
 - 2-years – equipment supplied by the drive manufacturer.
- Total Contract Price for two (2) cranes of \$21,960,500.

PTB Staff met with ZPMC and four different drive manufacturers to evaluate and determine the best recommended drive for the cranes. Ports America staff and PTB staff agree that AVTRON appears to offer the best drive for the cranes considering past performance, experience, reliability, service, local support and good reputation for spare parts availability.

The new ZPMC cranes will be built with articulating wheel bogies that will allow them to travel the curved rail and operate at either Berth 213 or Berths 211-212. PTB and Ports America staff evaluated the new cranes positioning with respect to the three existing low profile cranes and determined that the new cranes should be placed north of the existing middle Paceco Crane No. 2.

Staff recommends a project contingency fund in amount not-to-exceed \$729,500 for the critical spare parts and any unforeseen conditions that may arise during the project. The actual spare parts and pricing will be determined once the crane design is completed in approximately 4-months. The critical spare parts would be added to the contract by change order and furnished when the cranes are delivered. The spare parts value is not included in the value of LD's should they occur.

It should be noted that PTB will need to perform some additional landside work (adding one crane power switch gear and two crane tie-downs and pin pockets) to accommodate the two additional cranes, as well as engaging a Cranes Engineering Consultant to assist with the project management, design reviews, inspections and testing of the cranes during the cranes design, fabrication and commissioning. The total estimate cost of the project with this ancillary work and consultant services is estimated at \$24-million as per the attached Project Estimate.

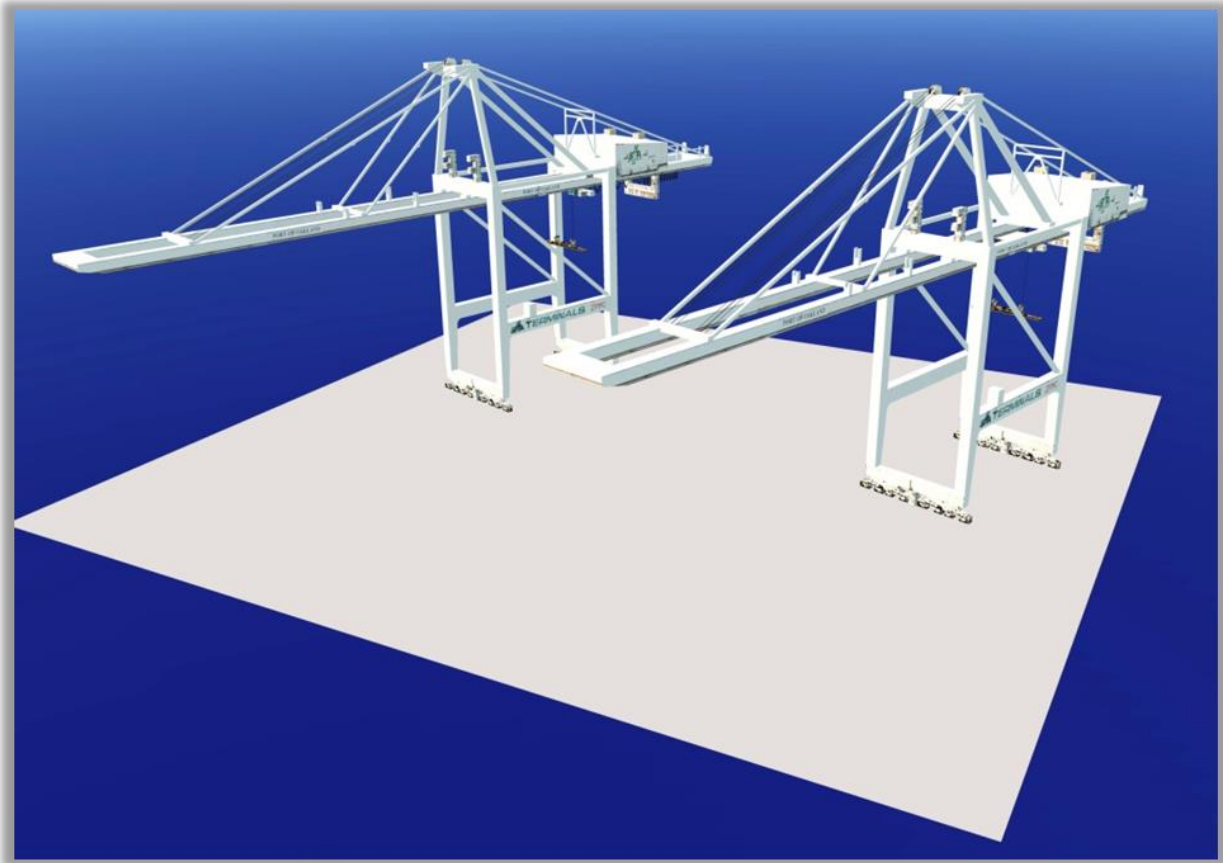
ZPMC has committed to a six percent (6%) Small Business Enterprise participation goal on this contract.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to execute a contract with ZPMC for the acquisition of two (2) new container gantry cranes and ancillary work described above at a contract price of \$21,960,500, and with a contingency fund of \$729,500 for the purchase of critical spare parts and any unforeseen conditions, for a total of \$22,690,000, all subject to final review by the Chief Legal Officer.

ESTIMATED PROJECT COST

ITEM	DESCRIPTION	TOTAL ESTIMATED COST
1.	Container Gantry Cranes Contract:	
	• Two (2) ZPMC Container Gantry Cranes	\$21,960,500
	• Allowance for Cranes Critical Spare Parts and Contingency	\$729,500
	Sub-total (Item 1)	\$22,690,000
2.	Engineering Services & Travel:	
	• Engineering Consultant Services – Program Management, Design Reviews, Inspections & Testing Services	\$715,000
	• PTB Engineering Staff Travel (six trips)	\$90,000
	Sub-total (Item 2)	\$805,000
3.	Landside Work needed for new Cranes:	\$595,000
	• One Crane Switch Gear & Dockside Power	
	• Two Crane Tie-Downs & Pin Pockets	
	• Fiber-optic System with connections to PA Office, Crane Maintenance Bldg. & Container Gate	
	Total Estimated Cost (Items 1 thru 3)	\$24,090,000



SUBJECT: WORK ORDER WITH MOFFATT AND NICHOL ENGINEERS FOR CRANE CONSULTANT ENGINEERING SERVICES TO BE PERFORMED BY PAUL BRIDGES ASSOCIATES DURING DESIGN, FABRICATION AND COMMISSIONING OF THE ZPMC CONTAINER GANTRY CRANES FOR PTB

BACKGROUND:

The previous agenda item was for the procurement of two new container gantry cranes from ZPMC, which is located in Shanghai, China.

Port Tampa Bay (PTB) will need to engage a cranes engineering consultant to assist staff with the design review, inspection, testing and commissioning of the ZPMC cranes throughout the 18-month schedule while the cranes are being designed and fabricated in China and erected and commissioned in Tampa.

FACTS/COMMENTS:

Moffatt and Nichol Engineers (M&N) is PTB's Container Facilities Engineering Consultant. It is recommended that the engineering services needed to oversee the cranes design, fabrication and commissioning be handled through their Agreement. M&N would engage Paul Bridges Associates (PBA) for this work.

The cranes specifications for Port Tampa Bay's Cranes Procurement RFP were developed by Paul Bridges Associates (PBA), who are internationally known and recognized as expert engineering consultants on ship to shore container gantry cranes.

PBA's expertise and understanding of PTB's crane specifications and knowledge/past experience overseeing fifteen (15) similar ship-to-shore cranes manufactured by ZPMC, makes them uniquely qualified to perform the Engineering Consultant assistance and oversight needed for PTB's cranes project.

PBA have qualified staff in Shanghai, China that speak Chinese and English that will perform the necessary daily inspections and testing services needed during fabrication. In addition, PBA's engineers will review and provide comment on the cranes design and routinely visit China to inspect the cranes fabrication and assembly. PBA will evaluate and inspect the cranes sea-bracing prior to shipment, and they will be at Tampa when the cranes are delivered and commissioned.

PBA services would include:

- Project management and oversight.
- Meetings in China (design kick-off meeting, progress review meetings, and final inspection before delivery).
- Design review of all ZPMC drawings.
- Manufacturing Reviews and oversight.
- Inspections and testing.
- Final Commissioning, inspection of sea-bracing and Load-out (in China)
- Off-load, start-up, testing, and commissioning/acceptance testing support in Tampa.
- Develop the final punch-list for the cranes and follow it to completion.

- Evaluate the capacity of the landside crane power supply and design any modifications needed for the five cranes (three existing and two new). (Note- PTB will bid and construct the power supply modifications before the new cranes are delivered and PBA will provide shop drawing reviews and problem solving assistance during construction.)
- Design two crane tie-downs and additional pin-pockets needed at PTB berths for the two new cranes. (Note- PTB will bid and construct the new tie-downs/pin-pockets before the new cranes are delivered. PBA will provide shop drawing reviews and problem solving assistance during the construction.)
- Review ZPMC's shop drawings for articulation wheel bogies for the existing Paceco Crane.
- Assist with the evaluation, selection and change order for critical spare crane parts.

PBA estimates its professional services time for the project at 5,800 man-hours and expenses (travel and subsistence) at \$108,500. Initially the consultant proposed this work on a time and material basis. However, with the assistance of Ports America's engineering staff who have worked with PBA on numerous past crane procurement projects, the consultant agreed to perform the work on a lump sum basis in the amount of \$715,000, which covers the full duration of the project even if it goes longer than the 18-months proposed by ZPMC.

PTB staff reviewed the consultant's proposal with Ports America's engineering staff, which has considerable past experience arranging for similar cranes consultant services for the 90 terminals that Ports America operates. Ports America staff concurred with the consultant's scope of work and their proposal price.

Funds for this work were included in the FY2015 Capital Program.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to execute a work authorization with Moffatt and Nichol under their Container Terminal Facilities Engineering Services Agreement in the lump sum amount of \$715,000 for specialized engineering consultant services to be provided by Paul Bridges Associates for the procurement of two (2) container gantry cranes from ZPMC, subject to final review by the Chief Legal Officer.

SUBJECT: AWARD OF UNIT PRICE MARINE REPAIR & IMPROVEMENTS, CONTRACT NO. 15-03314

BACKGROUND:

The current three-year Unit Price Marine Repairs and Improvements Contract (UP Marine Contract) with Orion Marine Construction, Inc. (Orion) expires December 2014. The contract is used on an "as-needed" basis to make repairs and improvements to the marine facilities at Port Tampa Bay (PTB), such as fenders, piling and berths, which is beyond the capability of PTB personnel.

The contract is an "on-call", "as-needed" contract for water-side repairs, maintenance and improvements to marine facilities such as fenders, pilings and berths as they arise. The Unit Price Marine and Improvements Contract includes bid items for every type of work which might be required during the three year term of the contract. The actual work is authorized by change order on an as needed basis, and the work is priced based upon the contractor's bid rates. The prices are adjusted annually based upon the CPI Index for the Tampa-St. Petersburg area.

The UP Marine Contract does not obligate PTB to expend any of the project budget. The budget for the UP Marine Contract is approved each year in September, and the amount authorized at the September 16, 2014 Board Meeting for FY2015 was \$1,000,000. The UP Marine Contract does not guarantee that the budgeted amount will be fully spent. The funding of the second and third years of the Contract are subject to approval by the Board each year.

The UP Marine Contract utilizes accounting procedures which use a change order system to authorize each project work assignment. Under the procedures, any change order in excess of \$250,000 is brought to the Board for prior approval. This Contract does not limit PTB's prerogative for bidding major marine projects separately and may be terminated at PTB's convenience.

FACTS/COMMENTS:

In accordance with PTB procurement policy, staff, advertised for bids for this project on September 5, 2014 in the Tampa Tribune, Tampa Bay Times, Florida Sentinel Bulletin and La Gaceta as well as on Onvia-DemandStar (e-procurement database system). Two (2) marine contractors attended the non-mandatory pre-proposal conference held on September 12, 2014. PTB received only one (1) responsive bid on October 2, 2014. PTB contacted the other marine contractor that did not bid and that contractor stated it did not have the staff or marine equipment needed to satisfy the 24 hour emergency call-out requirements of the Contract.

<u>Bidder (Location)</u>	<u>BID AMOUNT</u>	<u>SBE %</u>
1. Orion Marine Construction, Inc. (Tampa, FL)	\$1,698,513.71	16.74%

Orion is the only responsive and responsible bidder for the project. Local workforce will participate in the project, as Orion has committed to utilize five (5) Small Business Enterprise (SBE) firms that will provide aerial photos, signage, turbidity curtains, tug services, fuel, janitorial / utility connections, survey services, migratory bird monitoring and laboratory testing for a total of 16.74% SBE participation.

Orion has the current PTB UP Marine Contract, and PTB has been satisfied with its work. PTB staff reviewed the bid prices submitted by Orion and determined that overall the prices are approximately \$100,000 less than their current contract unit pricing. Staff recommends the contract award to Orion.

The PTB Board approved the FY2015 funding of \$1,000,000 for this contract at its September 2014 meeting; therefore, the recommendation for contract award does not require funding approval.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to award and execute Contract No. 15-03314 with Orion Marine Construction, Inc. for Unit Price Marine Repairs & Improvements for a period of one (1) year at a not-to-exceed amount of \$1,000,000, with two (2) one year consecutive renewal options at the sole discretion of PTB, all subject to final review by the Chief Legal Officer.

SUBJECT: INTERLOCAL AGREEMENT BETWEEN PORT TAMPA BAY AND HILLSBOROUGH COUNTY PUBLIC TRANSPORTATION COMMISSION

BACKGROUND:

The Tampa Port Authority, d/b/a Port Tampa Bay (PTB), is an independent special district created by Special Act Chapter 95-488, Laws of Florida. Section 7 of the Enabling Act allows the PTB to impose franchise, license, or other fees upon businesses and occupations carried on or operated under and by virtue of any franchises, licenses, or privileges granted by PTB. PTB has also adopted a tariff pursuant to these powers authorized under the Enabling Act (currently Tariff No. 13).

Under the PTB Tariff No. 13, Section L10, limousines and taxicabs (“public vehicles”) picking up passengers at PTB’s cruise ship passenger terminals and parking garages are required to obtain licenses from PTB. The license ensures that the operators of public vehicles are capable of providing such services in a safe and efficient manner and that the appropriate level of insurance is maintained for the operation of these vehicles on PTB property.

The Hillsborough County Public Transportation Commission (PTC) is an independent special district created by Special Act Chapter 2001-299, Laws of Florida and regulates the operation of public vehicles upon the public highways of Hillsborough County and its municipalities, and processes applications for limousine and taxicab licenses and charges fees on behalf of Hillsborough County. This license serves much the same purpose for Hillsborough County as the license issued by PTB.

FACTS/COMMENTS:

The regulations and requirements to operate a public vehicle in Hillsborough County, including the insurance requirements, are duplicative with the requirements to operate a public vehicle at PTB’s cruise ship passenger terminals and parking garages. In order to increase agency efficiency and eliminate this duplication, both the PTC and PTB desire to have this activity consolidated and handled by one agency.

The purpose of this Interlocal Agreement is to transfer regulation and licensing of all public vehicles which operate at PTB’s cruise passenger terminals and parking garages, specifically limousines and taxicabs, to the PTC. The PTC will require that all public vehicles that operate at PTB cruise passenger terminals and parking garages provide the PTC with a Certificate of Insurance with the insurance coverage/limits required by the Rules of the Hillsborough County Public Transportation Commission and naming PTB as an “Additional Insured.” A copy of the Certificate of Insurance will be provided to PTB.

The PTC will provide the necessary staff at PTB cruise passenger terminals and parking garages to ensure that all public vehicles which operate at PTB cruise passenger terminals and parking garages are appropriately licensed.

It should be noted that currently the PTC does not license buses, coaches, courtesy shuttles or mini-buses. As a result, in order to ensure that the operators of these vehicles are qualified to perform the duties of a licensee and, more importantly to ensure that these operators and their vehicles are properly insured, PTB will continue to issue licenses to these vehicles.

The term of the Interlocal Agreement will be for three (3) years, commencing on October 1, 2014 and ending on September 30, 2017. The agreement may be amended from time to time or extended in writing by mutual agreement. Neither PTB nor the PTC will impose any fees or administrative costs on either party.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to execute an Interlocal Agreement with the Hillsborough County Transportation Commission to transfer regulation and licensing of all limousines and taxi cabs which operate at PTB's cruise passenger terminals and parking garages to the PTC for a period of three (3) years effective from October 1, 2014 through September 30, 2017, subject to review and approval by the Chief Legal Officer.

SUBJECT: OPERATING AGREEMENT WITH NORWEGIAN CRUISE LINE**BACKGROUND:**

NCL (Bahamas) Ltd., d/b/a Norwegian Cruise Line (Norwegian) has been operating a 7-day cruise from Port Tampa Bay since 2011. Norwegian owns, manages, and/or operates cruise vessels dedicated to housing, feeding and entertaining customers on a round-trip basis throughout the waters of the world, utilizing cruise ship terminals in ports around the world, including Port Tampa Bay (PTB). Norwegian and PTB staff and Norwegian have been negotiating terms for a new cruise ship operating agreement (Agreement) to continue to operate from PTB.

FACTS/COMMENTS:

Norwegian and PTB staff have negotiated the following terms:

Term: Approximately two and one-half (2 1/2) years with two (2) option periods of one (1) year each.

Fees: The Agreement provides the Norwegian would pay the following contract wharfage and dockage rates fixed throughout the term of the Agreement in exchange for Norwegian guaranteeing a minimum number of homeport calls per year:

<u>Cruise Season</u>	<u>Rates</u>
March 1, 2014 thru September 30, 2014	wharfage - \$7.00 per passenger dockage - \$8.16/ft. LOA
October 1, 2014 through September 30, 2015	wharfage – \$7.75 per passenger dockage – \$8.16/ft. LOA
October 1, 2015 through September 30, 2016	wharfage* – \$7.75 per passenger dockage – \$8.57/ft. LOA
October 1, 2016 through September 30, 2017	wharfage* – \$7.75 per passenger dockage – \$8.57/ft. LOA
October 1, 2017 through September 30, 2018	wharfage* – \$7.75 per passenger dockage – \$8.57/ft. LOA

*Beginning October 1, 2015, wharfage rate is subject to increase equal to tariff increase if any.

In an effort to enhance the cruise guest experience and to ultimately build demand for cruising from PTB on Norwegian cruise vessel, the parties would cooperate to promote the product through joint marketing and sales initiatives. In that regard, PTB would pay Norwegian a Shore Excursion Incentive for the purpose of improving the guest experience and to build demand for cruising from Port Tampa Bay. Greater demand for Norwegian's Tampa cruise product would result in higher earnings thereby enhancing PTB's ability to maintain a longer term commitment and chances for increased business. The Shore Excursion Incentive payment would include a \$1 per passenger move and \$2,000 per homeport call made by a Norwegian vessel.

PTB would grant Preferential Berth Privileges on Sundays at Berth 269 and Terminal 3 from the Effective Date through April 30, 2015 and Preferential Berth Privileges on Sundays at Berth 272 and Terminal 2 from May 1, 2015 through the end of the Term, provided that Norwegian timely submits its proposed schedule requesting berth reservations to PTB's Operations Department.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to execute a cruise ship operating agreement with NCL (Bahamas) Ltd., d/b/a Norwegian Cruise Line, in accordance with the above terms and conditions, subject to review by the Chief Legal Officer.

Board Meeting
October 21, 2014
Marketing, 190134v2 /190130

E. RECEIPT OF REPORTS

- 1. REPORT OF LEGAL FEES BY PROJECT**
- 2. REPORT OF AGED ACCOUNTS RECEIVABLES**
- 3. REPORT OF CONTRACT STATUS**
- 4. REPORT OF PERMITS**
- 5. REPORT OF EXPENDITURES BETWEEN \$50,000 - \$100,000**

FY2014 – LEGAL FEES AND EXPENSES REPORT THROUGH SEPTEMBER 30, 2014

YEAR-TO-DATE LEGAL FEES AND EXPENSES

	<u>FY 2014 Budget</u>	<u>FY 2014 Actual</u>
General Support / Litigation	\$ 79,000.00	\$ 517,000.49
General Admiralty / Maritime	\$ 24,000.00	\$ 28,093.65
General Real Estate / Land Use	\$ 50,000.00	\$ 54,290.50
General Construction Services Legal Support	\$ 13,000.00	\$ 18,732.50
General Environmental Legal Support	\$ 15,000.00	\$ 6,425.00
General Labor/Employment Legal Support	\$ 35,000.00	\$ 12,564.50
General Bankruptcy Services Legal Support	\$ 9,000.00	\$ 0.00
YEAR-TO-DATE FY 2013-14	<u>\$225,000.00</u>	<u>\$ 637,106.64</u>
[Over – Budget <u>\$417,106.64</u>]		

LITIGATION AND GENERAL LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>SEPTEMBER</u>	<u>Cumulative FY To Date</u>
Gray Robinson		
General		\$ 1,145.70
Channelside Bay Mall/Lit	\$ 140.00	\$ 316.90
Anglo-Irish Bank v. CBM	\$ 425.00	\$ 21,066.00
Liberty Channelside LLC	\$ 360.00	\$443,214.09
TM-Port TB	\$ 675.00	\$ 5,176.13
TM-WM-Port TB		\$ 2,310.64
Smith Katzenstein		
Liberty Channelside	\$ 115.45	\$ 31,602.17
Hobby & Hobby, P.A.		
General	\$ 315.00	\$ 907.50
Hamilton, Miller & Birthisel		
General		
Ins – CD *		\$ 21,446.31

* Information only – Legal Fees paid by Insurance Company

GENERAL ADMIRALTY / MARITIME LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>SEPTEMBER</u>	<u>Cumulative FY To Date</u>
Venable, LLC General	\$ 1,285.00	\$ 26,993.65
Quarles & Brady General		\$ 1,100.00

GENERAL REAL ESTATE / LAND USE LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>SEPTEMBER</u>	<u>Cumulative FY To Date</u>
Gray Robinson – Real Estate General Channelside Bay Mall/RE DRI	\$ 1,488.00	\$ 3,108.00
Murphy Oil USA, Inc. NexLube Tampa, LLC CBM – New Developer	\$ 8,797.50	\$ 35,162.50
P&M Consulting Group DRI NexLube Tampa, LLC Cruise Terminals South Bay Gen'l Projects		\$ 75.00 \$ 1,200.00
Trenam Kemker Buckeye Terminals		\$ 32,197.50

GENERAL LABOR / EMPLOYMENT LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>SEPTEMBER</u>	<u>Cumulative FY To Date</u>
Glenn Rasmussen Civil Service-MD		\$ 840.00
Gray Robinson Civil Service-22 Civil Service-23		\$ 517.50
Mandelbaum Fitzsimmons General		\$ 5,475.00
Broad and Cassel General	\$ 975.00	\$ 4,900.00

GENERAL CONSTRUCTION SERVICES LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>SEPTEMBER</u>	<u>Cumulative FY To Date</u>
Trenam Kemker Special Construction		\$ 980.00
General		

GENERAL BANKRUPTCY LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>SEPTEMBER</u>	<u>Cumulative FY To Date</u>
McIntyre Panzarella Corp Svcs Claims/Collection		

GENERAL ENVIRONMENTAL LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>SEPTEMBER</u>	<u>Cumulative FY To Date</u>
Enola Brown, P.A. General		
Manson Law Group General		
Lash & Wilcox, P.L. Berth 230		\$ 6,425.00

TAMPA PORT AUTHORITY
Monthly Aged Receivables
as of September 30, 2014

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
Port Usage Fees:						
S036	ALTAMAR SHIPPING	\$ 144.00	\$ -	\$ -	\$ -	\$ 144.00
Q023	ALTAMAR SHIPPING SERVICE	\$ 1,991.43	\$ -	\$ -	\$ -	\$ 1,991.43
T012	AMALIE OIL COMPANY	\$ 2,292.47	\$ -	\$ -	\$ -	\$ 2,292.47
A470	AMERICAN MARINE AGENCIES	\$ 522.00	\$ -	\$ -	\$ -	\$ 522.00
A415	AMERICAN VICTORY MARINERS	\$ 23.99	\$ -	\$ -	\$ -	\$ 23.99
V108	ATG TRANSPORTATION LLC	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
Q212	ATLANTIC RO-RO CARRIERS, INC.	\$ 6,733.21	\$ -	\$ -	\$ -	\$ 6,733.21
A012	BOUCHARD TRANSPORT CO	\$ 25,560.88	\$ -	\$ -	\$ -	\$ 25,560.88
S041	BRONCO TRANSPORT	\$ 360.00	\$ -	\$ -	\$ -	\$ 360.00
A514	BUCKEYE TERMINALS, LLC.	\$ 16,558.00	\$ -	\$ -	\$ -	\$ 16,558.00
B153	CABANA COACHES LLC	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
T003	CARGILL INC	\$ 5,061.29	\$ -	\$ -	\$ -	\$ 5,061.29
D049	CARGILL SALT	\$ 20.00	\$ -	\$ -	\$ -	\$ 20.00
T151	CARGILL SALT	\$ 21,692.29	\$ -	\$ -	\$ -	\$ 21,692.29
S025	CARGILL SALT DIVISION	\$ 528.00	\$ -	\$ -	\$ -	\$ 528.00
T131	CARNIVAL CRUISE LINES	\$ 263,149.12	\$ -	\$ -	\$ -	\$ 263,149.12
T198	CEMEX CEMENT OF LOUISIANA, INC.	\$ 182,381.93	\$ 250.00	\$ 7,157.51	\$ -	\$ 189,789.44
T141	CEMEX INC	\$ -	\$ -	\$ 3,370.50	\$ 3,370.50	\$ 6,741.00
T014	CENTRAL FLORIDA PIPELINE LLC	\$ 562,913.89	\$ -	\$ -	\$ -	\$ 562,913.89
T145	CENTRAL FLORIDA PIPELINE LLC	\$ 10,298.12	\$ -	\$ -	\$ -	\$ 10,298.12
T109	CITRUS PRODUCTS	\$ 27,645.72	\$ -	\$ -	\$ -	\$ 27,645.72
D047	CITY OF TAMPA	\$ 1,740.00	\$ -	\$ -	\$ -	\$ 1,740.00
D004	CTL DISTRIBUTION INC	\$ 20.00	\$ -	\$ -	\$ -	\$ 20.00
B178	DL2TRANSPORT, LLC DBA VILLAGES TRANSPORTATION	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
Q081	DONGKUK INTERNATIONAL INC	\$ -	\$ 233.09	\$ -	\$ -	\$ 233.09
Q127	DONGKUK INTERNATIONAL INC	\$ 64.12	\$ -	\$ 4,274.73	\$ -	\$ 4,338.85
Q032	DUFERCO STEEL, INC	\$ 1,780.20	\$ -	\$ -	\$ -	\$ 1,780.20
A478	ENTERPRISE MARINE SERVICES LLC	\$ 5,584.65	\$ -	\$ -	\$ -	\$ 5,584.65
A031	FILLETTE GREEN & CO, INC	\$ 2,951.30	\$ -	\$ -	\$ -	\$ 2,951.30
A429	GAC SHIPPING (USA) INC	\$ 32,376.33	\$ 440.25	\$ -	\$ 134.59	\$ 32,951.17
S043	GLOBAL DISTRIBUTION INC	\$ 16.00	\$ -	\$ -	\$ -	\$ 16.00
T108	GRIFFIN INDUSTRIES	\$ 3,000.44	\$ -	\$ -	\$ -	\$ 3,000.44

**Monthly Aged Receivables
as of September 30, 2014**

Customer		Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
Number	Customer Name					
A264	GULF MARINE REPAIR INC	\$ 6,924.86	\$ -	\$ -	\$ -	\$ 6,924.86
T063	GULF SULPHUR SERVICES	\$ 8,855.58	\$ -	\$ -	\$ -	\$ 8,855.58
C052	HAPPY'S PRODUCE	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
S059	HEAVY PARTS INTERNATIONAL	\$ 16.00	\$ -	\$ -	\$ -	\$ 16.00
M073	Hillsborough County Parks & Recreation	\$ 2,338.47	\$ -	\$ -	\$ -	\$ 2,338.47
A306	INCHCAPE SHIPPING SERVICES	\$ 4,818.00	\$ -	\$ -	\$ -	\$ 4,818.00
Q330	INTERMETAL REBAR LLC	\$ -	\$ 10,391.97	\$ -	\$ -	\$ 10,391.97
A040	INTERNATIONAL SHIP MANAGEMENT & AGENCY SERVICES	\$ 1,242.00	\$ -	\$ -	\$ -	\$ 1,242.00
A078	INTERNATIONAL SHIP REPAIR	\$ 360.00	\$ -	\$ -	\$ -	\$ 360.00
V005	J.C. SHIP SUPPLY AND MARITIME	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
A350	KIMMINS CONTRACTING	\$ 100.00	\$ -	\$ -	\$ -	\$ 100.00
D036	KINDER MORGAN BULK	\$ 80.00	\$ 20.00	\$ -	\$ -	\$ 100.00
T116	KINDER MORGAN BULK/TBS	\$ 1,308.74	\$ 500.00	\$ -	\$ -	\$ 1,808.74
Q224	KLOECKNER METAL CORPORATION	\$ 5,984.64	\$ -	\$ -	\$ -	\$ 5,984.64
A248	LA CARRIERS, INC	\$ 340.20	\$ -	\$ -	\$ -	\$ 340.20
A446	LOTT SHIP AGENCY INC	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
Q004	M G MAHER & COMPANY	\$ 7,809.63	\$ -	\$ -	\$ -	\$ 7,809.63
S049	MARDOT LOGISTICS INC	\$ 880.00	\$ -	\$ -	\$ -	\$ 880.00
A360	MARTIN GAS MARINE	\$ 13,740.00	\$ -	\$ -	\$ -	\$ 13,740.00
T135	MARTIN MARIETTA AGGREGATES	\$ 85,258.37	\$ -	\$ -	\$ -	\$ 85,258.37
T134	MARTIN OPERATING PARTNERSHIP	\$ 36,232.96	\$ 4,878.69	\$ -	\$ -	\$ 41,111.65
A016	MARTIN PRODUCT SALES LLC	\$ 375.00	\$ -	\$ -	\$ -	\$ 375.00
T199	MEDITERRANEAN SHIPPING CO./CHARLESTON	\$ 37,984.11	\$ 13,723.06	\$ 9,297.87	\$ -	\$ 61,005.04
M025	MILLENIUM MANAGEMENT GROUP, INC.	\$ 1,431.64	\$ -	\$ -	\$ -	\$ 1,431.64
A053	MORAN TOWING CORPORATION	\$ 22,823.25	\$ -	\$ -	\$ -	\$ 22,823.25
A430	MORAN-GULF SHIPPING AGENCIES	\$ 41,839.49	\$ -	\$ -	\$ -	\$ 41,839.49
T002	MOSAIC CROP NUTRITION, LLC	\$ 50,110.26	\$ -	\$ -	\$ -	\$ 50,110.26
T011	MURPHY OIL USA INC	\$ 505,141.40	\$ 22,287.87	\$ -	\$ -	\$ 527,429.27
D050	NEXLUBE TAMPA, LLC	\$ 60.00	\$ -	\$ -	\$ -	\$ 60.00
A486	NORTH AMERICAN GENERAL AGENTS	\$ 1,318.94	\$ -	\$ -	\$ -	\$ 1,318.94
A071	NORTON LILLY INTERNATIONAL	\$ 7,392.50	\$ -	\$ -	\$ -	\$ 7,392.50
A439	NOVA INTERNATIONAL SHIPPING	\$ 43,771.71	\$ -	\$ -	\$ -	\$ 43,771.71
A464	NYK LINE (NA) INC.	\$ 7,291.85	\$ -	\$ -	\$ -	\$ 7,291.85

**Monthly Aged Receivables
as of September 30, 2014**

Customer		Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
Number	Customer Name					
Q345	OLBERT METAL SALES	\$ 1,131.28	\$ 551.02	\$ -	\$ -	\$ 1,682.30
S050	ONLINE TRANSPORT INT'L LLC	\$ 344.00	\$ -	\$ -	\$ -	\$ 344.00
A341	ORION MARINE CONSTRUCTION	\$ -	\$ 210.38	\$ -	\$ -	\$ 210.38
A069	OSG AMERICA INC	\$ 1,392.33	\$ 316.56	\$ -	\$ -	\$ 1,708.89
A516	PALMETTO BEACH LINEHANDLERS	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
T064	PASCO TERMINALS INC	\$ 1,781.46	\$ -	\$ -	\$ -	\$ 1,781.46
T006	PORTS AMERICA	\$ 6,873.65	\$ -	\$ -	\$ 72.98	\$ 6,946.63
T182	PORTS AMERICA	\$ 38,404.98	\$ -	\$ -	\$ 1,671.04	\$ 40,076.02
T182I	PORTS AMERICA (INTERNATIONAL)	\$ 12,037.86	\$ 9,632.35	\$ 142.45	\$ 9,496.68	\$ 31,309.34
Q332	PRIME CHARTER USA, INC.	\$ 1,097.53	\$ -	\$ -	\$ -	\$ 1,097.53
A064	SAVAGE & SON, AR	\$ 128,093.85	\$ 126,822.19	\$ -	\$ -	\$ 254,916.04
A065	SEA & LAND SHIPPING	\$ 34,199.43	\$ -	\$ -	\$ -	\$ 34,199.43
S042	SOUTHERN WASTE SERVICES INC	\$ 40.00	\$ -	\$ -	\$ -	\$ 40.00
A283	STEPHENSON INTERNATIONAL INC	\$ 192.00	\$ -	\$ -	\$ -	\$ 192.00
A417	SULPHUR CARRIERS	\$ 6,630.70	\$ -	\$ -	\$ -	\$ 6,630.70
T101	SULPHURIC ACID TRADING COMPANY	\$ 3,942.75	\$ -	\$ -	\$ -	\$ 3,942.75
S055	TAMPA CONTAINER TRANSPORT	\$ 696.00	\$ -	\$ -	\$ -	\$ 696.00
T021	TAMPA PORT SERVICES, LLC	\$ 4,134.51	\$ -	\$ -	\$ -	\$ 4,134.51
A384	TAMPA SHIP LLC	\$ 1,220.00	\$ -	\$ -	\$ -	\$ 1,220.00
T173	TITAN FLORIDA LLC	\$ 33,716.78	\$ -	\$ -	\$ -	\$ 33,716.78
T193	TITAN METAL SERVICE, INC.	\$ 500.58	\$ -	\$ -	\$ -	\$ 500.58
T150	TRADEMARK METALS RECYCLING FKA ONESTEEL	\$ 38,174.92	\$ 87,129.63	\$ -	\$ -	\$ 125,304.55
A251	TRADEMARK METALS RECYCLING LLC	\$ 197.88	\$ -	\$ -	\$ -	\$ 197.88
A497	TRANS-ATLANTIC AGENCIES INC	\$ 31,081.47	\$ -	\$ -	\$ -	\$ 31,081.47
T197	TRANSFLO TERMINAL SERVICES, INC.	\$ 163,487.43	\$ -	\$ -	\$ -	\$ 163,487.43
T020	TRANSMONTAIGNE INC	\$ 213,959.44	\$ 3,189.13	\$ -	\$ -	\$ 217,148.57
T139	TROPICAL SHIPPING	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
S021	TRX SOUTHEAST (TAMPA #770)	\$ 136.00	\$ -	\$ -	\$ -	\$ 136.00
A420	U.S. DEPT. OF COMMERCE/NOAA GULF MARINE	\$ 1,728.35	\$ -	\$ -	\$ -	\$ 1,728.35
A034	UNITED OCEAN SHIPPING (TECO)	\$ 7,100.25	\$ -	\$ -	\$ -	\$ 7,100.25
M053	UNIVERSAL PROTECTION SERVICE	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
M034	USA PARKING SYSTEM, INC.	\$ 320.00	\$ -	\$ -	\$ -	\$ 320.00
A465	VALLS SHIPPING COMPANY	\$ 50,587.92	\$ 43,722.44	\$ -	\$ -	\$ 94,310.36

TAMPA PORT AUTHORITY

**Monthly Aged Receivables
as of September 30, 2014**

Customer		Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
Number	Customer Name					
T119	VULCAN MATERIALS COMPANY	\$ 102,541.48	\$ -	\$ -	\$ -	\$ 102,541.48
Q167	WILHELMSSEN SHIPS SERVICE	\$ -	\$ 250.00	\$ -	\$ -	\$ 250.00
T056	YARA NORTH AMERICA INC	\$ 3,418.55	\$ -	\$ -	\$ -	\$ 3,418.55
T171	ZIM ISRAELI NAVIGATION COMPANY	\$ 123,445.50	\$ 23,533.00	\$ -	\$ -	\$ 146,978.50
Subtotal Port Usage Fees		\$ 3,083,847.86	\$ 350,331.63	\$ 24,243.06	\$ 14,745.79	\$ 3,473,168.34

Lease Charges:

L045	AMALIE OIL	\$ 792.90	\$ -	\$ -	\$ -	\$ 792.90
L011	CARGILL FINANCIAL SERVICE CTR	\$ 62,717.66	\$ -	\$ -	\$ -	\$ 62,717.66
L225	CBP DEVELOPMENT, LLC.	\$ 47,136.92	\$ -	\$ -	\$ -	\$ 47,136.92
L299	CEMEX CEMENT OF LOUISIANA, INC.	\$ -	\$ -	\$ 72.10	\$ -	\$ 72.10
L277	CEMEX CONSTRUCTION MATERIALS FLORIDA LLC	\$ 93,474.50	\$ -	\$ -	\$ -	\$ 93,474.50
L044	DIVERSIFIED MARINE TECH	\$ 175.22	\$ -	\$ -	\$ -	\$ 175.22
L305	GREAT LAKES DREDGE & DOCK	\$ 68,846.84	\$ -	\$ -	\$ -	\$ 68,846.84
L124	GULF MARINE REPAIR INC	\$ 90,923.93	\$ -	\$ -	\$ -	\$ 90,923.93
L287	HCP ASSOCIATES, INC	\$ 1,917.28	\$ 1,604.42	\$ 120.33	\$ 9,870.12	\$ 13,512.15
L174	MARTIN MARIETTA AGGREGATES	\$ 17,150.97	\$ -	\$ -	\$ -	\$ 17,150.97
L010	MOSAIC CROP NUTRITION, LLC	\$ -	\$ -	\$ -	\$ 2,090.94	\$ 2,090.94
L039	MURPHY OIL USA INC	\$ 528.69	\$ -	\$ 8.00	\$ -	\$ 536.69
L291	ONLINE TRANSPORT INT'L LLC	\$ 350.00	\$ -	\$ -	\$ -	\$ 350.00
L196	SEABULK TOWING INC	\$ 218.26	\$ -	\$ -	\$ -	\$ 218.26
L138	SHRIMP SVC DOCK ASSOCIATION	\$ 8.00	\$ -	\$ -	\$ -	\$ 8.00
L235	STARSHIP CRUISE LINE	\$ 107.67	\$ -	\$ -	\$ -	\$ 107.67
L064	SUPERIOR SEAFOODS INC	\$ 73.88	\$ -	\$ -	\$ -	\$ 73.88
L067	TAMPA BAY PIPELINE COMPANY	\$ 121.00	\$ -	\$ 60.50	\$ 4,900.50	\$ 5,082.00
L049	TAMPA PORT SERVICES, LLC	\$ -	\$ 11,029.04	\$ -	\$ -	\$ 11,029.04
L190	TAMPA SHIP LLC	\$ 40,082.62	\$ -	\$ -	\$ -	\$ 40,082.62
L295	THE FLORIDA AQUARIUM	\$ 78.00	\$ -	\$ -	\$ -	\$ 78.00
L209	TRADEMARK METALS RECYCLING FKA ONESTEEL	\$ -	\$ 439.45	\$ -	\$ -	\$ 439.45
L078	TRANSMONTAIGNE TERMINALING INC	\$ 882.34	\$ -	\$ -	\$ -	\$ 882.34
L282	UNIVERSITY OF SOUTH FLORIDA	\$ 8,945.29	\$ -	\$ -	\$ -	\$ 8,945.29
L079	VERSAGGI SHRIMP COMPANY	\$ 111.29	\$ -	\$ -	\$ -	\$ 111.29
Subtotal Lease Charges		\$ 434,643.26	\$ 13,072.91	\$ 260.93	\$ 16,861.56	\$ 464,838.66

TAMPA PORT AUTHORITY

**Monthly Aged Receivables
as of September 30, 2014**

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
<u>Accounts in Litigation/Renegotiation/Bankruptcy:</u>						
Q205	ASSURANCE FORENINGEN SKULD(GJENSIDIG)	\$ -	\$ -	\$ -	\$ 19,682.93	\$ 19,682.93
	Subtotal Accounts in Litigation/Renegotiation/Bankruptcy	\$ -	\$ -	\$ -	\$ 19,682.93	\$ 19,682.93
Total Aged Receivables as of September 30, 2014		\$ 3,518,491.12	\$ 363,404.54	\$ 24,503.99	\$ 51,290.28	\$ 3,957,689.93

TAMPA PORT AUTHORITY
MONTHLY CONTRACT STATUS REPORT
September 30, 2014

Project	Contractor	Contract Financial Record #	Original Bd App Date	Amt Approved Including Amendments	Costs Incurred to Date	Percent Complete
OPERATING AND NON-CAPITAL CONTRACTS:						
Parking Facilities Operations	USA System Parking (renewal 9/1/13-8/31/14)	12-12	07/16/13	\$ 1,324,273	\$ 1,084,429	81.9%
Grounds Maintenance	Great Bay Landscape (year 2)	12-14	08/21/12	\$ 149,400	\$ 149,400	100.0%
Financial Audit & Related Areas	Cherry, Bekaert & Holland (year 2)	12-15	07/17/12	\$ 89,800	\$ 59,800	66.6%
Insurance Broker Services	Hugh Wood (year 3)	12-17	07/16/13	\$ 52,000	\$ 13,000	25.0%
Copier Leases (7 copiers)	Ricoh Americas Corporation	12-18	07/17/12	\$ 144,000	\$ 115,562	80.3%
Annual Maintenance & License - Great Plains	Tribridge (year 2)	12-19	09/18/12	\$ 165,000	\$ 125,473	76.0%
PARCS Parking Access Revenue Control System Maintenance	Scheidt & Bachmann USA (year 3)	12-22	07/16/13	\$ 50,613	\$ 4,218	8.3%
General Planning Services	Renaissance Planning Group	13-06	10/16/12	\$ 400,000	\$ 161,751	40.4%
Security Guard Services	AlliedBarton (1/20/14 -1/19/15)	13-08	12/17/13	\$ 1,907,083	\$ 1,153,997	60.5%
Law Enforcement Services	BOCC / HCSO	13-10	01/15/13	\$ 3,913,144	\$ 3,746,548	95.7%
Online Data Service Backup	Venyu Solutions, Inc. (5 years @ \$50k/yr)	13-13	05/21/13	\$ 250,000	\$ 33,445	13.4%
SBE Uniformed Security Guard Service	Martinez & Company (year 1)	13-15	05/21/13	\$ 150,000	\$ 146,423	97.6%
SBE Uniformed Security Guard Service	Martinez & Company (year 2)	13-15	05/21/13	\$ 150,000	\$ 5,230	3.5%
Insurance Consultants	Interisk (1st renewal)	13-24	07/16/14	\$ 90,000	\$ 5,445	6.1%
NetApp Network Storage System Maintenance	Softchoice Corporation	13-25a	10/16/13	\$ 69,000	\$ 44,586	64.6%
Elevator/Escalator Maintenance & Repair Services	ThyssenKrupp Elevator	13-26	08/20/13	\$ 137,000	\$ 116,518	85.0%
Employee Dental Plan	Direct Assignment Benefit Plans	14-03	09/17/13	\$ 80,000	\$ 41,473	51.8%
State Legislative Services	Advocacy Group at Cardenas Partners (year 2)	14-05	08/20/13	\$ 60,000	\$ -	0.0%
State Legislative Services	Ballard Partners (year 2)	14-06	08/20/13	\$ 60,000	\$ 5,000	8.3%
Janitorial Services	ASK Solutions; All Southern Cleaning	14-08	10/15/13	\$ 324,671	\$ 291,150	89.7%
Federal Government Relations Consultant	Alcalde & Fay	14-10	09/17/13	\$ 90,000	\$ 83,933	93.3%
TPA Admin bldg & Cruise Terminal 3 HVAC	Tampa Bay Trane	14-12a	01/21/14	\$ 44,200	\$ -	0.0%
Financial Advisory Service	Public Financial Management	14-16	08/20/13	\$ 60,000	\$ 23,238	38.7%
Workers Compensation Insurance	PGIT (Preferred Governmental Insurance Trust)	15-07	09/17/13	\$ 96,228	\$ -	0.0%
OPERATING AND NON-CAPITAL CONTRACTS:				\$ 9,760,184	\$ 7,410,618	
CONTINUING ANNUAL CONTRACTS:						
Professional Service Contracts	Various	10-10	09/15/09	\$ 2,250,000	\$ 1,800,774	80.0%
Continuing Repair / Improvements Contracts	Various	10-11	09/15/09	\$ 2,200,000	\$ 895,391	40.7%
Continuing Repair / Improvements Contracts	Various	11-01	09/21/10	\$ 2,200,000	\$ 804,839	36.6%
Professional Service Contracts	Various	11-02	09/21/10	\$ 2,050,000	\$ 1,816,724	88.6%
Continuing Repair / Improvements Contracts	Various	12-01	09/20/11	\$ 2,200,000	\$ 1,522,499	69.2%
Professional Service Contracts	Various	12-02	09/20/11	\$ 2,050,000	\$ 1,877,224	91.6%
Continuing Repair / Improvements Contracts	Various	13-01	09/18/12	\$ 1,760,000	\$ 1,415,216	80.4%
Professional Service Contracts	Various	13-02	09/18/12	\$ 2,390,000	\$ 1,403,568	58.7%
Wi-Fi Private Line Service	Level 3 Communications	13-21	07/16/13	\$ 80,000	\$ 68,093	85.1%
Disaster Recovery services	Belfor USA Group	13-22	07/16/13	\$ 50,000	\$ 10,000	20.0%
Cloud computing purchase & implementation	Tribridge Holdings, LLC	13-23	07/16/13	\$ 80,000	\$ 70,400	88.0%
Continuing Repair / Improvements Contracts	Various	14-01	09/17/13	\$ 2,350,000	\$ 1,056,661	45.0%
Professional Service Contracts	Various	14-02	09/17/13	\$ 5,064,600	\$ 1,272,153	25.1%
CONTINUING ANNUAL CONTRACTS:				\$ 24,724,600	\$ 14,013,542	

TAMPA PORT AUTHORITY
MONTHLY CONTRACT STATUS REPORT
September 30, 2014

Project	Contractor	Contract Financial Record #	Original Bd App Date	Amt Approved Including Amendments	Costs Incurred to Date	Percent Complete
CONSTRUCTION AND CAPITAL CONTRACTS:						
Final Closeout/Pmt Ybor Turning Basin	US Army Corps of Engineers	04-40	09/21/04	\$ 1,826,482	\$ 558,597	30.6%
Feasibility Study Cost Sharing Agreement	Department of the Army - ACOE	05-16	03/15/05	\$ 2,000,000	\$ 1,357,557	67.9%
Rail Crossing Improvements	CSX	11-06	06/15/10	\$ 750,000	\$ 447,365	59.6%
Professional Engineering Services - Petroleum Facilities	CH2M Hill	11-13	12/21/10	\$ 2,682,765	\$ 2,577,304	96.1%
Port Redwing Off-Site Mitigation	Keystone Excavators	11-14	04/19/11	\$ 1,000,000	\$ 957,781	95.8%
Eastport B151/152 Mitigation	Tampa Bay Construction	12-08	10/18/11	\$ 2,907,632	\$ 2,886,580	99.3%
Petroleum Facilities Improvements -CMS	Balfour Beatty/Batson Cook	12-09	05/15/12	\$ 46,352,357	\$ 44,367,095	95.7%
Cruise Terminal 2 & 3 Security Improvements	Tampa Bay Marine	12-10	05/15/12	\$ 176,259	\$ 150,803	85.6%
Pendola Point Reclaimed Water and Force Main Service	TB Landmark Construction	13-11	12/18/12	\$ 2,629,586	\$ 2,564,488	97.5%
Eastport B151/152 Phase 2 Fill Project	JVS Contracting Inc.	13-12	12/18/12	\$ 1,800,000	\$ 1,734,959	96.4%
Digital Signing System for Cruise Terminal Three	Audio Visual Innovations (AVI-SPL)	13-17	06/18/13	\$ 49,950	\$ 35,842	71.8%
Cruise Terminal 6 Customs & Border Protection	Nelco & Customs and Border Protection	13-19	06/18/13	\$ 956,000	\$ 796,570	83.3%
Railroad Construction and Improvements	Gonzalez & Sons Equipment	13-20	06/18/13	\$ 1,347,000	\$ 1,250,964	92.9%
Wi-Fi at Cruise Terminal 2; 3 and 6	Softchoice Corporation	13-25	11/20/12	\$ 150,000	\$ 118,592	79.1%
Construction of Equipment Storage Bldg.	Kincart Construction Company	13-32	09/17/13	\$ 555,814	\$ 335,053	60.3%
Improvements to Warehouse Bld # 229	Eveland Brothers, Inc.	13-33	09/17/13	\$ 363,180	\$ 324,673	89.4%
Construction of Pendola Point Security Bldg.	Kincart Construction Company	13-34	09/17/13	\$ 376,047	\$ 192,460	51.2%
Navigational Improvements / Unit Price Dredging	Orion Dredging	14-04	08/20/13	\$ 3,500,000	\$ 1,894,405	54.1%
Port Siren Warning System	Flores & Harper Construction	14-09	12/17/13	\$ 677,425	\$ 545,956	80.6%
SOC Improvements	Cutler Associates, Inc.	14-11	12/17/13	\$ 853,817	\$ 763,034	89.4%
TPA Admin bldg & Cruise Terminal 3 HVAC	Tampa Bay Trane	14-12	12/17/13	\$ 1,767,529	\$ 894,506	50.6%
Maritime Domain Awareness and Anomaly Detection System	The Mariner Group, LLC	14-14	02/18/14	\$ 420,000	\$ 390,829	93.1%
Security Command Center Video Monitoring System	Technical Innovation Group	14-15	03/18/14	\$ 190,000	\$ 84,750	44.6%
Customs Exam Station - Roof Replacement	P.J. Callaghan Construction	14-17	03/18/14	\$ 233,527	\$ 87,527	37.5%
HP Maritime & Eastport Paving, Drainage & Roadway Improvements	L.Cobb Construction	14-18	04/15/14	\$ 2,436,164	\$ -	0.0%
Container Facilities Improvements for Hookers Point	Batson Cook	14-20	05/20/14	\$ 2,183,632	\$ -	0.0%
Port Redwing Security Fencing	Good Neighbor Fence	14-21	05/20/14	\$ 129,580	\$ 99,791	77.0%
Enhanced Camera and Video Storage Upgrade	GSA Security Inc	14-22	05/20/14	\$ 423,000	\$ 423,000	100.0%
Radar Installation	Transportation Security Associates	14-25	07/15/14	\$ 772,905	\$ 772,905	100.0%
CONSTRUCTION AND CAPITAL CONTRACTS:				\$ 78,737,746	\$ 65,840,479	
GRAND TOTAL:				\$ 113,318,758	\$ 87,264,640	

PERMIT REPORT
9/1/2014– 9/30/2014

PERMITS ISSUED

14-007	National Audubon Society	Oyster reef/reef ball habitat wavebreak/Hillsborough Bay/Tampa
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REVISIONS

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VIOLATIONS

*Indicates that permit was issued After-The-Fact

PENDING APPLICATIONS SUMMARY

Permit #	Appl. Received	Minor/ Standard	Applicant	Proposed Work
13-016	12/26/13	M	Tampa Electric Company	Replace 2 outflow culverts
14-002	3/12/14	S	Tampa Port Services	Shoreline stabilization/seawall with fill & wetlands impacts
06-037R	5/7/14	S	Apollo Beach Waterway Improvement Group	Maintenance Dredge 3 Canals-Apollo Beach Nature Park Re-Nourishment
14-005	6/13/2014	M	Tampa Bulk Services	Shoreline Stabilization (concrete girder piles/rip-rap/fill) @ Port Tampa Ship Channel
14-008	08/13/14	M	Tampa Police Dept.-Marine Unit	Idle Speed/No Wake Signage
14-009	8/29/14	?	Robert Lofley	Enclosed structure with Pier
14-011	9/12/14	S	Port Tampa Bay	Marine Safety Complex Phase 2-Floating docks, boat ramp, bulkhead extension & dredge
10-016 (R2)	10/2/14	S	Tampa Yacht & Country Club	Modify Marina Dock Complex
14-012	10/6/14	S	Tampa Electric Company	Maintenance Dredge Big Bend Channel

Board Meeting
October 21, 2014
Environmental Department/ #189988 v1

EXPENDITURES
Between \$50,000 - \$100,000
9/1/2014 – 9/30/2014

COMPANY	DESCRIPTION	AMOUNT	FUNDING	ADDITIONAL INFORMATION

Board Meeting
October 21, 2014
#189344

F. EXECUTIVE DIRECTOR REPORT

G. PRESENTATIONS

TECO TAMPA HISTORIC STREETCAR

**H. NEW BUSINESS/COMMISSIONERS'
COMMENTS**

I. FUTURE PROPOSED PROJECTS

PORT TAMPA BAY
LIST OF FUTURE PROPOSED PROJECTS
 UPDATED 10/01/14

Project Name	Current Contractor/ Consultant	Estimated Proposal/Bid Release	Estimated Board Approval
Administration Building Landscape Improvements	New RFP	Oct/Nov 2014	Nov/Dec 2014
Tradeshow Booth Transport	New ITB	Oct 2014	Nov 2014
Marine Security Vessel	New ITB	Oct 2014	Nov 2014
Unit Price Environmental Remediation Services	Seavy & Associates	Oct 2014	Jan 2015

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J. CALENDAR OF EVENTS

K. DATE OF NEXT MEETING

TUESDAY, NOVEMBER 18, 2014 – 9:30 AM

L. ADJOURNMENT